



THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 442880
SCH No. 2016031026

SUBJECT: THE PRESERVE AT TORREY HIGHLANDS: A request for a COMMUNITY PLAN AMENDMENT to the Torrey Highlands Subarea Plan to re-designate the project site from Commercial Limited (CL) to Employment Center (EC), a REZONE from AR-1-1 to IP-3-1, a PLANNED DEVELOPMENT PERMIT, and a SITE DEVELOPMENT PERMIT to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 180,000-square-foot, six-story building (Building 1); a 120,000-square-foot, four-story building (Building 2) that would include a 5,000-square-foot fitness center (including shower facilities); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot seven-story parking garage with one level below grade and surface parking. Each office building would include subterranean parking spaces. Various site improvements would also be constructed that include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. In addition, the project would achieve a Leadership in Energy and Environmental Design (LEED) ~~Silver~~ Gold Certification in conformance with Council Policy 900-14. The undeveloped 11.10-acre project site is located approximately one-quarter mile south of State Route (SR) 56 along the west side of the future planned extension of Camino del Sur. The parcel is designated Commercial Limited (CL) and zoned AR-1-1 within the Torrey Highlands Subarea Plan. In addition, the project site is located within the Airport Land Use Compatibility Overlay Zone (Marine Corps Aviation Station [MCAS] Miramar) and the Airport Influence Area (Review Area 2 - MCAS Miramar). (Assessor Parcel Numbers (APN) 306-050-16, 306-050-18, 306-050-19, and 306-050-28). Applicant: The Preserve at Torrey Highlands.

UPDATE: March 19, 2019. Clarifications and/or revisions, additional information, and typographical corrections have been made to the final Environmental Impact Report when compared to draft environmental document. In accordance with the California Environmental Quality Act (CEQA) Section 15088.5, the addition of new information that clarified, clarifies, amplifies, or makes insignificant modifications and would not result in new impacts or no new mitigation does not require recirculation.

Pursuant to Section 15088.5(a) of the CEQA Guidelines: "Significant new information" requiring recirculation includes, for example, a disclosure or additional data or other information showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The modifications within the final environmental document do not affect the analysis or conclusions of the Environmental Impact Report. All revisions are shown in a ~~strikethrough~~ and/or underline format.

ENVIRONMENTAL DETERMINATION:

This document has been prepared by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department and is based on the City's independent analysis and conclusions made pursuant to 21082.1 of the California Environmental Quality Act (CEQA) Statutes and Sections 128.0103(a), 128.0103(b) of the San Diego Land Development Code.

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis addressed the following issue area(s) in detail: Land Use, Transportation/Circulation, Visual Effects/Neighborhood Character, Greenhouse Gas Emissions, Air Quality and Odor, Biological Resources, Historical Resources, Paleontological Resources, Tribal Cultural Resources, Noise, and Energy.

The EIR concluded that the project would result in significant but mitigated environmental impacts to Air Quality and Odor, Biological Resources, Historical Resources, Paleontological Resources, and Tribal Cultural Resources, and significant and unmitigated impacts to Transportation/Circulation, Visual Effects/Neighborhood Character (landform alteration), Greenhouse Gases. All other impacts analyzed in the Draft EIR were determined to be less than significant.

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals were distributed either the Public Notice or a copy of the draft Environmental Impact Report:

Federal Government

Commanding General MCAS Miramar Air Station (13)
U.S. Army Corps of Engineers (16)
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23) / patrick_gower@fws.gov
U.S. Fish and Wildlife Service, San Diego National Wildlife Refuge Complex
U.S. Fish and Wildlife Service, San Diego National Wildlife Refuge Complex
U.S. Army Corps of Engineers (26)

State of California

Caltrans District 11 (31)
California Department of Fish and Wildlife (32)
San Diego County Regional Airport Authority (42)
California Regional Water Quality Control Board, Region 9 (44)
State Clearinghouse (46A)
California Department of Transportation (51)
California Transportation Commission (51A)
California Transportation Commission (51B)
California Native American Heritage Commission (222)

City of San Diego

Mayor's Office (91)
Councilmember Bry, District 1 (MS 10A)
Councilmember Zapf, District 2 (MS 10A)
Councilmember Ward, District 3 (MS 10A)
Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Cate, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Gomez, District 9 (MS 10A)
Development Services Department
 EAS
 Transportation
 LDR Planning
 Engineering
 Geology
 Landscape
 PUD Water & Sewer
 Project Manager

City of San Diego - continued

Planning Department

Plan-Long Range Planning

Park and Recreation

Plan Facilities Financing

Plan MSCP

Public Utilities

San Diego Police Department

San Diego Fire-Rescue Department

Environmental Services Department

Transportation Development - DSD (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

Library Department - Government Documents (81)

Central Library (81A)

Carmel Valley Branch Library (81F)

Rancho Penasquitos Branch Library (81BB)

Historical Resources Board (87)

Tom Tomlinson, Facilities Financing (93B)

Park and Recreations (89)

City Attorney (93C)

Other Organizations and Interested Individuals

San Diego Association of Governments (108)

San Diego County Regional Airport Authority (110)

San Diego Transit Corporation (112)

Metropolitan Transit System (115)

Rancho Santa Ana Botanic Garden at Claremont (161)

Sierra Club (165)

San Diego Canyonlands (165A)

San Diego Natural History Museum (166)

San Diego Audubon Society (167)

San Diego Audubon Society (167A)

California Native Plant Society (170)

Ellen T. Baulder, PHd (175)

Citizens Coordinate for Century 3 (179)

Endangered Habitats League (182)

Endangered Habitats League (182A)

Vernal Pool Society (185)

San Diego Tracking Team (187)

Carmen Lucas (206)

South Coastal Information Center (210)

San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

Ron Christman (215)

Clint Linton (215B)

Frank Brown - Inter-Tribal Cultural Resources Council (216)

Other Organizations and Interested Individuals - continued

Campo Band of Mission Indians (217)

San Diego County Archaeological Society (218)

Kumeyaay Cultural Heritage Preservation (223)

Kumeyaay Cultural Repatriation Committee (225)

Native American Distribution [Notice Only] (225A-S)

Clint Linton, Iipay Nation of Santa Ysabel

Lisa Cumper, Jamul Indian Village

Jesse Pinto, Jamul Indian Village

Rincon Band of Luiseno Indians

Richard Drury, Lozeau Drury LLP

Michael Lozeau, Lozeau Drury LLP

Komalpreet Toor, Lozeau Drury LLP

Theresa Rettinghouse, Lozeau Drury LLP

Hannah Hughes, Lozeau Drury LLP

California Chaparral Institute

Liz Babbitt

Lisa Ross

Robert Blessing

Preston Drake

Erik Basil

Mary Ann Eisele

Bill Diehl

Anne Harvey

Eileen Cunningham

Kathy and Tom Kinney

Cynthia Fuller

Kathleen Doorly

Barbara Mason

Beth Mather

David and Melissa Harris

Darshana Patel

Mike Shoecraft

Dave Korinek

Carole and Teddy Luises

Jon Becker

Steve Gone

Guy Oshiro

Linda and Mark McClain

Jennifer Avian / No Address Provided

Ryan Smith

Frank Landis

Sandra Oshiro

Brian Nixon

Alex P.

Jennifer Burstedt

Rachel Bittker

Other Organizations and Interested Individuals - continued

Matthew Harris

Alice Wei

Malinda Dunton

Su

Brian Eshelman

Hendry

Shirley

Kenny Fok

Christiane Staninger

Monique and Sam Langley

Efren Cauresma

Erin Zamora

Danni Merrill-Sangston

Ellen M. Vasquez

T. A. Luszc

Vivienne Seymore

Marina Martos

Brian Nixon

Brian Swanson

Kathryn Peterson

Kay Stewart

Celena Jacques

Olivia Malmstrom

Fredrick Ludden

Viejas Tribal Government

Pamela Heatherington, Environmental Center of San Diego

Van Collinsworth, Preserve Wild Santee

Richard Halsey, The Chaparral Institute

Friends of Del Mar Mesa / Diane Korsh

Friends of Del Mar Mesa / Lisa Ross

David Hogan

Li Ye

Shital Parikh

Ann Harvey

Del Mar Mesa Community Planning Board (361)

California Department of Parks & Recreation (378)

Torrey Pines Associates (379)

Rancho Penasquitos Planning Board (380)

San Diego Gas & Electric (381)

Friends of Los Penasquitos Canyon Preserve Inc. (382)

Rancho Penasquitos Town Council (383)

Los Penasquitos Lagoon Foundation (384)

Los Penasquitos Canyon Preserve Citizens Advisory Committee (385)

Torrey Highlands – Subarea IV (467)

Jason Wood, Cisterra, Applicant

Steve Scott, Cisterra, Applicant

Other Organizations and Interested Individuals - continued

David Dick, LexTerra Law, Applicant
Jennifer Sucha, DUDEK, Consultant
Shawn Shamlou, DUDEK, Consultant

RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary, and the letters are incorporated herein.
- (X) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the draft Environmental Impact Report, the Mitigation, Monitoring and Reporting Program and any other materials are available in the office of the Development Services Department for review, or for purchase at the cost of reproduction.



Anna McPherson
Program Manager
Development Services Department

June 21, 2018
Date of Draft Report

March 19, 2019
Date of Final Report

Analyst: Shearer-Nguyen

Comment Letter A1



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



August 8, 2018

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
1222 First Avenue, MS-501
San Diego, CA 92101
DSDEAS@sandiego.gov

Subject: Comments on the Draft Environmental Impact Report for the Preserve at Torrey
Highlands, City of San Diego, San Diego County, California
(Project Number 442880, SCH # 2016031026)

Dear Ms. Shearer-Nguyen:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Draft Environmental Impact Report (DEIR) for the Preserve at Torrey Highlands. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The project proposes to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 180,000-square-foot, six-story building (Building 1); a 120,000-square-foot, four-story building (Building 2); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot, seven-story parking garage with one level below grade and surface parking (Project). Each office building would include subterranean parking spaces. Various site improvements include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. In addition, the Project would require a Community Plan Amendment, Rezone, and Site Development Permit.

The undeveloped 11.10-acre project site is located approximately one-quarter mile south of State Route (SR) 56 along the west side of the future planned extension of Camino del Sur. The parcel is designated Commercial Limited and zoned AR-1-1 within the Torrey Highlands SAP. The Project is located within the MSCP and the City's SAP Multi-Habitat Planning Area (MHFA or preserve), the Del Mar Mesa Vernal Pool Unit of the U.S. Fish and Wildlife Service's San Diego National Refuge (Refuge) are adjacent to the south, and the Department's Del Mar Mesa Ecological Reserve (DMMER) abuts the Refuge to the south.

The Department is concerned about potential indirect impacts to vernal pools and the CESA- and Endangered Species Act (ESA) listed species that occur therein. The Project may impact vernal pools occupied by the ESA-listed endangered San Diego fairy shrimp (*Branchinecta*

Conserving California's Wildlife Since 1870

A1-1

A1-2

Response to Comment Letter A1

California Department of Fish and Wildlife

A1-1

The City acknowledges the comment as an introduction to comments that follow.

A1-2

As discussed in EIR Section 5.6.5, Vernal pool features are located adjacent to the property along the southern boundary; however, no vernal pool features are located within the property. The 0.43-acre covenant of easement (COE) established to provide on-site mitigation is located in the southwest corner of the property and provides a permanent buffer between the potential vernal pool watersheds and the project footprint. Thus, no direct impacts to vernal pools would occur. The buffer distance from the edge of the project footprint to the nearest watershed ranges from approximately 50 to 106 linear feet. Direct impacts to the vernal pool watershed would be avoided. Standard construction best management practices, recommended design configurations, and compliance

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
August 8, 2018
Page 2 of 3

sandiegensis), CESA- and ESA-listed endangered San Diego mesa mint (*Pogogyne abramsii*), and CESA- and ESA-listed endangered San Diego button-celery (*Eryngium aristulatum* var. *parishii*). Additionally, the Project has the potential to increase the intensity of anthropogenic stressors on existing MHPA which may result in impacts to CESA- and ESA-listed species (e.g., button celery and San Diego fairy shrimp).

We offer our comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating Project-related impacts to biological resources, and to ensure that the Project is consistent with all applicable requirements of the approved subarea plan.

1. We note that mitigation measure MM-BIO 1 (E)-Avian Protection Requirements only mentions compliance with the Migratory Bird Treaty Act (MBTA) pertaining to Bell's sage sparrow (*Artemisiospiza belli belli*). While the City's SAP affords streamlining of the environmental permitting of development projects, reasonable measures to avoid and minimize environmental impacts are an important component of the SAP. MM-BIO-1 should be inclusive of other nesting birds addressed by Fish and Game Code sections 3503, 3503.5, 3511, and 3513.
2. The DEIR states that the Project will mitigate 0.47 acre of Tier I scrub oak chaparral and 4.42 acres of Tier III habitat at the Deer Canyon Conservation Bank. According to the Department's records, the Deer Canyon Conservation Bank no longer has credits available for sale. The Project proponent and City should provide documentation that credits are applicable and appropriate, and have been secured specifically to mitigate for this project. The DEIR should provide documentation that credits are available for this project and are accurately reflected in the bank's ledger.
3. The DEIR should provide the locations of: 1) the previously disturbed areas identified for construction staging (pursuant to MM-BIO-1), and 2) the location of the Covenant of Easement to be recorded (pursuant to MM-BIO-3). When referencing the staging areas and the location of the Covenant of Easement, the DEIR relies on an "Exhibit A" (pp. ES-21, ES-23, 5.6-25, 10-7, and 10-8) and Biological Resources Technical Report (Dudek, 2018, p. 50) without providing a copy of the exhibit. The DEIR should include Exhibit A so that mitigation measures MM-BIO-1 and MM-BIO-3 are enforceable.
4. The Department has concerns that the Project's construction of a large parking structure may attract recreational users and facilitate unauthorized staging to the Refuge and DMMER. The DEIR's Figure 2-1 Aerial Map should reflect the Department's DMMER. The approximately 81 acres of natural open space of DMMER were set aside as mitigation for the State Route 52 extension and hosts sensitive plant communities, vernal pool resources, and CESA- and ESA-listed flora and fauna. As a mitigation site, DMMER is managed for natural resources preservation. Despite being set aside as mitigation for impacts to sensitive species, DMMER has historically been perceived as public open space for recreational activities. The Department's land managers have, and continue to, mitigate illegal access on DMMER. These management actions come at great personnel and fiscal expense. It is therefore important that the Department's DMMER be identified by the DEIR, and the recreational limitations for DMMER and the Refuge are conveyed at every opportunity, such as the circulation of the current DEIR. Not doing so would reinforce an inaccurate perception that DMMER serves as a recreational element of the City's SAP.

A1-2
Cont.

A1-3

A1-4

A1-5

A1-6

A1-3

with Multiple Species Conservation Plan (MSCP) Land Use Adjacency Guidelines (LUAGs) would ensure that indirect impacts to vernal pool watershed would be avoided. Thus, as concluded in Section 5.6.5.2 of the EIR, impacts would be less than significant.

No mitigation would be provided for impacts to non-special status nesting birds. Only impacts to candidate, sensitive, or special status species identified in the MSCP or other local or regional plans would be considered significant and require mitigation. Common nesting birds would not fall into this category. The project would comply with all applicable state and federal regulations, including the Migratory Bird Treaty Act. Additionally, as a condition of project approval, regulatory compliance, as well as implementation of the project's Mitigation, Monitoring and Reporting Program, is required.

A1-4

As identified in Section 5.6 of the draft EIR, mitigation measure M-BIO-2, mitigation bank credits were purchased from the Deer Canyon Mitigation Bank for the previously approved project (Our Lady of Mount Carmel Catholic Church, Project Number 2752), which was never constructed. As such the purchased mitigation credits were transferred to The Preserve at Torrey Highlands. The bank is now fully utilized and

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
August 8, 2018
Page 3 of 3

5. The DEIR should require fencing/walls along the perimeter (particularly the south and west) sides of the development to preclude unauthorized human access to the Refuge and deter unauthorized access to DMMER. Signs should be installed and maintained denoting that the land immediately adjoining the Refuge is not open for recreational access. The Project is abutted to the north, west, and south by Multi-Habitat Planning Area as described in the City SAP. A seven-story parking garage is proposed to be constructed along the southern property boundary abutting the 76-acre Refuge to the south. As identified above, recreational uses within DMMER and the Refuge were not contemplated. The Project's construction of a large parking structure may further misconceptions that the Refuge and/or the DMMER are intended for recreational use by inadvertently providing a staging area for unauthorized access. This is of particular concern given the proximity of vernal pool resources adjacent to the southern Project property line and parking structure. We recommend that the Project DEIR condition the restoration (e.g., vertical mulching) of 200-linear feet of all unauthorized trails within Del Mar Mesa Preserve that abut the Project property. We also recommend that the Project provide for site patrols or assistance to the City to increase the presence of City park rangers.

We appreciate the opportunity to comment on the referenced DEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Weiss at (858) 467-4289 or eric.weiss@wildlife.ca.gov.

Sincerely,



Gail K. Sevrens
Environmental Program Manager
South Coast Region

cc: Scott Morgan (State Clearinghouse)
Patrick Gower, U.S. Fish and Wildlife Service, Carlsbad

A1-7

A1-8

A1-9

closed as disclosed in prior MSCP Annual Reports. Documentation of the purchase of the Conservation Bank credits is provided in Appendix S to the Final EIR.

A1-5

Exhibit A has been included as Appendix T of the Final EIR which illustrates the project site plan and location of the Covenant of Easement. Additionally, Figure 5.6-3 of the draft EIR illustrates the proposed Covenant of Easement. The areas noted as construction staging are planned to be incorporated within the area proposed for impact, and thus a defined staging area has not been established. No construction staging would occur within preserve areas or areas designated as part of the Covenant of Easement.

A1-6

Regarding construction of a parking structure and unauthorized use of the Refuge and DMMER, clarification has been added to Section 5.6.1 of the Final EIR that barriers to the surrounding adjacent City Subarea Plan (SAP) Multi-Habitat Planning Area (MHPA) sensitive areas as well as the DMMER would be installed, including 6-foot tall barrier fencing around the perimeter of the project site to prevent on-site users from entering these areas. Additionally, as described in Section 3.3 of the draft EIR, the landscape site design would also incorporate a combination of wired guardrail, walls, informational signage forbidding entrance into adjacent MHPA and

	<p>DMMER, the parking garage (which would serve as a physical barrier), and natural rocks, which would function as additional barriers and prevent intrusion of human activities into the adjacent areas. Figure 3-17 has been added to the Final EIR, illustrating the location of these barrier features. These features would also serve as barriers to the Del Mar Mesa Vernal Pool Unit of the U.S. Fish and Wildlife Service's San Diego National Wildlife Refuge (Refuge) and CDFW's Del Mar Mesa Ecological Reserve (DMMER).</p> <p>It should be noted that Figure 2-1, Aerial Map of the draft EIR already identifies the DMMER and the MHPA. This area is labeled as the "Del Mar Mesa Preserve/MHPA" and is shaded green in Figure 2-1. Further, Figure 5.3-4, MHPA Adjacency, which was previously included in Appendix F, Biological Resources Technical Report, of the draft EIR, has been added to the Final EIR for further clarification on MHPA boundaries and the location of barrier features.</p> <p>A1-7 See Response A1-6 regarding fencing, walls, signage prohibiting entry to the adjacent preserve areas, and other barriers to the Refuge and the DMMER. Additionally, no public trails have been designated on site. Because barriers and informational signage prohibiting entry into adjacent preserve areas would be</p>
--	---

	<p>provided as described in response A1-6, patrols would not be required to discourage employees and others from entering the MHPA and DMMER. The City is aware of the unauthorized trails located within the DMMER; however, this reflects an existing condition and is not the responsibility of the project applicant to mitigate this existing condition. The project would implement barriers, fencing, and informational signage forbidding entrance into the DMMER, which would discourage any new trespass into the DMMER.</p> <p>A1-8 Because barriers and informational signage prohibiting entry into adjacent preserve areas would be provided as described in response A1-6, patrols would not be required to discourage employees and others from entering the MHPA and DMMER. The City is aware of the unauthorized trails located within the DMMER; however, this reflects an existing condition and is not the responsibility of the project applicant to mitigate this existing condition. The project would implement barriers, fencing, and informational signage forbidding entrance into the DMMER, which would discourage any new trespass into the DMMER.</p> <p>Moreover, the Carmel Mountain and Del Mar Mesa Resource Management Plan has been approved to guide the protection and maintenance of the preserved natural</p>
--	--

	<p>open space of the Del Mar Mesa preserve and management and monitoring activities would be conducted by persons with biological resource management experience. Because this NRMP is currently being implemented, combined with the proposed project's barriers prohibiting additional human intrusion in to the preserve, the proposed project would not increase unauthorized use of the preserve.</p> <p>A1-9 The City acknowledges the comment and notes it provides concluding remarks that do not raise new or additional environmental issues concerning the adequacy of the draft EIR.</p>
--	---

Comment Letter A2

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711
www.dot.ca.gov



August 6, 2018

11-SD-56
PM 6.12
DEIR SCH 2016031026

Ms. Elizabeth Scheerer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. Scheerer-Nguyen:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) (SCH 2016031026) for The Preserve at Torrey Highlands project. The project will be located south of State Route 56 (SR-56) and Camino Del Sur. Caltrans would like to submit the following comments:

- Caltrans previously reviewed the Black Mountain Road Community Plan Amendment (NOP SCH 2017051058) and sent a letter to the City of San Diego on June 15, 2017. The Black Mountain Road Community Plan Amendment proposed a downgrade of Black Mountain Road from a 6-lane Prime Arterial to a 4-lane Major. However, this DEIR for the Preserve project proposes fairshare mitigation monies directed towards a Facilities Benefit Assessment (FBA) project T-2D for a 6-lane Primary Arterial for Black Mountain Road (MM-TRA-3 & 4). Please clarify.

A2-1

- MM-TRA-3 & 4 states that the owner/permittee shall provide a fair share contribution to widen Black Mountain Road from Twin Trails Drive to the Community Plan Boundary to its ultimate classification as Six-Lane Primary Arterial to the satisfaction of the City Engineer. This will include the restriping of Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer. Figure 10-1, Year 2035 Conditions Diagram shows only two thru lanes in the northbound direction contradicting the statement in the MM-TRA-3 & 4. Please clarify.

A2-2

Also, in the prior reviews, the restriping of the overpass was never finalized due to bike lane concerns. Please include plan showing the final striping of the overpass with the final widening of Black Mountain Road.

A2-3

- Based on MM-TRA -1 & 2, the project proposes to mitigate traffic impacts by paying FBA fees to complete a northbound to westbound loop on-ramp and southbound to eastbound loop on-ramp at Camino Del Sur/SR-56 Interchange. Please give a status update for this project. The Torrey

A2-4

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response to Comment Letter A2

California Department of Transportation

A2-1

The mitigation for the proposed project is written to explain that the project contributes to significant cumulative impacts to Black Mountain Road. The mitigation recommends a fair share payment toward the unfunded portion of the Black Mountain Road widening project from the Rancho Peñasquitos Public Facilities Financing Plan (PFFP). However, the Black Mountain Road Community Plan Amendment (CPA) to downgrade the roadway from six to four lanes is also mentioned.

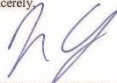
Therefore, as discussed in Section 5.2.4.5 of the draft EIR, if the proposed CPA is approved, the planned road widening would not be implemented and the Project's cumulative impacts to the ramps at the Black Mountain Road/ SR 56 interchange, as well as the Black Mountain Road/Park Village intersection, would remain significant and unmitigated. If the CPA is not approved, the Project's cumulative impacts to the SR-56 interchange

Ms. Elizabeth Scheerer-Nguyen
 August 6, 2018
 Page | 2

Highlands FBA shows an approximate \$7.1 million dollar (FY 2020) local match for the inclusion of these ramps at Camino Del Sur.

If you have any questions or need further assistance, please contact Trent Clark at (619) 688-3140 or by email at trent.clark@dot.ca.gov.

Sincerely,



JACOB ARMSTRONG, Chief
 Development Review Branch

↑ A2-4
 Cont.

*"Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California's economy and livability"*

with Black Mountain Road would be partially mitigated by the fair share contribution in Mitigation Measures TRA-3 (Black Mountain Road at SR-56 WB Ramps) and TRA-4 (Black Mountain Road at SR-56 EB Ramps) (as discussed in the preceding paragraph regarding Caltrans facilities) and fully mitigated by the fair share contribution at the Black Mountain Road/Park Village Road intersection by Mitigation Measure TRA-5 (Black Mountain Road/Park Village Road).

A2-2

Figure 5.2-6 of the EIR shows the Year 2035 roadway conditions. It is specifically mentioned that no improvements to existing roadways are assumed in the Year 2035 analysis. Thus, the Black Mountain Road bridge over SR-56 only shows two northbound through lanes on Figure 5.2-6.

A2-3

The restriping to three northbound through lanes is proposed as a mitigation measure over existing two-lane conditions. Measures such as restriping, outlined in MM-TRA-3 and MM-TRA-4, would partially mitigate impacts to the interchange of SR-56 with Black Mountain Road. Nonetheless, as described in Section 5.2.4.4 of the draft EIR, if the CPA is approved, the Project's cumulative impacts to the SR-56 interchange with Black Mountain Road would remain significant and unmitigated.

	<p>A2-4 Per information available publicly on the Caltrans website, the SR-56 I-5 to I-15 Project Study Report has been prepared. This report states that Caltrans has been working with the City of San Diego to investigate the feasibility of a phased implementation of the proposed improvements (including the loop ramps at Camino Del Sur). Funding will be sourced from City of San Diego development fees that were approved in the City's FBA Plans for the SR-56 corridor. However, 100% of funds are not yet collected at this point. Therefore, these improvements were not assumed in the traffic analysis, but were identified as a mitigation measure for significant project impacts to SR-56. As discussed in Section 5.2.4.4 of the EIR, the timeline for completion was taken from the SANDAG 2050 RTP which states improvements would be completed by Year 2040. Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and unavoidable.</p>
--	--

Response to Comment Letter A3

Governor's Office of Planning and Research

Comment Letter A3



STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH



August 7, 2018

Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: The Preserve at Torrey Highlands
SCH#: 2016031026

Dear Elizabeth Shearer-Nguyen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 6, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1499 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

RECEIVED
AUG 13 2018
Development Services

A3-1

A3-1

This comment confirms that the State Clearinghouse received the draft EIR and submitted to state agencies for review. The comment states that no comments were received by the review period close date of August 6, 2018 and confirms that the City complied with the State Clearinghouse review requirements pursuant to CEQA.

Document Details Report
State Clearinghouse Data Base

SCH# 2016031026
Project Title The Preserve at Torrey Highlands
Lead Agency San Diego, City of

Type	EIR	Draft EIR
------	-----	-----------

Description	<p>A request for a community plan amendment to the Torrey Highlands Subarea Plan to re-designate the project site from commercial limited to employment center, a rezone from AR-1.1 to IP-3-1, a planned development permit, and a site development permit to construct a 450,000 sf office campus.</p> <p>Specifically, the project would construct three office buildings comprised of a 180,000 sf, six-story building; a 120,000 sf, four-story building that would include a 5,000 sf fitness center; a 150,000 sf, five-story building; an amenity building that would include a 3,650 sf cafe; and a 180,000 sf seven-story parking garage with one level below grade and surface parking. Each office building would include subterranean parking spaces.</p>
-------------	--

Lead Agency Contact

Name	Elizabeth Shearer-Nguyen		
Agency	City of San Diego		
Phone	(619) 446-5369	Fax	
email			
Address	1222 First Avenue, MS-501		
City	San Diego	State CA	Zip 92101

Project Location

County	San Diego		
City	San Diego		
Region			
Lat / Long	32.953240° N / 117.154094° W		
Cross Streets	1/4 mile south of SR56 along the W side of planned extension at Camino del Sur		
Parcel No.	306-050-1600, 306-050-1800, 306-050-1900, 306-050-2800		
Township	Range	Section	Base

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Commercial Limited/AR-1-1/Commercial

Project Issues

Project Issues: Air Quality; Archaeologic/Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Wildlife; Wetland/Riparian; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Native American Heritage Commission

Date Received	06/21/2018	Start of Review	06/21/2018	End of Review	08/06/2018
----------------------	------------	------------------------	------------	----------------------	------------

Note: Blanks in data fields result from insufficient information provided by lead agency.

A3-2

Response to Comment Letter A4

Governor's Office of Planning and Research

Comment Letter A4



STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH



August 8, 2018

RECEIVED

AUG 13 2018

Development Services

Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: The Preserve at Torrey Highlands
SCH#: 2016031026

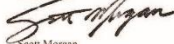
Dear Elizabeth Shearer-Nguyen:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on August 6, 2018. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2016031026) when contacting this office.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

A4-1

A4-1

The comment states that the State Clearinghouse received a comment letter after the end of the state 45-calender day review period and that the City is not required to respond to late comments; however, it is recommended that that comments still be considered as part of the Final EIR. Refer to Response to Comment Letter A1.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

late
8/6/19
E

State of California Seal

Governor's Office of Planning & Research

AUG 08 2019

STATE CLEARINGHOUSE

August 8, 2018

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
1222 First Avenue, MS-501
San Diego, CA 92101
DSDEAS@sanidiego.gov

Subject: Comments on the Draft Environmental Impact Report for the Preserve at Torrey Highlands, City of San Diego, San Diego County, California
(Project Number 442880, SCH # 2016031026)

Dear Ms. Shearer-Nguyen:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Draft Environmental Impact Report (DEIR) for the Preserve at Torrey Highlands. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The project proposes to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 180,000-square-foot, six-story building (Building 1); a 120,000-square-foot, four-story building (Building 2); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot, seven-story parking garage with one level below grade and surface parking (Project). Each office building would include subterranean parking spaces. Various site improvements include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. In addition, the Project would require a Community Plan Amendment, Rezone, and Site Development Permit.

The undeveloped 11.10-acre project site is located approximately one-quarter mile south of State Route (SR) 56 along the west side of the future planned extension of Camino del Sur. The parcel is designated Commercial Limited and zoned AR-1-1 within the Torrey Highlands SAP. The Project is located within the MSCP and the City's SAP Multi-Habitat Planning Area (MHPA or preserve), the Del Mar Mesa Vernal Pool Unit of the U.S. Fish and Wildlife Service's San Diego National Refuge (Refuge) are adjacent to the south, and the Department's Del Mar Mesa Ecological Reserve (DMMER) abuts the Refuge to the south.

The Department is concerned about potential indirect impacts to vernal pools and the CESA- and Endangered Species Act (ESA) listed species that occur therein. The Project may impact vernal pools occupied by the ESA-listed endangered San Diego fairy shrimp (*Branchinecta*

A4-2

A4-2 Refer to Response to Comment Letter A1.

Conserving California's Wildlife Since 1870

Ms. Elizabeth Shearer-Nguyen
 City of San Diego Development Services Department
 August 8, 2018
 Page 2 of 3

sandiegensis), CESA- and ESA-listed endangered San Diego mesa mint (*Pogogyne abramsii*), and CESA- and ESA-listed endangered San Diego button-celery (*Eryngium aristulatum* var. *parishii*). Additionally, the Project has the potential to increase the intensity of anthropogenic stressors on existing MHPA which may result in impacts to CESA- and ESA-listed species (e.g., button celery and San Diego fairy shrimp).

We offer our comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating Project-related impacts to biological resources, and to ensure that the Project is consistent with all applicable requirements of the approved subarea plan.

1. We note that mitigation measure MM-BIO-1 (E)-Avian Protection Requirements only mentions compliance with the Migratory Bird Treaty Act (MBTA) pertaining to Bell's sage sparrow (*Artemisospiza belli belli*). While the City's SAP affords streamlining of the environmental permitting of development projects, reasonable measures to avoid and minimize environmental impacts are an important component of the SAP. MM-BIO-1 should be inclusive of other nesting birds addressed by Fish and Game Code sections 3503, 3503.5, 3511, and 3513.
2. The DEIR states that the Project will mitigate 0.47 acre of Tier I scrub oak chaparral and 4.42 acres of Tier III habitat at the Deer Canyon Conservation Bank. According to the Department's records, the Deer Canyon Conservation Bank no longer has credits available for sale. The Project proponent and City should provide documentation that credits are applicable and appropriate, and have been secured specifically to mitigate for this project. The DEIR should provide documentation that credits are available for this project and are accurately reflected in the bank's ledger.
3. The DEIR should provide the locations of: 1) the previously disturbed areas identified for construction staging (pursuant to MM-BIO-1), and 2) the location of the Covenant of Easement to be recorded (pursuant to MM-BIO-3). When referencing the staging areas and the location of the Covenant of Easement, the DEIR relies on an "Exhibit A" (pp. ES-21, ES-23, 5.6-25, 10-7, and 10-8) and Biological Resources Technical Report (Dudek, 2018, p. 50) without providing a copy of the exhibit. The DEIR should include Exhibit A so that mitigation measures MM-BIO-1 and MM-BIO-3 are enforceable.
4. The Department has concerns that the Project's construction of a large parking structure may attract recreational users and facilitate unauthorized staging to the Refuge and DMMER. The DEIR's Figure 2-1 Aerial Map should reflect the Department's DMMER. The approximately 81 acres of natural open space of DMMER were set aside as mitigation for the State Route 52 extension and hosts sensitive plant communities, vernal pool resources, and CESA- and ESA-listed flora and fauna. As a mitigation site, DMMER is managed for natural resources preservation. Despite being set aside as mitigation for impacts to sensitive species, DMMER has historically been perceived as public open space for recreational activities. The Department's land managers have, and continue to, mitigate illegal access on DMMER. These management actions come at great personnel and fiscal expense. It is therefore important that the Department's DMMER be identified by the DEIR, and the recreational limitations for DMMER and the Refuge are conveyed at every opportunity, such as the circulation of the current DEIR. Not doing so would reinforce an inaccurate perception that DMMER serves as a recreational element of the City's SAP.

A4-2
 Cont.

Ms. Elizabeth Shearer-Nguyen
City of San Diego Development Services Department
August 8, 2018
Page 3 of 3

5. The DEIR should require fencing/walls along the perimeter (particularly the south and west) sides of the development to preclude unauthorized human access to the Refuge and deter unauthorized access to DMMER. Signs should be installed and maintained denoting that the land immediately adjoining the Refuge is not open for recreational access. The Project is abutted to the north, west, and south by Multi-Habitat Planning Area as described in the City SAP. A seven-story parking garage is proposed to be constructed along the southern property boundary abutting the 76-acre Refuge to the south. As identified above, recreational uses within DMMER and the Refuge were not contemplated. The Project's construction of a large parking structure may further misconceptions that the Refuge and/or the DMMER are intended for recreational use by inadvertently providing a staging area for unauthorized access. This is of particular concern given the proximity of vernal pool resources adjacent to the southern Project property line and parking structure. We recommend that the Project DEIR condition the restoration (e.g., vertical mulching) of 200-linear feet of all unauthorized trails within Del Mar Mesa Preserve that abut the Project property. We also recommend that the Project provide for site patrols or assistance to the City to increase the presence of City park rangers.

We appreciate the opportunity to comment on the referenced DEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Weiss at (858) 467-4289 or eric.weiss@wildlife.ca.gov.

Sincerely,


Gail K. Sevrens
Environmental Program Manager
South Coast Region

cc: Scott Morgan (State Clearinghouse)
Patrick Gower, U.S. Fish and Wildlife Service, Carlsbad

A4-2
Cont.

Comment Letter A5

Ms. Elizabeth Shearer-Nguyen
 Environmental Planner
 City of San Diego
 1222 First Avenue, MS 501
 San Diego, California 92101
DSDEAS@sandiego.gov

Dear Ms. Shearer-Nguyen:

The U.S. Fish and Wildlife Service (Service), has reviewed the draft Environmental Impact Report (DEIR) for the proposed Preserve at Torrey Highlands (Project), dated June 21, 2018. The comments provided herein are based on the information provided in the DEIR, the Service's knowledge of sensitive and declining species and their habitats, and our participation in the Multiple Species Conservation Program (MSCP) and the City's MSCP Subarea Plan (SAP).

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*) including habitat conservation plans (HCP) developed under section 10(a)(1) of the Act. The City participates in the Service's HCP program by implementing its SAP and its Vernal Pool Habitat Conservation Plan (VPHCP). In addition, the Service is the owner and manager of a 32.82-acre parcel of the Del Mar Mesa Vernal Pool Unit of the San Diego National Wildlife Refuge (Refuge).

The Project proposes to construct a 180,000-square-foot, six-story building (Building 1); a 120,000-square-foot, four-story building (Building 2); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot seven-story parking garage with one level below grade and surface parking. Each office building would include subterranean parking spaces. Various site improvements include associated utilities, internal circulation and access, hardscape (surface parking, driveways, and walkways) retaining walls, and landscape.

The undeveloped 11.10-acre project site is located approximately one-quarter mile south of State Route (SR) 56 along the west side of the future planned extension of Camino del Sur. The parcel is designated Commercial Limited (CL) and zoned AR-1-1 within the Torrey Highlands Subarea Plan. The project is located within the MSCP and the City's SAP Multi-Habitat Planning Area (MHPA or preserve) and the Refuge are adjacent to the south.

A5-1

Response to Comment Letter A5

US Fish and Wildlife Service

A5-1

The City acknowledges the comment as an introduction to comments that follow.

A5-2

Section 5.6.5 of the EIR includes a discussion of the avoidance of indirect impacts to vernal pools. As discussed in this section, the 0.43-acre Covenant of Easement (COE) would be established to provide on-site mitigation located in the southwest corner of the property and a permanent buffer between the vernal

The following items will help the project be consistent with the City's MSCP SAP and VPHCP:

1. Section 5.6.5.1 should include a discussion on how the proposed buffers are consistent with the Vernal Pool Habitat Conservation Plan (VPHCP). To be consistent with the VPHCP the Final Environmental Impact Report should show how the proposed buffers are based on functions and values based on a hydraulic analysis that evaluates surface and/or subsurface flow. However, if such an analysis is not conducted, the VPHCP recommends the proposed buffers default to a minimum of 100-feet from the watershed.
2. The project proposes to offset impacts at the Deer Canyon Mitigation Bank. Information provided by the City (attached) shows that the Deer Canyon Mitigation bank doesn't have the credits available to offset project impacts. We recommend the project verify that the appropriate credits are available at the Deer Canyon Mitigation Bank or provide alternatives to address project impacts consistent with the City's MSCP.
3. To completely avoid direct impacts to the Refuge/MHPA, we recommend the use of fencing to adequately demarcate the project footprint, and sound and lighting barriers, during construction. In addition, the project should include features that minimize indirect impacts facilitated by the project including trespass by humans and domestic animals, lighting, and invasive species.

A5-2

A5-3

A5-4

We appreciate the opportunity to comment on the DEIR and if you have questions or comments regarding this letter, please contact Patrick Gower at (760) 431-9440.

Patrick Gower

Fish and Wildlife Biologist
 Carlsbad Fish and Wildlife Office
 (760) 431-9440 ext 352

2

pool watershed and the project footprint. The buffer distance from the edge of the project footprint to the nearest watershed ranges from approximately 50 linear feet to 106 linear feet. Additional hydrology analysis was conducted that documents that the drainage to the vernal pools would be unchanged from pre-project to post-project conditions (see Appendix U of the Final EIR). Sub basins were determined based on the microtopography of the site and drainage would continue to flow north from the vernal pool watershed with no change in the amount of flow into the pools or the direction of flow within the sub basins. It was confirmed by the hydrology analysis that, other than the flow from the watershed of the basins into the vernal pools basins, all other flow is away from the watershed of the vernal pool basins so that there is no change of flow into the vernal pools basins post-project and also no potential for the project to have any drainage from the project into the vernal pools basins. Direct and indirect impacts to the vernal pool watershed would be avoided. No vernal pools are located on the project site. Thus, as concluded in Section 5.6.5.2 of the EIR, impacts to vernal pools would be less than significant.

In addition, the project would include 6-foot-high barrier fencing that would be installed around the perimeter of

	<p>the property which would provide further protection of the vernal pools in addition to aforementioned buffers established by the COE. This fence would be installed prior to the start of construction, and would be included as a condition of approval of the project. See response A1-6 for a discussion on proposed barriers around the project. Moreover, Section 5.2.4 states that standard construction best management practices and recommended design configuration have been incorporated into the proposed project to eliminate potential indirect impacts to off -site jurisdictional waters. Compliance with the City's Multiple Species Conservation Program (MSCP) Land Use Adjacency Guidelines (LUAGs) would also ensure that indirect impacts to the vernal pool watershed would be avoided. Thus, as concluded in Section 5.6.8.3, with implementation of the City's LUAGs, which reduce indirect impacts to the MHPA, adverse edge effects from the project would be avoided and impacts would be less than significant.</p> <p>A5-3 Refer to Response to Comment A1-4.</p> <p>A5-4 Refer to Response to Comment A1-6, regarding fencing, barriers, and other features used to prevent entrance into the MHPA.</p>
--	--

	<p>Moreover, as described in Section 5.1.5.2 of the EIR, the project would implement project design features to comply with the MSCP during construction. The features include light shielding to ensure that no light spill occurs within the MHPA. Construction noise barriers would be implemented if California gnatcatchers are found to be present in the MHPA within 500 feet of the project site. Additionally, all plantings or seed palettes adjacent to the MHPA would be composed of native species to avoid invasive species within the MHPA. As concluded in Section 5.6.8.3, with implementation of the City's LUAGs, which reduce indirect impacts to the MHPA, adverse edge effects would be avoided and impacts would be less than significant.</p>
--	---

Comment Letter A6



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

August 1, 2018

File Number 3300300

Ms. Elizabeth Shearer-Nguyen
Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms. Shearer-Nguyen:

Subject: The Preserve at Torrey Highlands Draft Environmental Impact Report (Project No. 442880)

Thank you for the opportunity to comment on the City of San Diego's The Preserve at Torrey Highlands Draft Environmental Impact Report (EIR). The San Diego Association of Governments (SANDAG) appreciates the City's efforts to implement the policies included in San Diego Forward: The Regional Plan (Regional Plan), which emphasize the need for better land use and transportation coordination. These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are based on policies included in the Regional Plan and are submitted from a regional perspective.

Transportation Demand Management

Thank you for including Transportation Demand Management (TDM) strategies and parking management strategies in The Preserve at Torrey Highlands Draft EIR. SANDAG no longer maintains an online ridematching platform; please remove references to "SANDAG's RideMatcher service." For the convenience of the commuter, trip planning support and commute information is still available on the iCommute website at iCommuteSD.com.

The iCommute program can assist future commercial tenants with implementing TDM programs for employees. Regional TDM programs include the SANDAG Vanpool Program, Guaranteed Ride Home service, support for carpooling, and bike encouragement programs. More information on available regional TDM programs can be accessed through iCommuteSD.com.

Active Transportation

SANDAG encourages the inclusion of the following active transportation elements in The Preserve at Torrey Highlands project:

- The pedestrian path from Camino Del Sur through the eastern parking lot provides an indirect entrance into the project site. However, the diagonal crossing creates a longer distance where pedestrians may have to look out for vehicles. A more direct crossing could be considered on the eastern end of the project site.

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Sanon
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Naval Port District
San Diego County
Water Authority
Southern California
Tribal Chairman's Association
Mexico

A6-1

A6-2

A6-3

A6-4

Response to Comment Letter A6

SANDAG

A6-1

The City acknowledges the comment as an introduction to comments that follow. No further response is required.


A6-2

The commenter requests that references to SANDAG's RideMatcher service are removed from the draft EIR, as SANDAG no longer provides these services. In response to this comment, Sections 5.2.7.2 of the draft EIR has been revised as follows:

6. ~~Office employees will be offered the opportunity to register for commuter ridematching provided through publicly sponsored services (e.g., SANDAG sponsored "iCommute Ridetracker").~~



A6-3


The comment is an introduction to the suggestions to follow.

<p>• Bicycle parking in the parking garage should be secured via bike lockers or bike cages for long-term users and employees. Short-term bicycle parking also should be included near the entrances to buildings.</p> <p>• Standard bike lanes are provided on Camino Del Sur, due to the number of lanes and expected traffic volumes, buffered bike lanes or other physical barriers could be incorporated. Physical barriers between bike lanes and driving lanes would likely provide a safer and more comfortable environment for people biking and would improve the connection to the State Route 56 Bike Trail.</p> <p>• The traffic analysis provides a qualitative explanation of the impacts to alternative transportation. The analysis could include a quantitative analysis, such as Level of Traffic Stress and/or Multimodal Level of Service.</p> <p>Other Considerations</p> <p>SANDAG has a number of additional resources that can be used for additional information or clarification on topics discussed in this letter. These can be found on the SANDAG website at sandag.org:</p> <ol style="list-style-type: none"> 1. Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region 2. Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities 3. Trip Generation for Smart Growth 4. Parking Strategies for Smart Growth 5. Riding to 2050, the San Diego Regional Bike Plan 6. Designing for Smart Growth, Creating Great Places in the San Diego Region <p>When available, please send any additional environmental documents related to this project to:</p> <p>SANDAG Attention: Intergovernmental Review 401 B Street, Suite 800 San Diego, CA 92101</p> <p>We appreciate the opportunity to comment on the City's The Preserve at Torrey Highlands Draft EIR. If you have any questions, please contact me at (619) 699-1943 or seth.litchney@sandag.org.</p> <p>Sincerely,</p>  <p>SETH LITCHNEY Senior Regional Planner</p> <p>SLJ/KHE/abar</p>	<p>↑ A6-4 Cont.</p> <p>↑ A6-5</p> <p>↑ A6-6</p> <p>↑ A6-7</p>
--	---

	<p>constructed in accordance with City standards which include design standards developed for public safety and welfare.</p> <p>A6-6 A traffic impact analysis was conducted in accordance with City requirements, as disclosed in Section 5.2. The Transportation Impact Study (TIS) prepared for the proposed project and associated analysis provided in Section 5.2 of the draft EIR provides the analyses set forth in the City's Traffic Impact Study Manual, July 1998. As stated in the City's guidelines, the analyses considered for inclusion are measures of vehicular levels of service (LOS) as they pertain to signalized intersections, unsignalized intersections, street segments, freeway mainline segments, and metered freeway on-ramps. The guidelines provide significance criteria for the above mentioned analyses for purposes of evaluating significant environmental impacts, per CEQA. A "Level of Traffic Stress" and "Multimodal Level of Service" analysis are not currently a requirement of the City's guidelines, nor of CEQA, and the City currently has no significance criteria which would identify significant impacts requiring mitigation measures. In addition, the City is preparing to transition to Vehicle Miles Traveled analysis for traffic for CEQA purposes per SB 743. Therefore, the TIS adequately evaluates Transportation/Circulation impacts and neither of</p>
--	--

	<p>these two types of analyses were prepared for the project consistent with current standards.</p> <p>As concluded in Section 5.2.7.3, the project would not conflict with adopted policies, plans or programs supporting alternative transportation models. Impacts are considered less than significant.</p> <p>A6-7 Comment noted.</p>
--	--

Response to Comment Letter A7	
<div><div><div><div><div><div>United States Department of the Interior</div><div>FISH AND WILDLIFE SERVICE San Diego National Wildlife Refuge Complex 1080 Gunpowder Point Drive Chula Vista, CA 91910</div></div><div>Comment Letter A7</div></div><div><div>August 15, 2018</div><div><div>Ms. Elizabeth Shearer-Nguyen Environmental Planner City of San Diego 1222 First Avenue, MS 501 San Diego, California 92101</div><div><div>Subject: The Preserve at Torrey Highlands, Draft Environmental Impact Report, San Diego County, California (442880 / SCH No. 2016031026)</div><div>Dear Ms. Shearer-Nguyen:</div><div><p>The U.S. Fish and Wildlife Service's (Service) San Diego National Wildlife Refuge Complex has reviewed the draft Environmental Impact Report (DEIR) for the proposed Preserve at Torrey Highlands (Project), dated June 21, 2018. The comments provided herein are based on the information provided in the DEIR, the Service's knowledge of sensitive and declining species and their habitats, and our participation in the Multiple Species Conservation Program (MSCP). The Service's Carlsbad Fish and Wildlife Office (CFWO) also provided a comment letter to you by email on August 6, 2018.</p><p>As noted in the CFWO letter, the Service is the owner and manager of a 32.82-acre parcel of the Del Mar Mesa Vernal Pool Unit of the San Diego National Wildlife Refuge (Refuge), one part of the approximately 60 acres managed by the Refuge within the greater Del Mar Mesa Preserve (Preserve).</p><p>The Project proposes to construct a 180,000-square-foot, six-story building (Building 1); a 120,000-square-foot, four-story building (Building 2); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot seven-story parking garage with one level below grade and surface parking. Each office building would include subterranean parking spaces. The undeveloped 11.10-acre project site is located approximately one-quarter mile south of State Route (SR) 56 along the west side of the future planned extension of Camino del Sur. The parcel is designated Commercial Limited (CL) and zoned AR-1-1 within the Torrey Highlands Subarea Plan. The project is located within the MSCP and the City's SAP Multi-Habitat Planning Area (MLPA) and the Refuge are adjacent to the south.</p><p>We echo the concerns raised by the CFWO letter regarding adjacency issues to the Refuge and Preserve.</p></div></div></div></div></div></div></div>	<div><div>A7-1</div><div>The City acknowledges the comment as an introduction to comments that follow.</div></div> <div><div>A7-2</div><div>Refer to Response to Comments A1-1 through A1-6.</div></div>

<p>1. We support analysis of the function and values of surface and subsurface flows to ensure vernal pool hydraulics will be retained after construction of the project. If this analysis does not demonstrate that the function and values are retained, then a buffer of 100 feet from the vernal pool watershed should be maintained per the Vernal Pool Habitat Conservation Plan.</p> <p>2. The project should ensure that impacts are appropriately mitigated. As the CFWO letter points out, there do not appear to be sufficient credits at the Deer Canyon Mitigation Bank to offset impacts and alternatives to that location's credits consistent with the MHPA must be ensured.</p> <p>3. As per the CFWO comments, to completely avoid direct impacts to the Refuge/MHPA, we recommend the use of fencing to adequately demarcate the project footprint, and sound, lighting and runoff barriers, during construction.</p> <p>Direct and indirect impacts to the Refuge and Preserve will occur from operation of the project if features to address those impacts are not implemented. Since no public access is planned for the eastern portion of the Preserve, the project should include walls, fencing, and signage indicating public access is prohibited at the parcel's boundaries with the Refuge and Preserve. We recommend ongoing education to the parcel's tenants and visitors about the Preserve and that there is no entry from the project site. Project should include long-term maintenance of the features to deter human entry into the Preserve to ensure their efficacy.</p> <p>While the project includes trees in the landscaping to reduce lighting effects, it is unlikely that native trees (e.g., coast live oak) would grow sufficiently quickly to provide blocking of light from the parking structure that is about 50 feet high and only about 35 feet from the Refuge; quicker growing species (e.g., western sycamore) are deciduous and would not provide light blocking during the winter months. Therefore, we urge that all project lighting be analyzed for the potential to spill into the Refuge and Preserve, and that the project ensure lighting is directed to avoid such spilling and to maintain the existing light levels within the adjacent Refuge and Preserve, and not rely on landscaping as light screening.</p> <p>In addition, the project should include features that minimize indirect impacts facilitated by the project including trespass by domestic animals and invasive plant species.</p> <p>We appreciate the opportunity to comment on the DEIR and if you have questions or comments regarding this letter, please contact Jill Terp at (619) 719-8579 or Jill_Terp@fws.gov.</p> <p>Sincerely,  Andrew Yuen Project Leader</p> <p>cc: Carlsbad Fish and Wildlife Office, Pat Gower CA Dept. of Fish and Wildlife, Eric Weiss</p>	<p>A7-3 Refer to Response to Comment A5-2.</p> <p>A7-4 Refer to Response to Comment A1-4.</p> <p>A7-5 Refer to Response to Comment A5-4.</p> <p>A7-6 Refer to Response to Comment A1-6 regarding fencing, barriers, and other features used to prevent entrance into the MHPA.</p> <p>A7-7 As concluded in Section 5.6.8.3 of the draft EIR, with implementation of the City's LUAGs which reduce indirect impacts, including lighting spillover, to the MHPA, adverse edge effects would be avoided and impacts would be less than significant.</p> <p>A7-8 As concluded in Section 5.6.8.3 of the draft EIR, with implementation of the City's LUAGs which reduce indirect impacts, including invasive species introduction, to the MHPA, adverse edge effects would be avoided and impacts would be less than significant.</p>
---	---

Response to Comment Letter A8

Viejas Tribal Government
Ray Teran, Resource Management
July 11, 2018

A8-1

Comment noted. A Phase I Historical Resources Inventory Report was prepared for the project and included as Appendix G of the EIR, which in turn is summarized in Section 5.7 of the EIR.

Based on the South Coastal Information Center (SCIC) search, no recorded archaeological sites are within the boundaries of the project site. In addition, a pedestrian survey was conducted of the project site of which no archaeological resources were observed. However, due to the presence of recorded sites within a one-mile radius and the sensitivity of the area, the project would be required to implement a monitoring program during ground-disturbing activities.

Comment Letter A8

VIEJAS
TRIBAL GOVERNMENT

P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901
Phone: 619-445-3810
Fax: 619-445-5337
viejas.com

July 11, 2018

RECEIVED

JUL 17 2018

Development Services

Elizabeth Shearer-Nguyen
Senior Planner
City of San Diego Development Services Center
1222 First Avenue, MS 301
San Diego, CA 92101

RE: The preserve at Torrey Highlands

Dear Ms. Shearer-Nguyen,

In reviewing the above referenced project the Viejas Band of Kumeyaay Indians ("Viejas") would like to comment at this time.

The project area may contain many sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting, as appropriate, the following:

- All NEPA/CEQA/NAGPRA laws be followed
- Immediately contact Viejas on any changes or inadvertent discoveries.

Thank you for your collaboration and support in preserving our Tribal cultural resources. I look forward to hearing from you. Please call me at 619-659-2312 or Ernest Pingleton at 619-659-2314, or email, rteran@viejas-nsn.gov or epingleton@viejas-nsn.gov, for scheduling. Thank you.

Sincerely,



Ray Teran, Resource Management
VIEJAS BAND OF KUMEYAAY INDIANS

A8-1

A8-2

	<p>The project was reviewed in conformance with CEQA. The project does not require NEPA review.</p> <p>Section V of the Mitigation, Monitoring and Reporting Program, under Historical Resources (Archaeology), contains provisions addressing the discovery of human remains and identifies the need for the applicant to confer with appropriate persons/organizations when inadvertent discoveries occur during grading activities.</p> <p>A8-2 Comment noted.</p>
--	--

Comment Letter O1



San Diego County Archaeological Society, Inc.
Environmental Review Committee

22 July 2018

To: Ms. Elizabeth Shearer-Nguyen
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Environmental Impact Report
The Preserve at Torrey Highlands
Project No. 442880

Dear Ms. Shearer-Nguyen:

I have reviewed the historical resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR and its Appendix G, we have the following comments:

We agree with the impact analysis and mitigation measures included in Appendix G and the DEIR, respectively, but only for direct impacts.

However, the project property is bounded on three sides by the Los Peñasquitos Canyon Preserve and the DEIR and Appendix G do not address the potential for indirect impacts to historical resources. For example, the introduction of many persons to the property whenever the businesses are open provides a significantly increase likelihood for human impacts to any cultural sites in the vicinity of the project.

People will very likely explore the Preserve during lunch and after work. Concentrated rainfall runoff from the property may impact sites. Even construction activities, if not properly monitored and controlled, could impact any nearby sites.

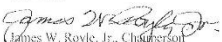
Appendix G fails to address these, and any other indirect impacts. How close are the sites in the Preserve in the project vicinity? Are there any within, say 1/8 mile? What will the project applicants do to prevent impacts to those sites? And will the public have access to the property, including using the parking garage, during non-work hours?

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

Response to Comment Letter O1

San Diego County Archaeological Society, Inc.

- O1-1** The City acknowledges the comment as an introduction to comments that follow.
- O1-2** The City acknowledges the comment as an introduction to comments that follow.
- O1-3** Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.
- O1-4** It should be noted that the project is not bounded by the Los Peñasquitos Canyon Preserve, as show in Figure 1-2 Vicinity Map, of the draft EIR. However, the project is bounded by the Del Mar Mesa Preserve/MHPA. As described in Section 3.3 of the draft EIR, the landscape site design would also incorporate a combination of 6-foot high barrier fencing, wired guardrail, walls, and informational signage forbidding

<p data-bbox="241 389 262 1234">LETTER TO THE PRESIDENT OF THE SAN DIEGO COUNTY ASSOCIATION OF REALTORS</p> <p data-bbox="336 462 808 495">We appreciate the opportunity to review and comment upon this project's environmental documents.</p> <p data-bbox="913 462 966 495">O1-8</p> <p data-bbox="609 511 829 592">Sincerely,  James W. Royle, Jr., Chairperson Environmental Review Committee</p> <p data-bbox="336 600 483 649">cc: Dudek SDCAS President File</p> <p data-bbox="430 1209 724 1226">P.O. Box 91106 • San Diego, CA 92138-1106 • (619) 538-0935</p>	<p data-bbox="1197 300 1900 787">entrance into adjacent open space areas. In addition, the parking garage and natural rocks would function as barriers and prevent intrusion from human activities into the adjacent areas. Refer to Figure 3-17, which has been added to the Final EIR, for the location of these barrier features, and Section 3.3, Fencing and Barriers, of the Final EIR, which has been revised to include an added description of these features. Regarding cultural sites, as discussed in Section 5.7.3.4, with implementation of mitigation measure MM-CUL-1, impacts to cultural and historical resources would be less than significant.</p> <p data-bbox="1060 836 1123 868">O1-5</p> <p data-bbox="1197 836 1900 901">Refer to Response O1-4, regarding human trespass of adjacent sensitive areas.</p> <p data-bbox="1197 950 1900 1404">Regarding runoff into adjacent sites, refer to Response I6-3, which clarifies that the project would be consistent with the City's LUAGs, thus reducing indirect adjacency impacts to the surrounding preserve during project construction and operations. Although, as discussed in Section 7.8 of the draft EIR, development of the project would increase the quantity of storm water runoff from the site for a 100-year storm event, the proposed biofiltration basins would adequately treat all runoff generated from the project site prior to conveyance to the MHPA or any other sites. The drainage facilities</p>
---	---

	<p>proposed would ensure that the project would have a low susceptibility to erosion. Therefore, storm water runoff from the project site is not anticipated to impact the area adjacent to the project site.</p> <p>O1-6 All grading activities also would be subject to the project's best management practices and typical restrictions and requirements that address dust control, erosion, and runoff as described in Section 5.5, Air Quality and Odor; Section 7.4, Hydrology; and Section 7.8, Water Quality. As concluded in Section 5.6.8.3, with implementation of the City's LUAGs, which reduce indirect impacts to the MHPA, adverse edge effects, including impacts from human trespass, would be avoided; impacts would be less than significant.</p> <p>O1-7 The project is not located adjacent to the Los Peñasquitos Canyon Preserve, but rather is located approximately 0.69 miles away. Therefore, indirect impacts are not anticipated to occur to the Los Penasquitos Canyon Preserve. Refer to Response O1-4, regarding access to adjacent sensitive areas.</p> <p>O1-8 Comment noted.</p>
--	---

	<p>Response to Comment Letter O2</p>
<div data-bbox="779 334 940 357" data-label="Section-Header"> <p>Comment Letter O2</p> </div> <div data-bbox="291 384 810 623" data-label="Image"> </div> <div data-bbox="279 636 386 657" data-label="Text"> <p>August 20, 2018</p> </div> <div data-bbox="279 667 598 771" data-label="Text"> <p>E. Shearer-Nguyen Environmental Planner City of San Diego Development Services Center 1222 1st Avenue, MS 501 San Diego, CA 92101 By e-mail your comments to DSDEAS@sanidiego.gov</p> </div> <div data-bbox="279 781 785 803" data-label="Text"> <p>RE: The Preserve at Torrey Highlands, Project No. 442880 / SCH No. 2016031026</p> </div> <div data-bbox="279 815 443 836" data-label="Text"> <p>Dear Ms. Shearer-Nguyen,</p> </div> <div data-bbox="279 833 840 1029" data-label="Text"> <p>Thank you for the opportunity to comment on this draft of 'The Preserve at Torrey Highlands ("Project") draft environmental impact report ("DEIR"). The California Native Plant Society ("CNPS") promotes sound plant science as the backbone of effective natural areas protection. We work closely with decision-makers, scientists, and local planners to advocate for well informed and environmentally friendly policies, regulations, and land management practices. Our focus is on California's native plants, the vegetation they form, on keeping both plants and people safe from damaging fires, and on climate change as it affects both. The Sierra Club as an institution needs little further introduction. Founded in 1892 by John Muir, Sierra Club is the nation's oldest and largest conservation based environmental organization with more than 3.3 million members and associates. Sierra Club San Diego's 15,400 members celebrate 2018 as the Chapter's 70-year anniversary protecting and preserving San Diego's spectacular natural environment.</p> </div> <div data-bbox="279 1026 842 1078" data-label="Text"> <p>In the comments below, "I" refers to the author (Frank Landis) while "we" refers to the coalition of environmental groups above. Questions are marked in bold face to make them easier to find and to answer.</p> </div> <div data-bbox="279 1075 840 1159" data-label="Text"> <p>For this project, we advocate the no project alternative, because we believe that the DEIR is incomplete as written. Fire hazards and hydrology were incorrectly determined to be insignificant. Moreover, impacts to the surrounding Multi-Habitat Planning Area (MIHPA) were not correctly analyzed. Because of this, we urge the City to create a supplemental DEIR to address these and other issues, as described below.</p> </div> <div data-bbox="915 930 963 951" data-label="Text"> <p>O2-1</p> </div> <div data-bbox="915 1104 963 1125" data-label="Text"> <p>O2-2</p> </div>	<div data-bbox="1050 368 1121 397" data-label="Text"> <p>O2-1</p> </div> <div data-bbox="1186 367 1904 440" data-label="Text"> <p>The City acknowledges the comment as an introduction to the comments that follow.</p> </div> <div data-bbox="1050 483 1125 513" data-label="Text"> <p>O2-2</p> </div> <div data-bbox="1186 482 1900 1144" data-label="Text"> <p>Comment noted. The comment addresses general subject areas, such as fire hazard, hydrology, and impacts associated with the MHPA that were analyzed in the draft EIR. More specifically, wildland fire hazards were analyzed in Chapter 7, hydrology was analyzed in Chapter 7.4, and potential impacts to the MHPA were analyzed in Section 5.1 in the draft EIR. As discussed in these respective sections, impacts to wildland fire hazards, hydrology, and the MHPA were determined to be less-than-significant. The City acknowledges the comment as an introduction to comments that follow and has addressed these concerns throughout this response (see RTCs O2-3 through O2-51, below). As disclosed in the draft EIR, impacts to the issues raised in the comment were determined to be less than significant.</p> </div> <div data-bbox="1050 1185 1125 1216" data-label="Text"> <p>O2-3</p> </div> <div data-bbox="1186 1183 1869 1386" data-label="Text"> <p>As identified in the draft EIR, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan during a community-wide emergency event. Therefore, impacts were determined to be less</p> </div>

Page 2 of 8

Fire Hazard

This impact was found not to be significant (DEIR page 7-24). This determination was in response to the standard CEQA question: "Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?" The DEIR analyzes this only in terms of (apparently):

- Lack of brush management zones ("BMZ") 2 and 3. "This is proper, as these BMZs would impact MHPA and USFWS National Wildlife Refuge lands, causing the take of sensitive plants and possibly animals."
- The alternative compliance measure to the BMZs is that the Project "would employ dual tempered glazing to meet alternative compliance standards for brush management and would provide functional equivalency as a full brush management zone" on Buildings 2 and 3 (p. 7-24). Double-glazing is useful, but only if the frames holding the windows do not melt in the heat. If they do (as with double-paned vinyl windows) they are useless for fire safety.¹ Would the windows and the structures holding them be resilient to having, say, coast live oak trees (the proposed landscaping) burning right next to them? How will this mitigation be amended to make its safety standard clear?
- Is a six foot block wall going to be used for fire protection? Appendix F, p. 32 states that "Brush management Zone 1 is included within the project development footprint. No Zone 2 or 3 are proposed due to the use of a 6-foot block wall on the project's west boundary." Is this what was referred to multiple times in the main DEIR as part of the fire protection? This was proposed to protect the discarded church project, not an office project. Is this wall still planned? If so, where is it in the Project plans and diagrams?

Unfortunately, the above analysis and mitigation is insufficient even when it is properly amended.

As a reminder, the question is not, "is there adequate brush management," but "would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?"

Despite the brush management compliance measure, the answer to the CEQA question is still yes, for the following reasons:

First, the Project is surrounded on the north, west, and south by wildlands, and only the north and west sides (Buildings Two and Tree) were analyzed. Fires can be carried to the Project both by a Santa Ana wind from the north and from an onshore wind from the northwest, west, or southwest. We have seen fires moved by all such winds in the last few years. Flames could easily reach the parking structure from the southwest, for example, especially if the landscaping caught fire.

Since all buildings are within ember throw range of a wildfire on Del Mar Mesa, all buildings must be protected against flames, and especially against embers igniting fires in the roofs or ledges. What are the fire defenses for Building One, the café, and especially the Parking Structure? Burning over a thousand cars certainly counts as a significant risk of loss, and under the current design, all those cars are completely exposed to flames, embers, and smoke. Since the record ember throw distance is currently ten miles (from the Bunyip Ridge fire in Australia), it is ridiculous to assume that only Buildings Two and Three in the proposed

¹ <https://windowanddoor.com/article/feature-article/wildland-urban-interface-concerns-could-torch-some-window-markets-0>, accessed August 19, 2018.

O2-3

O2-4

O2-5

O2-6

O2-7

O2-8

O2-9

O2-4

than significant. The City acknowledges the comment as an introduction to comments that follow and has addressed these concerns throughout this response (see RTCs O2-4 through O2-7, below).

Comment noted. Brush management zones would be implemented for Buildings 2 and 3 as shown in Figure 7-1 of the Draft EIR. As shown on Figure 7-1, all brush management zones would be contained within the project site; therefore, no impacts to adjacent MHPA land or USFWS National Wildlife Refuge lands would occur and impacts were determined to be less than significant.

O2-5

Brush management zones would be implemented for Buildings 2 and 3 as shown in Figure 7-1 of the draft EIR, in addition to the use of dual tempered glazing as an alternative compliance measure. Implementation of dual tempered glazing would provide alternative compliance to the City's brush management regulations, with approval of the Fire Chief, to minimize impacts to undisturbed native or naturalized vegetation. Structures constructed adjacent to the wildland-urban interface would be required to be constructed consistent with the section 7A of the California Building Code.

The City's brush management requirements state that Zone One shall contain no habitable structures,

	<p>structures that are directly attached to habitable structures, or other combustible construction that provides a means for transmitting fire to the habitable structures. Structures such as fences, walls, palapas, play structures and non-habitable gazebos that are located within the brush management Zone One shall be of noncombustible construction. Moreover, City brush management regulations state that plants within Zone One shall be low-fuel and fire-resistive and that permanent irrigation is required for all planting areas within Zone One. Additionally, trees proposed as part of the project's landscape plan shall be located such that the mature canopy spread would be located a minimum of 10 feet from the building façade per City's Landscape Regulations.</p> <p>Additionally, all new plant material for Zone Two shall be native, low-fuel, and fire-resistant consistent with the City's Landscape Regulations pertaining to brush management Zone Two requirements. Additional requirements for Zone Two plantings are provided in Appendix V, which has been added to the Final EIR.</p> <p>O2-6 Regarding the use of a block wall for fire protection instead of brush management Zones Two and Three, this information, referenced by the commenter, was from the</p>
--	---

	<p>Biological Resources Technical Report for the Our Lady of Mount Carmel Catholic Church project, previously proposed on the project site. The BTR, included as Appendix F of the draft EIR, has been updated to now include the Biological Resources Technical Report for the Our Lady of Mount Carmel Catholic Church as Appendix H. The plan to construct a block wall for fire protection was part of the previous project and is not a feature proposed within the current project. However, as discussed in draft EIR Chapter 3, the proposed project would construct eight individual retaining walls in various locations across the project site ranging in height from one foot to 12 feet. Also see Figure 3-13, Landscape Plan, for retaining wall locations. The proposed retaining walls would not replace any of brush management requirements, and is not intended to serve as an additional fire protection measure. Retaining walls are included in the project for slope stabilization and to create an adequate development pad. Finally, as stated in Section 7.6.3.2 of the draft EIR, the project would conform to the brush management regulations in accordance with Section 142.0412 of the City's Municipal Code.</p> <p>O2-7 Comment noted.</p> <p>O2-8 The commenter suggests that the impact determination is inaccurate due to the project's proximity to wildlands and</p>
--	---

	<p>potential for fires to be carried to the project site from winds. It should be noted that Building One, the café, and the Parking Structure, along with Buildings Two and Three, would all comply with the California Uniform Fire Code, California Building Code with regard to fire protection, as well as local building codes. Further, all buildings have been designed to meet City requirements for a Wildland-Urban Interface and fuel modification requirements would be achieved through the use of brush management zones as approved by the City Fire Chief. It should be noted that Building 1 and the café structure are more than 100 feet from the wildland-urban interface and therefore do not require a formalized brush management plan per the City's Landscape Regulations.</p> <p>O2-9 The exterior of all buildings would be constructed of non-combustible, ignition-resistant materials and the roofing would have a minimum Class 'A' rating. No vents would be used at eave conditions that might allow embers to ignite the roof. Additionally, the parking structure construction material would be flame/fire-resistant and would be non-combustible Type 1 construction, as already reviewed and approved by the City Fire Chief. As such, the parking structure would not require additional fire protection or brush management beyond that required by the Uniform Fire Code and Building Code, and would not be</p>
--	---

	<p>compromised as a result of locating screening trees adjacent to the structure. Therefore, because the project has gone through extensive Landscape Review and Fire Review to ensure compliance with the California Uniform Fire Code, California Building Code with regard to fire protection, and local building codes and ordinances, no further mitigation is required.</p> <p>Regarding dual tempered glazing on Buildings 2 and 3, as discussed in Section 7.3.6, exterior windows would be dual-glazed, insulated glass with a minimum of one tempered pane. Further, for elevations that face the preserve, both panes would be tempered, as requested by the City Fire Chief. Building 2 and 3 would employ these features to meet alternative compliance standards for brush management as allowed per the City's brush management regulations and as approved by the City Fire Chief. Thus, as discussed in Section 7.3.6, impacts to wildland fires would be less than significant.</p> <p>O2-10 The project would be required to include a smoke control system in compliance with City's Design and Testing Requirements for Smoke Control Systems. Specifically, the project design would be required to comply with the City's Design and Testing Requirements for Smoke Control Systems and the heating, ventilation and air conditioning (HVAC) system would have a minimum of</p>
--	---

	<p>Merv-13 filtration for air intake. Therefore, this dual design for the HVAC system would protect occupants from smoke infiltration during a fire.</p> <p>O2-11 As discussed in draft EIR Section 7.3.6, fires within the building would be suppressed through the buildings' sprinkler systems, and all structures would have fire resistance construction per Chapter 7A of the California Building Code, including shelter in place features. It should be noted that even in shelter in place communities, the first and preferred priority is early evacuation. Shelter in place should be considered as a contingency solution for instances when an early evacuation is not possible. Fire officials recognize that sheltering in an ignition resistant building is safer than a late evacuation. The concept of shelter in place, was conservatively used for developing the Project's fire protection system.</p> <p>Regarding evacuation, the proposed project would not result in an impairment during a community-wide emergency event. As discussed in Draft EIR Section 7.3.5.2, primary evacuation routes identified in the San Diego County Emergency Operations Plan (EOP) nearest the project site include SR-56, which is 0.24 miles north of the project site; I-15, which is approximately 3 miles east of the project site; and I-5, which is approximately 5.5</p>
--	--

	<p>miles west of the project site. The County's EOP includes an Evacuation Annex, which provides for the effective mobilization of all emergency resources in San Diego. The Evacuation Annex is based on general estimates on the number of residents within each jurisdiction of the County's Operational Area that may be impacted by specific hazards or may need to evacuate, the number of residents that may require sheltering or transportation assistance, and the estimated number of pets that may need to be accommodated in an evacuation effort.¹ The proposed project does not include residential uses and, thus, would not result in a change in the number of permanent residents in the area.</p> <p>Additionally, as discussed in Section 5.1.3 of the Draft EIR, the project site is designated as Commercial Employment, Retail and Services in the City's General Plan; thus, similar physical development to that of the proposed project has been contemplated for the site in relevant planning documents. The land use elements of the cities' and County's General Plans are the primary policy bases which direct the physical development of the incorporated and unincorporated areas of the Operational Area delineated in the Evacuation Annex. Lastly, as outlined in the EOP, all projects requesting</p>
--	--

¹ https://www.sandiegocounty.gov/content/dam/sdc/oes/emergency_management/plans/op-area-plan/2018/2018-EOP-Complete-Plan.pdf

	<p>subdivisions are typically required to include an environmental impact report, which provides site-specific information on existing natural hazards and other environmental concerns. The proposed project's impacts to potential hazards, including geologic hazards, wildfire, and flooding are discussed in Chapter 7 the EIR. As stated in this chapter, the project would result in less than significant impacts to geologic hazards, wildfire, and flooding. Therefore, because the project would not result in additional permanent residents to the area, because development at the project site has been contemplated in applicable planning documents, and because potential site-specific impacts have been analyzed throughout this EIR under CEQA and would result in less than significant impacts, the project would not interfere with or impair the implementation of the EOP or applicable emergency response plan.</p> <p>Further, as stated in Section 7.3.6.2 of the Draft EIR, as part of City standard development procedures, proposed project development plans would be submitted to the City for review and approval to ensure that adequate circulation, ingress and egress, and emergency access is provided. Lastly, as described in Section 7.6.3.2, the project would be constructed in compliance with the Uniform Fire Code, Uniform Building Code, and the California Building Standards Code. The project would</p>
--	--

	<p>also comply with applicable City regulations related to fire prevention and safety, transportation and circulation, structural design, and brush management. The project would provide such provisions as adequate turn-around radii for fire trucks at all “turn-around” locations, key placement and installation of fire hydrants, the installation of sprinkler systems in all occupied buildings, and confirm to the brush management regulations in accordance with Section 142.0412 of the City’s Municipal Code. As such, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan, and impacts would be less than significant.</p> <p>O2-12 Refer to response O2-11 regarding shelter in place and consistency with an emergency evacuation plan.</p> <p>O2-13 Refer to response O2-11. As previously stated, the parking structure would be made of fire-resistant and noncombustible construction, which would protect occupants exiting the structure in the event of a fire. It is unknown the precise timing for all building occupants to exit the project site in the event of an evacuation; however, the Fire-Rescue Department has confirmed that there are facilities and staffing in the project area available to adequately serve the project. Further, it is assumed that in the event of a fire, the Fire-Rescue</p>
--	---

Page 3 of 8

project are in danger. Everything on the site can be showered by embers, if not by flames from burning landscape plants and wooden fixtures.

Second, smoke has its own dangers. How will the building HVAC systems handle huge clouds of smoke being sucked into the building during a fire? Will the building be habitable when a smoky fire is burning next to it? As an asthmatic, I am acutely sensitive to respiratory problems, but smoke inhalation can kill anyone. Why was smoke not analyzed as part of the fire risk? If people have to flee a smoke-filled building, won't they be in harm's way from the fire outside?

Third, is the Project designed for evacuation before the fire hits, or shelter in place while the surroundings burn? Shelter in place assumes the buildings are fire and smoke proof, and that the tenants can wait out the fire inside their buildings. Evacuation assumes that they can get out safely. This question can be broken down into specific parts:

- Beyond double-glazing the windows, can the four buildings (including the cafeteria) be made safe to shelter in place? If so, what additional design measures will be needed? How will tenants be educated to shelter in place? Who will make command decisions on when people must stay and when they can leave? How will this be planned out and practiced? Note that these are serious questions. as Rancho Santa Fe learned, it's of little use to design shelter-in-place buildings if everybody flees anyway.
- Can all the people in the Project and their 1400-odd cars be evacuated safely? Can the garage be made safe so that people can get to their cars and get their cars out as a fire approaches? How long would it take for everyone to drive out of the site? Note that the fire will most likely start less than a mile away, so evacuation of all these cars will have to be in an hour or less, including the time it takes for people to reach the cars on the Parking Structure roof.
- What cumulative impacts would evacuation have on traffic flow into and out of Park Village, which will also be evacuating? What impacts would evacuations have on Merge 56, which would also be carrying a heavy burden of evacuees? What impacts would evacuation have on the residents and tenants of Merge 56? What impacts would evacuation have on residents of Rhodes Crossing? Since the Camino Del Sur southern extension was sold as a vital evacuation route for Park Village, which is emphatically not a shelter-in-place community, it is critical to know whether this route will still be available to Park Village Residents, both for them to return to Park Village to evacuate pets and treasures, and for them to get out before the fire hits. How will the Project be a good neighbor to the surrounding communities that are already planning their evacuation, and know experientially that Park Village Drive is an inadequate evacuation route?

Why was fire hazard analyzed as less than significant, when there are significant unanalyzed and unmitigated impacts to both the Project and its neighbors? This analysis is deficient, and a full fire hazard analysis and mitigation needs to be performed before the Project advances further in the CEQA process. There are unanalyzed unmitigated health, safety, and property loss impacts on the site, and to Merge 56, Rhodes Crossing, and Park Village. Please fix this in a supplemental EIR.

Stormwater and Water quality

As documented in Appendix R (Stormwater Management Plan) to the DEIR, the Project is considered a Priority Development Project (PDP) pursuant to the Regional Water Quality Control Board's MS4 NPDES Permit (MS4 Permit) under which the City is a Copermittee.

↑ O2-9
Cont.

O2-10

O2-11

O2-12

O2-13

O2-14

O2-15

↓ O2-16

O2-14

Department would aid and evacuate occupants from the building and direct them to safety. As such, impacts to fire-rescue services would be less than significant.

Regarding cumulative impacts to traffic flow during an evacuation, each discretionary project is required to undergo review to ensure compliance with all applicable City regulations and CEQA; therefore, each project is required to comply with relevant codes, standards and requirements pertaining to fire protection and transportation. Because each project is analyzed for consistency with these regulatory requirements on a project-by-project basis, cumulative impacts associated with emergency evacuation would be less than significant.

O2-15

Refer to response O2-11 through O2-14.

O2-16

For clarification, the MS4 permit only applies to the 2- and 10-year storm events, which represent the greater majority of all storm events that occur on a regular basis. The three on-site biofiltration basins would address the 2- and 10-year storm events, as required by the MS4 permit, and not for 100-year storm events. Further, the proposed biofiltration basins would be oversized from City requirements of 18" to 24" of depth, which represents 33% more storage capacity than required. This oversized depth would provide

	<p>additional benefit for 2-year and 10-year storm events. Therefore, the proposed hydromodification features would be compliant with the requirements of the MS4 permit, and would ensure that the increase in peak runoff flows would not adversely impact the existing storm water system with regard to 2-year and 10-year storm events, as required by the permit.</p> <p>This 10% limitation does not apply to a 100-year storm event. The incorporation of three proposed biofiltration basin are not addressing the doubling of the 100-year storm. Rather, these basins are being installed to address the 2-year and 10-year storm events. Thus, to say that the project would exceed this 10% threshold and thereby generate an impact is not accurate.</p> <p>O2-17 Refer to response O2-16.</p> <p>O2-18 Comment noted.</p> <p>O2-19 Regarding vector control, As shown in Appendix R, SWQMP, of the draft EIR, the proposed biofiltration basins would “drain in less than 96 hours following a storm event,” eliminating the opportunity for vectors (i.e., mosquitos and other insects) to breed and develop.</p>
--	--

	<p>As such, as discussed in Section 7.4.3, impacts to hydrology would be less than significant.</p> <p>O2-20 Refer to response O2-16.</p> <p>O2-21 Regarding controlling the erosive velocities, this would only apply to the larger storm events including a 50-year or 100-year event. The project's engineering team has designed the outlet with an energy dissipater structure, which is designed to slow velocities. In addition, rip rap would be placed at the point of discharge to further slow velocities. With the implementation of these industry-standard facilities, in addition to the hydromodification features discussed in draft EIR Section 7.4, the discharge rates for all storm events up to a 25-year storm would be less than pre-existing conditions.</p> <p>Impacts to potential erosion of soils from wind or water was analyzed in Section 7.2.4. As discussed in this section, implementation of erosion control as required by the City's storm water regulations, grading ordinance, and the measures outlined in the SWPPP would ensure that impacts related to erosion would be less than significant. Thus, these drainage facilities would ensure that the project would have a low</p>
--	---

	<p>susceptibility to erosion, and impacts would be less than significant (draft EIR Section 7.8.).</p> <p>O2-22 Refer to response O2-7. Regarding overflow structure bypass, specifically, as discussed in Section 7.4.1 surface water runoff would be directed to biofiltration basins that would have an impermeable liner with perforated sub-drain and an overflow structure bypass.</p> <p>O2-23 The proposed project would utilize the City's standard design for the biofiltration process, in accordance with the California RWQCB for the San Diego region municipal storm water NPDES permit (MS4). The improvements proposed would be located on site and not within the sensitive MHPA area. Thus, only treated water will be directed to the MHPA. As discussed in Section 7.8.3, with implementation of construction and post-construction BMPs, related maintenance efforts, and required conformance with City storm water regulations and associated requirements (including NPDES Construction General, Municipal, and Groundwater permits), potential construction and long-term project-related pollutant discharge and water quality impacts would be less than significant.</p> <p>O2-24 As discussed in the draft EIR, Section 3.3, the project would require 127,000 cubic yards of cut at a 40-foot</p>
--	---

	<p>depth, 78,000 cubic yards of fill with a maximum depth fill of 39 feet, and a total export of approximately 49,000 cubic yards of soil. Due to the substantial amount of fill on the site, the project site is not conducive to infiltration. As such, the biofiltration facilities proposed have been oversized to retain and treat the storm runoff.</p> <p>O2-25 There is no contradiction. The site is not suitable for storm water infiltration because much of the overall site is situated in manufactured fills. The statement that roughly 35% of the site is proposed to remain pervious is accurate. This statistic is simply a representation of how much of the site is pervious as opposed to being impervious, which is important in determining runoff coefficients for the hydraulic analysis. When determining the amount of pervious area on site, the City's BMP design manual allows for biofiltration basins to be counted as being pervious even though they have impermeable liners, as this surface area is capable of retaining the qualifying event rainfall that falls on this area.</p> <p>O2-26 The proposed project would be located in cut soils and not fill soils. As discussed in Section 7.2.3.1, impacts from ground failure and landslides due to a fill-slope related failure is not anticipated and would be less than significant.</p> <p>Further, the proposed project would enter into a Storm Water Management and Discharge Control</p>
--	---

	<p>Maintenance Agreement (SWMDCMA) maintenance agreement with the City, which gets recorded against the property. This maintenance agreement assigns maintenance responsibility to the property owners in order to ensure the performance of the long-term monitoring and maintenance efforts and retention of operation and maintenance records for a period of five years for the site's storm water BMPs. This requirement would be consistent with the recommendation made in the project-specific Geotechnical Investigation (Appendix R of the draft EIR). The SWMDCMA initiates City post-construction best management practice (BMP) oversight inspection process.</p> <p>02-27 As discussed in Section 7.8 of the draft EIR, a Storm Water Quality Management Plan (SWQMP) would be prepared for the proposed project. As discussed in Section 3.3 of the EIR, the use of pesticides, herbicides, and synthetic fertilizers for pest management would be minimized for the pest management purposes and therefore would not negatively impact the MHPA. Further, Attachment 3 of the SWQMP states that mowing and trimming would occur for overgrown vegetated BMPs. Maintenance and actions such as adjusting the irrigation system and removing obstructions of debris or invasive vegetation would also be implemented to avoid standing water in</p>
--	--

	<p>vegetated swales and bioretention basins that may encourage weed growth. A project landscaper would monitor and control growth of weeds in the biofiltration basins.</p> <p>O2-28 Refer to response O2-27 regarding BMP maintenance. An endowment is not a requirement of City regulations as it pertains to water because the project would meet all City standards and codes.</p> <p>Regarding on-going maintenance of biofiltration basins, refer to response O2-11. The proposed project would enter into a SWMDCMA maintenance agreement with the City, which gets recorded against the property. This maintenance agreement assigns maintenance responsibility to the property owners in order to ensure the performance of the long-term monitoring and maintenance efforts and retention of operation and maintenance records for a period of five years for the site storm water BMPs. The SWMDCMA initiates City post-construction best management practice (BMP) oversight inspection process.</p> <p>O2-29 The concern expressed in the comment is that using recycled water would result in a change of water chemistry, resulting in potential impacts to downstream chaparral vegetation. Based on the</p>
--	--

Page 4 of 8

Provision E.3.c(2) [Hydromodification Management BMP Requirements] of the MS4 Permit requires that PDPs implement on-site BMPs to manage hydromodification that may be caused by storm water runoff discharged from a project site. The Permit states, "Post-project runoff conditions (flow rates and durations) must not exceed pre-development runoff conditions by more than 10 percent (for the range of flows that result in increased potential for erosion, or degraded instream habitat downstream of Priority Development Projects)."

The proposed addition of impervious surfaces on the project site would increase the peak flow runoff for a 100-year storm event by almost 100 percent, from 14.20 cubic feet per second (cfs) under existing conditions, to 27.43 cfs under proposed conditions. Is this not significant?

To address the doubling of the 100-year peak flow, the Project would incorporate three biofiltration basins as structural best management practices (BMPs) to control both pollutants in and hydromodification by the runoff. Post-construction on-site runoff would be plumbed to a private storm drain system, drain into the biofiltration basins with impermeable liners, and ultimately discharge to a single point of discharge at the finger canyon (an unnamed drainage course) near the middle of the northern property boundary, flowing from there across the Tunnel 1 trail to Deer Creek. Vector control would presumably not be necessary because the biofiltration basins would drain in less than 96 hours. Is this correct?

Despite the DEIR's conclusion that the project-related impacts associated with hydrology and water quality would not be significant because of the proposed structural BMPs, a 100 percent increase in flow, where a 10 percent increase is permitted, certainly looks like a significant impact. Why were these significant impacts to hydrology and stormwater not disclosed and mitigated?

We have additional questions, including some apparently unanalyzed impacts:

First, the size and capacity of the drain pipe at the single point of discharge would be 18 inches and 45.88 cfs, respectively. What measures would be implemented to prevent erosion from the flows at this point of discharge? We found no information on this in the DEIR or its appendices. That concentration of flow in drainage structures can result in increased flow velocities and erosion potential. How would erosion be prevented both during a significant one-time rain event and over several rainstorms?

Second, an overflow structure bypass is proposed for the biofiltration basins. How would erosion be prevented at the site of discharge from the overflow bypass structure?

Third, the DEIR asserts that the proposed biofiltration would remove contaminants from the runoff prior to its discharge into the MHPA. We found no details about the filtration process in the three basins. How would the filtration process occur?

Fourth, Appendix R to the DEIR indicates that the Project site is not suitable for storm water infiltration, that infiltration could have negative consequences, and that any proposed bioswales or bioretention systems be lined with an impermeable liner to reduce potential for undesirable infiltration.

- Roughly 35% of the Project site is proposed to remain pervious. Why this contradiction? Is the area the biofiltration basins would occupy considered a part of the 35% pervious area, even though the basins would have impermeable liners?
- The project would require 127,000 cubic yards of cut at a 40-foot depth and 78,000 cubic yards of fill with a maximum depth fill of 39 feet. While we would normally favor maximizing the area retained as pervious on a project site, in this case we are concerned about drainage-related failure of the fill slope supporting the parking structure, 30 feet from

requirements of the use of recycled water for irrigation, there can be no runoff or overspray. Irrigation would be scheduled to ensure that no runoff into the MHPA occurs; thus, there would be no direct impacts to native vegetation, including chaparral. Even if the chaparral were to be exposed to runoff in some limited/extreme situations, it would not be expected to have a long-term impact given that rainwater will push the salt deeper into the ground and eventually into the groundwater basin. Native plants are already somewhat adapted to higher salinity in soils and water as a mechanism to adapt to drought conditions that would occur from use of recycled water. A salt sensitive crop such as avocado trees would likely require chloride concentration less than 165 mg/L (Mexican rootstock) compared to the 238 mg/L for the recycled water. However, most native plants are not sensitive to chloride until concentrations exceed 350 mg/L and based on

↑
O2-16
Cont.
↑
O2-17
↑
O2-18
↑
O2-19
↑
O2-20
↑
O2-21
↑
O2-22
↑
O2-23
↑
O2-24
↑
O2-25
↑
O2-26
↓

	<p>literature reviewed² many species in the southwest are adapted to tolerate much higher salt concentrations.</p> <p>O2-30 Section 5.6.2 of the Final EIR regulatory setting has been updated (under the heading California Native Plant Society discussion) to address native plants including a discussion of the relationship of the CNPS to CDFW and the CRPR ranking. Additionally, the regulatory setting has also been updated to include a description of the Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan.</p> <p>O2-31 The orange-throated-whiptail (<i>Aspidoscelis hyperythra</i>) and Blainville's horned lizard (<i>Phrynosoma blainvillii</i>) have been identified as having moderate potential or higher to occur on site as noted in the draft EIR, Chapter 5.6, Biological Resources. The City agrees that the elevation range of woven-spored lichen (<i>Texosporium sancti-jacobi</i>) includes the project site. The elevation range that was provided in Appendix E of Appendix F, BTR, included in the draft EIR, has been corrected to be 197 to 1,969 feet. The updated Appendix F has been included as part of the Final EIR. Regardless, a search for all special-status species was conducted and would have recorded woven-spored lichen</p>
--	---

² <http://calag.ucanr.edu/archive/?type=pdf&article=ca.v056n04p121>
http://www.plantanswers.com/Landscape_Plant_Lists_for_Salt_Tolerance_Assessment.pdf

	<p>if it was present. As such, no impacts to the woven-spored lichen would occur. As discussed in Section 5.6.3.1, indirect impacts to Blainville's horned lizard would be avoided through conformance with area-specific management directives, including plant inspection for Argentine ants (as identified on the project landscape plan), and would be made a condition of approval of the project. Therefore, no changes are required in the Final EIR for the analysis of this species.</p> <p>O2-32 Regarding recycled water runoff and its impacts on scrub oak chaparral, refer to response O2-29.</p> <p>Regarding mapping of publically accessible areas downstream of the project, as discussed in Section 7.4.3.2, above, the project would incorporate biofiltration basins that would treat storm water prior to discharge off the project site. Therefore, this area was surveyed and mapped, and appropriate BMPs have been incorporated in the project to address storm water runoff, including drainage areas to the north of the project site.</p> <p>O2-33 Regarding recycled water runoff and its impacts on Nuttall's scrub oak and summer holly. Refer to response O2-29.</p>
--	---

	<p>O2-34 The plant palette and landscape plan is consistent with the City's Landscape Regulations and is provided on Figure 3-13, Landscape Plan. The proposed trees as shown on the landscape plan are coast live oaks, which are a native species. Along the southerly boundary, where the Project abuts the National Wildlife Refuge, the existing ground in the Refuge is undulating, varying from an elevation of 395 feet to 414 feet. The lower level of the parking garage adjacent to the southerly boundary is at an elevation of approximately 385 feet. Consequently, the parking structure is at least eight feet below the grade of the National Wildlife Refuge and as much as 30 feet below, depending on where the measurement is taken. This is illustrated on Site Section 2, Drawing A09.11, Sheet 43 of 43, of Exhibit "A" (see Appendix T of the Final EIR). It has been determined that the area to the south of the parking structure where coast live oak plantings are proposed is adequate to accommodate these trees and sufficient space is provided such that trees and their roots would not negatively impact the National Wildlife Refuge.</p> <p>Further, coast live oaks have a slow growth rate and thus would be pruned/trained over time to avoid conflicts with abutting structures as well as the adjacent National Wildlife Refuge. In addition, roots would not extend to the closest vernal pool, which is</p>
--	--

	<p>approximately 75 feet from the nearest proposed oak tree. All trees would be located downslope from vernal pools and thus roots would not grow upslope towards the vernal pool areas. Furthermore, the adjacent area is also already densely vegetated with chaparral shrub species. The existing plants within the preserve are well established and would out-compete the oaks. Thus, oaks would not intrude into these areas. Finally, the project's landscape plan has been reviewed by MSCP staff and determined to be consistent with the City's LUAGs. The project is required to comply with all listed LUAGs, which also include requirements such as runoff (which will not be allowed), invasive species (which will not be allowed) and barriers (which are included in the project – see Figure 3-17 of the Final EIR).</p> <p>02-35 Landscaping plants would be fire resistant, as required by the City's Landscape Regulations which requires that brush management Zone One and Zone Two plantings be low-fuel and fire resistive. Moreover, as described in Section 3.3 of the draft EIR, the project would provide modified brush management zones in addition to alternative compliance measures while minimizing impacts to undisturbed native/naturalized vegetation to the north, west, and south of the project site. These</p>
--	--

Page 5 of 8

the southern site boundary, adjacent to the MHPA. Kleinfelder's November 11, 2015, Geotechnical Investigation provided in Appendix R recommends long-term performance monitoring. **Would such monitoring occur and, if so, how many times annually?**

Fifth, what would be done to ensure that weeds don't take hold in the biofiltration basins? Would herbicides be used? What would be done to keep herbicides out of the MHPA?

Sixth, Appendix R appears to say that an agreement for the maintenance of the on-site storm water BMPs, including the biofiltration basins, would be prepared and implemented at the cost of the project proponent. **Is this correct? If this is incorrect, what on-going process would be implemented to ensure that the on-site storm water BMPs function as intended.**

Would the property owner pay for the maintenance with funds from the Project's operating expenses? What happens if Project revenues fall short of covering maintenance expenses for fire safety, landscaping, BMPs, etc.? We request that the Final EIR require that the owner establish non-wasting endowment whose revenues would be available for use in perpetuity to maintain the structural BMPs and remediate damage, if any, to the MHPA associated with the biofiltration basins and/or failure of the fill slopes.

Finally, Additionally, the project will use recycled water, which has over twice the salt (sodium chloride) and other ions as drinking water, and massively more than rainwater. The runoff will thus change character from rainwater to recycled water. **What impact would this change in water chemistry have on the downstream chaparral vegetation, as noted below?** These are not salt-loving plants.

Botanical Issues

First, the regulatory setting is incorrect in at least two places. The trivial problem is that the California Natural Diversity Database, under CDFW, maintains the five CRPR lists, not CNPS, and those lists are 1A, 1B, 2A, 2B, 3 and 4, not 1A, 1B, 2, 3, and 4 as listed. Second, the regulatory setting left out the City's Carmel Mountain and Del Mar Mesa Natural Resource Management Plan of 2015 ("NRMP"). This is an issue, as drainage from the site will impact a trail ("Tunnel one") in the NRMP.

Second, I have found woven-spored lichen (*Texosporium sancti-jacobi*, CRPR List 3) immediately south of the project, and it was not on the search list. I have also seen Blainville's horned lizard on the southern end of the project site and orange-throated whiptail on the trail immediately east of the site. Please update your list of impacted species.

Third, the area of analysis was incomplete, as the drainage area to the north of the property was not analyzed. It is almost entirely scrub oak chaparral, and it will receive the recycled water runoff from the Project. **Why did the Project not survey and map publicly accessible downstream areas that will be affected by the Project?**

Fourth, the runoff will be recycled water. Currently, those slopes receive rainwater, which is free of problematic ions like sodium and chloride. The runoff they receive from the project, while filtered, will have higher salt levels than they currently receive, as biofiltration does not desalinate the runoff. **What will this degradation in water quality due to sensitive plants like Nuttall's scrub oak (*Quercus dumosa*) and summer holly (*Comaristaphylos diversifolia*) that are immediately downstream of the outfall pipe, in the existing gully?**

Fifth, what is the planting plan for the Project landscape? One big concern are the native trees (Coast live oaks?) that are purported to be planted on the south side of the Parking structure. There are no native trees on Del Mar Mesa, and there appears to be about 30 feet of

02-26
Cont.

02-27

02-28

02-29

02-30

02-31

02-32

02-33

02-34

landscape plans would be consistent with the City of San Diego brush management zone guidelines.

Figure 7-1 of the draft EIR, Brush Management Zones illustrates the location of brush management zones. Zones One and Two are located along both the northern and western portions of the project site. The alternative brush management compliance measures would allow comparable fire safety as brush management zones in the prevention of building ignition from wildfires originating away from the site.

The comment specifically references Building 1, the café and the parking structure; Building 1 and the café would be located interior to the site, more than 100 feet from the wildland-urban interface and therefore do not require formalized brush management per the City's Landscape Regulations. Although formalized brush management in this area is not required, landscaping adjacent to Building 1 and the cafe would be ornamental and fully irrigated consistent with the brush management Zone One requirements. The parking structure would be constructed of non-combustible materials, and would not be habitable; therefore, landscaping adjacent to the parking

	<p>structure would not compromise the structure's fire resistance integrity in the event of a fire.</p> <p>The plants proposed would remain hydrated and accumulated dead and dying material will be removed routinely so that they are not readily ignitable. The hydrated plants will not burn easily and fire would move spottily through with lower flame lengths and less intensity.</p> <p>Furthermore, the City's Landscape and Fire Review staff have reviewed the modified brush management and concluded that it adequately addresses the fire safety potentially affecting the project site because the project and the identified project features have been designed in accordance with the City's Landscape Regulations. Compliance with the standards through the project elements would preclude any impacts to human health and public safety.</p> <p>Lastly, regarding plant tolerance to recycled water, refer to response O2-29. If any landscaping should fail, it would be required to be replaced in compliance with the conditions of approval and the City's Landscape Regulations.</p> <p>O2-36 In response to this comment, an existing conditions discussion has been added to Section 5.4.1 in the Final EIR.</p>
--	---

	<p>O2-37 Regarding xeriscaping, the project would not include xeriscaping, but would include drought-tolerant landscaping; however, the landscape includes a carefully-selected plant palate that would comply with the City's brush management requirements mandating fire-resistant and low-fuel plants, and that plants would be required to be irrigated. Due to their low-water consumption needs, these plants would be both fire-resistant and properly irrigated.</p> <p>O2-38 With regard to bicyclists who may commute to the project by bike and regarding emergency evacuation, please refer to response O2-11.</p> <p>O2-39 The project would comply with all three items listed in policy CE-A.12 as identified in Section 5.4.3.2 of the draft EIR.</p> <p>O2-40 The project was found to be inconsistent with the Climate Action Plan as the project would result in a more GHG-intensive project when compared to existing community plan land use and zoning designations as identified in Section 5.4 of the draft EIR. As concluded, the project would result in significant and unavoidable impacts and would mitigate to the extent feasible. The project does not propose a General Plan amendment as the project's proposed land use designation is</p>
--	---

	<p>consistent with that of the General Plan. Additionally, the project would be consistent with the goals and policies of the General Plan, as analyzed in Section 5.1 of the draft EIR. Nonetheless, as discussed in Section 5.4.3, even with implementation of mitigation, impacts would remain significant and unavoidable.</p> <p>O2-41 All maps provided in the draft EIR are accurate and georeferenced at the project level. Figure 2-1 was primarily developed to provide the reader context of the surrounding physical development in the area; however, this figure has been updated to illustrate the location of the CDFW Ecological Reserve and the Caltrans property as part of the Final EIR.</p> <p>O2-42 As stated in response O2-41, all maps provided in the draft EIR are accurate and georeferenced at the project level. Vernal pool mapping for the project was conducted and confirmed through field surveys using accurate GPS data to map the locations of the vernal pools relative to the project site boundaries. Therefore, the project EIR maps showing vernal pools are the most accurate as the most current location data available was used in all EIR map development.</p> <p>Moreover, the figures provided in the EIR have been georeferenced to provide accurate distance to vernal</p>
--	---

	<p>pools. Further, agency maps are typically provided at the planning-level, while the figures prepared for the EIR were created at the project-level. Thus, the figures provided in the EIR are more accurate at the ground level than the planning-level SANDAG figures.</p> <p>O2-43 According to Section 131.0602 of the City's Municipal Code, the IP zone allows for research and development, office, and residential uses. It should be noted that the EIR does not claim that industrial zoning is the same as commercial zoning. Rather, per the definition of Industrial Park provided in the City's Municipal Code, this zoning applies to the proposed project.</p> <p>The project's consistency with the General Plan was analyzed in Chapter 5.1 of the draft EIR. As discussed in this section, the proposed project would include a Community Plan Amendment to the Torrey Highlands Subarea Plan to increase the intensity of the site and redesignate the project site from Commercial Limited (CL) to Employment Center (EC). The project would also rezone the project site from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses). The project would be consistent with the intention of the EC and IP-3-1 site designations. The project would not result in an inconsistency or conflict with the goals, objectives, or guidelines of the</p>
--	--

	<p>General Plan, the Torrey Highlands Subarea Plan, or any other applicable plans and impacts to General Plan consistency would be less than significant.</p> <p>As discussed in Section 5.1.8 and as shown on Figure 5.3-5 (Visual Simulation), existing and presumed to be existing development would generally consist of tall and rectangular, multi-story structures that would be clustered near existing development (e.g., the Kilroy Santa Fe Summit and the Intuit Corporate Campus) or would be concentrated along the planned southern extension of Camino del Sur. Further, with implementation of the Community Plan Amendment to the Torrey Highlands Subarea Plan to increase the intensity of the site and redesignate the project site from Commercial Limited (CL) to Employment Center (EC), and rezone the site from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses), the project would be consistent with the intention of the EC and IP-3-1 site designations. The project would not result in an inconsistency or conflict with the goals, objectives, or guidelines of the General Plan, the Torrey Highlands Subarea Plan, or any other applicable plans and impacts would be less than significant. Lastly, the project's consistency with surrounding land uses was analyzed based on existing physical uses and approved</p>
--	---

	<p>future uses (e.g., the Merge 56 development) in the area, and was not analyzed based on zoning.</p> <p>O2-44 As discussed in Section 5.1, Land Use, of the draft EIR, the project would not conflict with the environmental goals, objectives, or guidelines of the City's General Plan. Additionally, no General Plan amendment is proposed as part of the project. Furthermore, CEQA Guidelines §15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision makers should address. A project is consistent with the General Plan if, considering all aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. Generally, a project need not be in perfect conformity with each and every general plan policy. Pursuant to CEQA Guidelines §15093, decision makers are required to balance the benefits of a project against its unavoidable impacts when determining whether to approve a project. A Statement of Overriding Considerations has been prepared for the consideration of the decision-making body (City Council) and left to its discretion to determine whether to approve or deny the project or any of the alternatives, or combination thereof.</p> <p>In addition to the General Plan, the project would also not result in an inconsistency or conflict with the Torrey Highlands Subarea Plan or any other applicable plans</p>
--	--

	<p>and impacts related to General Plan consistency would be less than significant.</p> <p>The preparation of a Statement of Overriding Considerations does not mean that the project is inconsistent with the General Plan.</p> <p>O2-45 As discussed in Section 5.3.4 of the draft EIR, the project's height, bulk, and scale would be consistent with surrounding existing and planned commercial and mixed-uses, including the Merge 56 project, existing development at the Kilroy Santa Fe Summit Intuit Corporate Campus, and planned expansion of commercial office development associated with the Meridian at Santa Fe Summit project. Overall, the draft EIR concluded a less than significant impact to visual effects and neighborhood character.</p> <p>O2-46 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.</p> <p>O2-47 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.</p> <p>O2-48 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further</p>
--	---

<p>Page 6 of 8</p> <p>clearance between the Parking Structure and the National Wildlife Refuge, and the Parking structure appears to be up to eight feet below the grade of the National Wildlife Refuge. Is this correct? What native screening trees can fit into this situation that won't disrupt the soils and plants of the National Wildlife Refuge? Coast live oaks (for example) can easily grow 50 feet wide, with roots that reach three times that far. How will these impact the National Wildlife Refuge? This matters, because the sensitive plants and vernal pools of the Refuge and Del Mar Mesa in general depend on the presence of soil hardpan and limited water to avoid being replaced by shrubs. What is the proposed planting palette, and how will it impact the surrounding MHPA lands, especially on the south side of the Parking Structure?</p> <p>Additionally, how flammable are the landscaping plants? Since they are against unprotected buildings (Building One, the Café, and the Parking Structure), what are the impacts to the structure if they burn in a wildfire? Will the landscaping plants be tolerant of recycled water, which is twice as salty as tap water?</p> <p>Greenhouse Gas Emissions</p> <p>First, why, in the section labeled "existing conditions" (p. 5.4-1) is there no description of the existing emissions of the site?</p> <p>Second, won't the xeriscaping strategy to mitigate greenhouse gas emissions make the Project more flammable? The problem here is not just the need to use plants that require less water, but also to use plants that become hydrated with less water. Hydrated plants are difficult to ignite, while anything burns if it is dry enough.² How will the Project balance the need to hydrate the landscaping to make it fire resistant with the need to minimize water to minimize greenhouse gas emissions?</p> <p>Third, assuming the Project relies increasingly on bicycles to decrease greenhouse gas emissions, how will bicyclists be sheltered or evacuated in the event of a fire?</p> <p>Fourth, why is the Project considered consistent with CE-A.12 (p. 5.4-32) when it displaces old native vegetation with buildings? Shouldn't it be inconsistent, because it is not adding landscaping to an already bare site, and the trees it proposes will require supplemental watering to survive?</p> <p>Fifth, doesn't the lack of full mitigation of greenhouse gas impacts demonstrate that the Project is not consistent with the General Plan for this area?</p> <p>Mapping and other issues</p> <p>The City of San Diego has a long history producing inaccurate maps of Del Mar Mesa, as in the Carmel Valley and Del Mar Mesa Natural Resource Management Plan, the Vernal Pool Habitat Conservation Plan, and the forthcoming Parks Master Plan, all of which contained errors, often in the size and placement of the Project site relative to the MHPA. The Project continues the trend by failing to show the CDFW ecological reserve to its south and the CalTrans property to its west (Figure 2.1)? Why was an incorrect map included?</p> <p>The second map problem is the precise location of the SW corner of the Project site, as the SANDAG map (next page) shows it slightly to the north. This matters because of the Project's proximity to a vernal pool, and also because of the unauthorized but heavily used trail that goes from USFWS to Project property at that corner. Which map is correct, the Project</p> <p>² Rubin and Warren, 2013. <i>The California Native Landscape: The Homeowner's Design Guide to Restoring Its Beauty and Balance.</i></p>	<p>response is required. Refer to comment O2-45 regarding visual effects and neighborhood character.</p> <p>O2-49 Refer to comment O2-11 regarding evacuation.</p> <p>O2-50 Refer to comment O2-11 regarding evacuation and I4-4 regarding MHPA adjacency.</p> <p>O2-51 Comment noted.</p>
--	---

Page 7 of 8

map or SANDAG? Can the City make some reasonable effort to produce a correct map of Del Mar Mesa, showing the property boundaries of all property owners accurately?

↑ O2-42
 Cont.

Community Issues

I (Landis) am a resident of Rancho Penasquitos. In that role, I have questions about the suitability of the Project for the neighborhood.

First, is the Project consistent with the City General Plan, as claimed? It is unclear, because the Project site is zoned for Commercial Employment, Retail and Services³. The Project requests a rezone to IP-3-1-1 (Industrial Park, which allows for research and development, office, and residential uses), and according to the City Municipal Code, this is an industrial zone⁴, not a commercial zone or retail zoning, which have their own separate codes. Why claim that an industrial zoning is the same as the commercial zoning on the map? Why claim that the rezone is consistent with the General Plan? What evidence supports the claim is it consistent with the surrounding land uses such as the Intuit office, when those land uses have a different zoning?

O2-43

Second, is the Project consistent with the City General when it requires a statement of overriding considerations to deal with unmitigated impacts to traffic, greenhouse gases, and visual effects and neighborhood character? These impacts alone suggest that the Project is bigger than zoning or planning requires for the area.

O2-44

Third, is it consistent with the overall use of the area? To be sure, there is one other business complex built in the area (Intuit), but the claim that the proposed Project is consistent with what is already there confuses speculation with reality. The reality is that there are several other vacant lots zoned for industrial offices. The problem is that these sites have stood vacant since before 2004, through two strong building cycles. This strongly suggests that demand for build-to-suit office complexes was taken up by the Intuit facility, and no one else has seen an advantage to moving to this area under a wide range of economic conditions. Isn't it pure speculation to claim that the Project is consistent with the undeveloped vacant lots that surround it, when these lots have been permitted for development for well over a decade?

O2-45

This lack of interest in occupying the Project is even reflected in the ever-changing "pitch" that the Project developers have given to the Rancho Penasquitos Planning Board and at public forums. In the beginning, the Project was pitched as being purpose-built to suit a single lessee. At the June 25, 2018 meeting of the Rancho Penasquitos Planning Board, the Project was said to be small suites of offices for local entrepreneurs to lease to scale up their business. This last is laughable. While many local residents run businesses out of their homes (I am one of them), there is little reason to pay the huge expense of leasing an office suite with all the added burdens of the BMPs, when a spare bedroom suffices. This has been the story since I was here. One local realtor held an office suite on Highlands Village Place for some time, only to go back to go back to running it out of his home to save costs.

O2-46

The real character of this neighborhood, as expressed repeatedly by the Rancho Penasquitos Planning Board, is as a bedroom community for jobs elsewhere. While we should take on more industry, we should also widen State Route 56 and bring in public transit too. None of these will happen for a decade.

O2-47

Ultimately, the question is: why build now? Without a guaranteed client and at the height of the business cycle, the Project is almost guaranteed to sit mostly empty for years, as it

³ City of San Diego General Plan Land Use and Planning Element, Figure LU-2, last updated May 1, 2015.

⁴ City of San Diego Municipal Code, Chapter 13, Article 1, Division 6, last updated 1-1-2000.

Page 8 of 8


will open on to the downside of the latest boom. Most likely, it will sit unbuilt, as did the church before it, the unbuilt permit driving up the asking price of the plot so that more suitable uses will be seen as money-losing wastes of time. Other uses will be ignored, because that would require downzoning and devaluing the lot back to something that is appropriate for the site. **Won't this be a loss of money? Why not wait for a permit until there's an assured, profit-making project, whatever scale that turns out to be?**

And why build this? Won't it negatively impact the community? Even assuming another growth spurt in coming years, it is too big for the neighborhood, and the costs for necessary mitigation measures (like providing bike spaces for commuting workers) can, in many cases, be better met by workers telecommuting from home. Fireproofing the building for shelter in place or even to assure safe evacuation will only add to costs.


This is an awkward site for any use, but the Project, as proposed, is dangerous, not just to its tenants, but to its neighbors, as it will impede everybody's ability to get out during a fire. Evacuating over 1400 cars in a disaster scenario will clog all local intersections and probably endanger the residents of Park Village, Rhodes Crossing, and Merge 56. In addition, it will damage the MILPA downstream.

Thank you for taking these comments. Please keep CNPSSD, Sierra Club, Chaparral Institute, the Environmental Center of San Diego, and Preserve Wild Santee informed of all developments with this project and associated documents and meetings, at the emails below.

Sincerely,


Frank Landis, PhD
Conservation Chair
California Native Plant Society, San Diego Chapter
conservation@cnpssd.org
franklandis03@yahoo.com

/S/
George Courser
Conservation Committee Chair
Sierra Club San Diego
gcourser@hotmail.com


Richard W. Halsey, Director
The Chaparral Institute
rwh@californiachaparral.org


Pamela Heatherington
Board of Directors, Environmental Center of San Diego
pjheatherington@gmail.com


Van K. Collinsworth
Geographer / Director, Preserve Wild Santee
Conservation Coordinator, California Chaparral Institute
savefanita@gmail.com

↑
O2-47
Cont.

↑
O2-48

↑
O2-49

↑
O2-50

↑
O2-51

Comment Letter O3



August 20, 2018

To: E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services
 Re: The Preserve at Torrey Highlands (Project No. 442880 / State Clearinghouse Number 2016031026)

Please accept our comments on the Draft Environmental Impact Report for The Preserve at Torrey Highlands (Project No.442880) proposed project.

The Friends of Del Mar Mesa is a 501(c)3 tax exempt community organization dedicated to protecting and preserving the ecosystems and recreational resources of Del Mar Mesa through habitat restoration and enhancement, recreational support, stewardship, research, and education. We support educational and recreational activities that foster an appreciation of the natural environment of Del Mar Mesa.

DESIGN IN RELATION TO PRESERVE

The density, height massing and ineffective landscape screening fails to respect Del Mar Mesa Preserve which surrounds the project on three sides. The design documentation mainly addresses visibility to the north and east, placing the least attractive and most dominant massing—the parking structure—on the edge of the preserve.

And, because the project would be built on level land on the mesa, the buildings will be visible across the entire Del Mar Mesa Preserve. This is perfectly illustrated by the existing stand of eucalyptus trees at the center of the Preserve which are clearly visible from all sides as the buildings are projected to be as high or higher than this grove.

SETBACKS

Squeezing 450,000 square feet onto 11 acres leaves inadequate level space for effective landscape screening, especially along the south and west sides of the parking structure where the trees would be planted is on a slope making it difficult provide enough water.

LIGHTING

The parking structure has minimal shielding for its lights and for security purposes needs to be well lit, yet it is adjacent to the DMM Preserve which could have direct impacts on wildlife.

CURRENT ZONING

In the 1990s, when the City's MHPA boundaries were under discussion, the property, then owned by the Catholic Diocese, was intentionally excluded, in part because it was a religious holding.

More importantly to a future habitat preserve, the Church proposal, approved in 2004, was low-rise and made up of different shapes and sizes of buildings interspersed with open space, rather like a village.

That project would have been welcoming to the public and part of the social fabric of the Rancho Penasquitos community, a friendly neighbor to the people enjoying the nearby natural open space.

Friends of Del Mar Mesa 12845 Silver Acacia Place San Diego, California 92186 755-7999
 A tax exempt 501(c)3 community organization. Tax ID:

Response to Comment Letter O3

O3-1

The City acknowledges the comment as an introduction to comments that follow.

O3-2

The project's density, height, and visual impacts were analyzed in Section 5.3 Visual Effects and Neighborhood Character. As discussed in Section 5.3.5.2, the bulk and scale of the project buildings (which would rise above the southern horizon line) and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and rooftop HVAC aluminum panel screens would create moderately high change within the visual environment. However, when considering this change from the existing and presumed to be existing development, the project's contribution to a change in the surrounding visual environment would be moderate. The surrounding area currently supports, and would continue to support, buildings of similar bulk and scale following development of the Merge 56 project and Rhodes Crossing project, that would decrease the visual prominence of proposed development and associated visual contrast with the adjacent Del Mar Mesa Preserve. As such, and as discussed in Section 5.3.6, the project would not strongly contrast with the surrounding development or natural topography through excessive

	<p>height, bulk, signage, or architectural projections. Therefore, impacts would be less than significant.</p> <p>Regarding the parking structure, the proposed parking structure would be located in the southern portion of the project site. A 33-foot buffer would be placed between the parking structure and the project property line, which would include landscape screening in the form of oak trees. Therefore, it is not accurate to state that the parking structure would be located on the edge of the preserve. Furthermore, the closest authorized trails to the project site would be located to the east and north of the project site, as shown in Figure 5.3-1. Therefore, project design was particularly sensitive to these viewpoints to the north and east.</p> <p>Furthermore, Section 5.3.3.2 of the draft EIR states that the project would be visible from trails and access roads within the Del Mar Mesa Preserve. However, the presence of intervening and moderately tall chamise chaparral vegetation obscures the project site as well as other lower lying areas in the vicinity from view. Even where vegetation is less dense, the distance between trail-based recreationists along the access road and the project site would reduce the scale of the structures such that the project would not be visually prominent. Limited views of the uppermost floors of</p>
--	--

	<p>the structures are anticipated to be detectable in views from access roads and proposed viewpoints within the Del Mar Mesa Preserve; therefore, minimal interruption of existing views would occur. As discussed in Section 5.3.3, impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.</p> <p>03-3 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. Although the landscape screening areas along the south and west sides of the parking structure would be slightly sloped, this does not make landscape screening infeasible in these locations. Furthermore, the project would include drought-tolerant landscaping that would comply with the City's brush management requirements mandating fire-resistant and low-fuel plants, and that plants would be required to be irrigated. Due to their low-water consumption needs, these plants would be both fire-resistant and properly irrigated.</p> <p>03-4 Impacts to wildlife from lighting was addressed in Section 5.1.5.2 of the draft EIR. As discussed in this section, the proposed project would comply with the City's MSCP—MHPA Land Use Adjacency Guidelines, which requires that lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where</p>
--	--

	<p>necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting. The proposed project would ensure that any nighttime lighting, such as security lighting, will be shielded and directed away from the MHPA per the City's Outdoor Lighting Ordinance 142.0740 such that there would be no spill of light into the MHPA. As concluded in Section 5.6.8.3, with implementation of the City's LUAGs, adverse edge effects to the MHPA would be avoided and impacts would be less than significant.</p> <p>03-5 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. A response is not required.</p> <p>03-6 As discussed in Section 5.3.7, significant and unmitigable impacts would only occur to landform alteration. All remaining issue areas under Visual Effects and Neighborhood Character, Chapter 5.3, were determined to be less than significant as identified in the draft EIR.</p> <p>03-7 No development would occur within Del Mar Mesa Preserve. Visual impacts to the Del Mar Mesa Preserve were analyzed in Chapter 5.3 of the draft EIR. Views of</p>
--	---

	<p>the project seen from the Preserve's trails were chosen to determine impacts, as they are the most commonly traveled portions of the Del Mar Mesa Preserve, and provide views for recreationalists.</p> <p>As discussed in Section 5.3.5.2, the bulk and scale of the project buildings (which would rise above the southern horizon line) and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and rooftop HVAC aluminum panel screens would create moderately high change within the visual environment. However, when considering this change from the existing and presumed to be existing development, the project's contribution to a change in the surrounding visual environment would be moderate. The surrounding area would support buildings of similar bulk and scale that would decrease the visual prominence of proposed development associated visual contrast with the adjacent Del Mar Mesa Preserve. Therefore, impacts to visual character associated with the Del Mar Mesa Preserve would be less than significant.</p> <p>Impacts to plants and wildlife were analyzed in Chapter 5.6, Biological Resources, of the draft EIR. In particular, impacts to special-status species and habitats were</p>
--	--

<p>"NEIGHBORHOOD" CHARACTER The DEIR has disclosed that the proposed project would have a significant and unmitigable impact on neighborhood character. However, the document has not done justice to the history, character and value of the "neighborhood" we believe deserves special protection: Del Mar Mesa Preserve.</p> <p>Del Mar Mesa Preserve is an approximately 900-acre City of San Diego resource-based park, pieced together over the last twenty-five years through the combined efforts of US Fish and Wildlife, California Fish and Wildlife, San Diego County, the City of San Diego, environmental groups both large and small, individual developers and property owners, and hundreds of citizen volunteers.</p> <p>The park serves as a vital wildlife corridor that is part of the Los Penasquitos Canyon, Los Penasquitos Lagoon and Torrey Pines State Park habitat complex. The trail system connects to the County Trail system and is a favorite recreational destination for hikers, bikers and equestrians.</p> <p>The private property owners on Del Mar Mesa have worked together for over twenty years to redistribute development rights and cluster housing to the west to free up contiguous eastern parcels for wildlife conservation.</p> <p>The alignment of SR-56 was chosen from among at least twelve different possible routes. After years of studies, the list was narrowed to two, one through the future site of Pacific Highlands Ranch, and the other through Deer Canyon. A third route was chosen that skirted most of PHR to the north and preserve Deer Canyon to the south. That route was more than a mile longer, and curved – but it saved the land around the site of today's office complex proposal.</p> <p>It should be noted that Caltrans recently purchased approximately 110 additional acres nearby for restoration as mitigation.</p> <p>RECREATIONAL IMPACTS Perhaps the greatest recreational value of our open space parks is the opportunity to see far, to focus our eyes to infinity, to encounter little or nothing man-made, and reflect upon our place in the world.</p> <p>The DEIR seems to suggest that the visual impacts of the current proposal on DMM Preserve are limited to views of the project from the closest trails. However, we believe that the value of the preserve to many users is not only the winding, twisting trail experience along the drainages beneath the shrub oaks, but the overall feel of the mesa.</p> <p>Walking on the mesa, you can see to the horizon in all directions. You can marvel at its sheer expanse. And you can puzzle over the colors and textures of the deposition patterns of the soils and rocks, and think about the plants and animals that have evolved such different ways to survive with very little water.</p> <p>VIEWSHED The open space parks were not preserved, at great expense and effort, to provide a spectacular setting for corporate image office buildings. They were preserved so that people, including children, could experience the mesas, and be, for a moment, the tallest things around.</p> <p><small>Friends of Del Mar Mesa 12845 Silver Acacia Place San Diego California (858) 755-7999 A tax exempt 501(c)(3) community organization. Tax ID:</small></p>	<p>analyzed in Section 5.6.4. As discussed in this section, impacts would be less than significant with mitigation.</p> <p>03-8 Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR; therefore, no further response is required.</p> <p>03-9 Comment noted. Refer to response 03-2 regarding the draft EIR's visual impact assessment and approach to the analysis.</p> <p>03-10 Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR; therefore, no further response is required.</p> <p>03-11 The photos used for the visual simulations were taken with an iPhone 6s, not a wide-angle lens. As discussed in Section 5.3.3 of the draft EIR, impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.</p>
--	---

We question whether the photos from the trails were taken at a focal length that accurately reproduces what we see with our eyes. Wide angle lenses take in a lot of landscape, but they also make objects seem further away.

We believe the best way to assess the proposed buildings' visual impacts on the mesa experience is to erect poles, or pole balloons, and let people see for themselves how or whether the project will change their open space park experience.

Respectfully submitted,



Diane Korsh, Board President



Lisa D. Ross, Board Secretary

Friends of Del Mar Mesa 12845 Silver Acacia Place San Diego California 92130 (619) 755-7999
A tax exempt 501(c)(3) community organization. Tax ID: 94-3225000

↑ O3-11
Cont.

↓ O3-12

O3-12 While poles may represent the height of the building, they would not be effective in showing the bulk, width, and building materials of the proposed buildings. Therefore, the visual simulations used in the draft EIR provide a more comprehensive visual representation than the approach considered by the commenter. As discussed in Section 5.3.3, impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.

Comment Letter O4

Del Mar Mesa Community Planning Board

August 10, 2018

City of San Diego Development Service Department
1222 First Avenue, MS 501
San Diego, CA 92101
c/o E. Shearer-Nguyen, Environmental Planner

Re: The Preserve At Torrey Highlands/442880

Dear Ms. Shearer- Nguyen and City Council Members,

Del Mar Mesa Planning Board, in representing the concerns of The Del Mar Mesa Community is opposed to the proposed office building and rezoning of the property (case #442880 / SCH No. 2016031026) up for consideration at the Committee hearing on August 20, 2018.

We respectfully ask that the city deny the zoning change request for this parcel. Given the original intent and wisdom of the city planners in their designation of the open space preserve we request your continued commitment to the original decision and long-term impact. Our most compelling reason is that

- the Proposal Does Not Meet the Criteria for a Rezoning. (THCP R- 294053)

To remain consistent with and committed to the San Diego Planning Department original plans ANY use of this land must be consistent with the assigned Limited Use zoning requirements. Any amendment (other than return to Open Space Preserve status) to the existing Limited Use status for a commercial entity does not align with those expectations and impacts the preserve and the surroundings negatively in many ways.

A favorable economic impact to the city for a commercial, high impact entity in the middle of Del Mar Mesa Preserve, does not justify overriding the original decision based on the preservation of open space and long-term planning.

The EIR in our opinion is a distraction from the real issue of rezoning. We are not engaging in the debate of the serious misrepresentations and omissions in the EIR and the unmitigated impact on the Del Mar Mesa Preserve and the neighborhood character. Please note that, in our opinion, this project does not justify overriding consideration.

Regards,



Ray Ellis, Chairman
Del Mar Mesa Planning Board

Response to Comment Letter O4

O4-1

The City does not have criteria by which a project must meet to be considered for a site to be rezoned. Rather, any project can apply for a rezone, and will be subject to the review and requirements of the City to process a rezone.

O4-2

As described in Section 5.1 of the draft EIR, the project would include a Community Plan Amendment to the Torrey Highlands Subarea Plan to redesignate the site from Commercial Limited (CL) to Employment Center (EC). The project would also rezone the site from AR-1-1 (agriculture and residential development requiring 10-acre minimum lots) to IP-3-1 (industrial park, which allows for research and development, office, and residential uses). The project would be consistent with the intention of the EC and IP-3-1 site designations. The project would not result in an inconsistency or conflict with the goals, objectives, or guidelines of the General

O4-1

O4-2

O4-3

O4-4

	<p>Plan, the Torrey Highlands Subarea Plan, or any other applicable plans.</p> <p>Therefore, the proposed Community Plan Amendment and rezone would not result in an inconsistency with the General Plan or Community Plan. As such, as stated in Section 5.1.3, impacts would be less than significant.</p> <p>Additionally, it should be clarified that the project does not propose a commercial use; rather, the project proposes a business office use. As shown in Tables 5.1-2 and 5.1-3, of Section 5.1 Land Use, the project would implement many of the principles, goals, and policies contained within the existing General Plan and Torrey Highlands Subarea Plan.</p> <p>Moreover, it should be noted that no development would occur within Del Mar Mesa Preserve.</p> <p>O4-3 The comment does not offer any specifics regarding inadequacies in the draft EIR. Refer to response O3-7 above for additional information regarding potential impacts to the Del Mar Mesa Preserve and neighborhood character. No further response to this comment is required by CEQA.</p> <p>O4-4 Comment noted.</p>
--	--

Response to Comment Letter O5

Comment Letter O5



T 510.836.4200 410 12th Street, Suite 250 www.lozeaudrury.com
F 510.836.4205 Oakland, Ca 94607 richard@lozeaudrury.com

Via Email and U.S. Mail

August 20, 2018

Elizabeth Shearer-Nguyen
Environmental Planner
City of San Diego
Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101
eshearernguyen@sandiego.gov
DSDDEAS@sandiego.gov

Will Zoumes, Project Manager
City of San Diego
Development Services Department
1222 First Avenue, MS 301
San Diego, CA 92101
WZoumes@sandiego.gov

Re: Comment on The Preserve at Torrey Highlands Project No. 442880 / Draft
Environmental Impact Report; SCH2016031026

Dear Ms. Shearer-Nguyen and Mr. Zoumes:

I am writing on behalf of the Laborens International Union of North America, Local Union No. 89 and its members living in the City of San Diego ("LIUNA"), regarding the Draft Environmental Impact Report; ("DEIR") prepared for the Project known as The Preserve at Torrey Highlands, No. 442880 ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Commenters request that the City of San Diego address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

Michael Lozeau

O5-1

The draft EIR analyzed and disclosed the potentially significant project impacts consistent with CEQA's information disclosure mandates. As the comment does not offer any specifics, no further response to this comment is required by CEQA.

O5-1

Comment Letter O6



RANCHO PEÑASQUITOS PLANNING BOARD

August 19, 2018

Regarding: Draft Environmental Impact Report
 Project Name: The Preserve at Torrey Highlands
 Project No. 442880 / SCH No. 2016031026
 Community Plan Area: Torrey Highlands
 Council District: 6

Attention: Liz Shearer-Nguyen

Preserve at Torrey Highlands EIR comments:

1. I appreciate the additional attention provided to the landscape to revegetate the site to a naturalized setting.
2. The Bulk and scale of the Project is out of character for the Del Mar Mesa Preserve. The campus site plan could fit in any flat area.
3. The 450,000 sq. feet will have a significant impact on the transportation infrastructure in the case of an evacuation.
4. In the time of crisis office workers, Merge 56, pending Rhodes crossing, and Park Village will need a demonstrated evacuation plan.
5. Current parcel is designated Commercial Limited (CL) and zoned AR-1-1 with permitted uses include development of single-dwelling-unit homes at a required minimum of 10-acre lot or agricultural uses limited to those of low intensity to minimize the potential conflicts with residential uses. The proposed project, based on a Zone Change, allows 450,000 square feet of commercial use with a 180,000 square foot 8 level parking structure with site parking, while the Community Plan identifies the use of the site for Religious Uses, Private School or Nursery. The proposed project cites design guidance by citing the City of San Diego General Plan.

O6-1

O6-2

O6-3

O6-4

O6-5

The Rancho de los Peñasquitos Planning Board has been formed and recognized by the San Diego City Council to make recommendations to the City Council, Planning Commission, City staff and other governmental agencies on land use matters, specifically concerning the preparation of, adoption of, implementation of, or amendment(s) to the General Plan or any land use plan when a plan relates to the Rancho Peñasquitos, Torrey Highlands and Black Mountain Ranch communities' boundaries. The planning group also advises on other land use matters as requested by the City or other governmental agencies.

Response to Comment Letter O6

O6-1 Comment noted.

O6-2 The project's visual impacts were analyzed in Chapter 5.3, Visual Effects and Neighborhood Character, of the draft EIR. Specifically Section 5.3.3.2 of the draft EIR states that, the project would be visible from trails and access roads within the Del Mar Mesa Preserve. However, the presence of intervening and moderately tall chamise chaparral vegetation obscures the project site as well as other lower lying areas in the vicinity from view. Even where vegetation is less dense, the distance between trail-based recreationists along the access road and the project site would reduce the scale of the structures such that the project would not be visually prominent. Limited views of the uppermost floors of the structures are anticipated to be detectable in views from access roads and proposed viewpoints within the Del Mar Mesa Preserve; therefore, minimal interruption of existing views would occur. As discussed in Section 5.3.3, impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.

<p>6. In urban design, the various pieces make up the whole (buildings, streets, open spaces, parks, parking) based on how human senses react to built forms. The proposed project is egregious relative to the scale of the existing open space, residential community and proposed adjacent mixed-use project. Provide supporting evidence, not design speak, to support how the proposed project's mass/height, separation between other buildings, property edge design, population density impact, traffic volumes etc., will be compatible and support the surrounding open space and developed space at this nexus of community and SR 56.</p> <p>7. All the project site and building drawings (Figures 3-1 to 3-15) presented in the EIR show the proposed project isolated on its 11.2-acre site. Justify why the project only illustrates an isolated view of the project and not one within the context of the greater community at large. The EIR cites justifications to support this development based on the premise of 3.2 "Project Objectives" (Page 3-1). To be a fair and equitable EIR, the text and supporting documents need to completely address the project's relationship and compatibility to the larger community and not just the project's site. The EIR document needs to show a more representative impartial view of the project and the community at large.</p> <p>8. The street edge design is contrary to the human neurophysiological relationship to the built environment. The entire street frontage along Camino Del Sur is surface parking or a 7-story wall. The EIR does not speak to how this negative human physiological contradiction will impact those walking or driving past. The community deserves better than a project that alienates itself from the community. Provide supporting data relative to what today's urban design research supports and recommends supporting this proposed design edge. (reference "Cognitive Architecture" by Ann Sussman and Justin B. Hollander and "Places of the Heart, The Psychogeography of Everyday Life" by Colin Ellard)</p> <p>9. Page 3-8, Paragraph 3.4.1 states the Project proposes by discretionary action to change the Community Plan from Commercial Limited (CL) to Employment Center (EC) which is supported by the City of San Diego's General Plan. This project is based on having the General Plan support the project and override the Community Plan.</p> <p>The paragraph "Land Use and Community Planning Element" on Page 5.1-5 addresses the community need to have development maintain or enhance the quality of life in the surrounding community. These elements are a part of the Community Plan to provide a policy direction to maintain zoning and policy consistency, balanced communities, equitable development and environmental justice. The above wording is from the City of San Diego General Plan.</p> <p>It appears the Project is based on city wide concepts and not the specific focus points as outlined for the various Community Plan guidance. Please verify the intent of the EIR's approach in the use of the General Plan or the Community Plan as being the Guiding Direction to support this project to change from the community's desire to maintain the site as Commercial Limited (CL).</p> <p style="text-align: right;">2</p>	<p>O6-3 Refer to response O2-11 regarding evacuation. Evacuation impacts were analyzed in Chapter 7, Effects Found Not to be Significant. The project would not interfere with or impair the implementation of an adopted emergency response or evacuation plan and impacts would be less than significant.</p> <p>O6-4 Refer to response to comment O2-11.</p> <p>O6-5 The Commercial Limited land use designation allows for a variety of land uses including religious facilities, trade schools, storage facilities, veterinary clinics and garden centers. However, as discussed in Section 5.1, Land Use, of the draft EIR, the project would not conflict with the environmental goals, objectives, or guidelines of the City's General Plan. CEQA Guidelines §15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision makers should address. A project is consistent with the General Plan if, considering all aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. Generally, a project need not be in perfect conformity with each and every general plan policy. In addition to the General Plan, the project would also not result in an inconsistency or conflict with the Torrey Highlands Subarea Plan or any other applicable plans</p>
---	---

<p>10. The premise of 3.2 "Project Objectives" (Page 3-1) is flawed by stating this project provides a cohesive design that is compatible in scale and character to other existing and planned development within the adjacent vicinity. The only existing and proposed commercial/office planning area is directly bounded by the SR 56 Freeway corridor. The proposed property is not contiguous to the existing commercial/office area or the SR 56 Freeway corridor. It is surrounded on three sides by natural preserve habit while the fourth side fronts one to two story residential and low-rise Mixed-Use Commercial. Provide supporting material to substantiate the proposed projects design approach being accurate.</p> <p>11. Page 3-1, Section 3.2, bullet 4 is a very broad and assumed statement. I find no creatable evidence provided in the EIR to back up the assumptions stated. Provide enough supporting documentation based on known facts to support the statement that multimodal transportation linkages will be implemented to offset what will be a transportation critical mass at Camino del Sur and State Route. Project should be conditioned to have viable implemented multimodal transportation linkages prior to occupancy of any commercial spaces.</p> <p>12. I find the statement in the last section of LEED Silver Certification, Page 3-4, that the project is to provide EV Charging Stations as vague and could be construed to mean one station. To accommodate the larger San Diego County goals to reduce green-house gases, the project, to stay current with transportation design goals for automobile use, should be conditioned to provide a minimum of 2.5% of all parking spaces as EV Charging Stations in various locations around the site.</p> <p>13. Chapter 4 "History of Project Changes" notes several sites and building plan changes (majority regarding traffic) which are based on functional needs to solve technical requirements. The community in several meetings have requested of the developer to address spacial cognition and a sense of place concerns, acoustical concerns, visual perception and the sense of space needs to support a project that is successive for the community, not just the developer. Address why only the technical issues are being addressed in the design and not the requests from the community residents.</p> <p>Thank you for the opportunity to submit our comments for the above referenced Draft Environmental Impact Report.</p> <p>Sincerely,</p> <p>Thomas Clark Chair, Rancho Penasquitos Planning Board</p> <p style="text-align: right;">3</p>	<p>and impacts to General Plan consistency would be less than significant.</p> <p>O6-6</p> <p>Visual impacts were analyzed in Chapter 5.3 of the draft EIR. Specifically, as discussed in Section 5.3.5.2, the bulk and scale of the project buildings (which would rise above the southern horizon line) and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and rooftop HVAC aluminum panel screens would create moderately high change within the visual environment. However, when considering this change from the existing and presumed to be existing development, the project's contribution to a change in the surrounding visual environment would be moderate. The surrounding area would support buildings of similar bulk and scale that would decrease the visual prominence of proposed development associated visual contrast with the adjacent Del Mar Mesa Preserve; impacts to the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections would be less than significant.</p> <p>Section 5.3.3.2 of the draft EIR states that, the project would be visible from trails and access roads within the Del Mar Mesa Preserve. However, the presence of intervening and moderately tall chamise chaparral vegetation obscures the project site as well as other</p>
--	--

	<p>lower lying areas in the vicinity from view. Even where vegetation is less dense, the distance between trail-based recreationists along the access road and the project site would reduce the scale of the structures such that the project would not be visually prominent. Limited views of the uppermost floors of the structures are anticipated to be detectable in views from access roads and proposed viewpoints within the Del Mar Mesa Preserve; therefore, minimal interruption of existing views would occur, and impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.</p> <p>The comment also addresses transportation and circulation, and land use were analyzed Section 5.2 and Section 5.1 of the draft EIR, respectively. As discussed in these sections, transportation and circulation impacts would be significant and unavoidable; and land use impacts would be less than significant.</p> <p>O6-7 Figure 2-1, Aerial Map and Figure 2-3, General Plan Land Use of the draft EIR show the project site and the surrounding area to provide context of the project and its surroundings so as not to analyze the project in isolation from the larger community context. Figures 5.3-4 through 5.3-9 of Chapter 5.3, Visual Effects and Neighborhood Character of the draft EIR are visual simulations of the</p>
--	---

	<p>proposed project seen from various publically-accessible viewpoint locations surrounding the project site. As discussed in Section 5.3, significant and unavoidable impacts would only remain for impacts to landform alteration; however the project would otherwise result in less than significant impacts to visual resources.</p> <p>Additionally, Section 5.1, Land Use of the draft EIR, addresses the compatibility of the project with surrounding uses in the community at large. It was determined that the project would result in a less than significant impact associated with land use.</p> <p>O6-8 Visual impacts were analyzed in Chapter 5.3 of the draft EIR. Specifically, as discussed in Section 5.3.5.2, the bulk and scale of the project buildings (which would rise above the southern horizon line) and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and rooftop HVAC aluminum panel screens would create moderately high change within the visual environment. However, when considering this change from the existing and presumed to be existing development, the project's contribution to a change in the surrounding visual environment would be moderate. Nonetheless, because the project would not exceed the height and bulk of the existing</p>
--	---

	<p>patterns of development in the vicinity of the project area, fit the common architectural theme of the area, and would not strongly contrast with the surrounding development or natural topography, the project would be compatible with surrounding environment; impacts would be less than significant.</p> <p>O6-9 Section 5.1, Land Use, of the draft EIR includes an analysis of the project's consistency with the City's General Plan and the applicable Torrey Highlands Community Plan. The General Plan does not override the applicable Community Plan. Rather, both of these plans serve as planning documents which guide future development. As analyzed in Section 5.1 of the draft EIR, it was determined that the project would not result in a conflict with either of those plans. As such, impacts associated with Land Use would be less than significant.</p> <p>O6-10 The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.</p> <p>O6-11 Refer to response O2-44 and O6-9 regarding General Plan and Community Plan consistency. Section 5.1, Land Use, of the draft EIR includes an analysis of the project's consistency with the City's General Plan and the applicable Torrey Highlands Community Plan. The EIR determined that the project would not result in a</p>
--	--

	<p>conflict with either of those plans; therefore, impacts associated with conflicts with applicable plans and policies would be less than significant.</p> <p>O6-12 The project objectives identified in Section 3.2 do not necessarily relate to the environment and instead relate to the underlying purpose of the project. In particular, project objectives are not intended to comprise criteria for evaluation of environmental impacts. As such, providing a cohesive design that is compatible in scale and character to other planned development within the vicinity is a permissible objective.</p> <p>The project's neighborhood character impacts were analyzed in Section 5.3 Visual Effects and Neighborhood Character. As discussed in Section 5.3.5, the project design would be compatible with surrounding existing and presumed to be existing development. The surrounding area would be increasingly developed and would include buildings of similar bulk and scale as the project and thus, would reduce the visual prominence of the project. Impacts to neighborhood character were determined to be less than significant.</p> <p>O6-13 Section 3.2 contains a statement of objectives. Neither CEQA nor the CEQA Guidelines require an analysis of whether and how the project will attain objectives; such</p>
--	---

	<p>analysis is outside the scope of an EIR. The decision-maker will assess whether the project would meet its objectives as they consider whether to approve the project, an alternative to the project or no project at all.</p> <p>The project would not be zoned commercial/office; rather, the project would be zoned IP-3-1. As described in Chapter 5.2, Transportation/Circulation, of the draft EIR, the project would provide a Transportation Demand Management (TDM) plan, as well as multimodal transportation linkages:</p> <ol style="list-style-type: none">1. The project will coordinate with Merge 56 and MTS to determine how and when routes could be implemented to serve the area.2. The project will encourage office tenants to offer partially subsidized monthly passes for employees, should service routes be implemented in the future.3. The project will encourage office tenants to offer partially subsidized vanpool/rideshare services.4. Transportation information will be displayed in common areas accessible to office employees in each building and in the retail amenity space. Transportation Information Displays should include, at a minimum, the following materials:
--	--

	<ul style="list-style-type: none">• Ridesharing promotional material• Bicycle route and parking including maps and bicycle safety information• Materials publicizing internet and telephone numbers for referrals on transportation information• Promotional materials supplied by NCTD, MTS, and/or other publicly supported transportation organizations• A listing of facilities at the site for carpoolers/vanpoolers, transit riders (if transit becomes available), bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces• Information on “Guaranteed ride home” programs like those provided by SANDAG’s iCommute to ensure that employees that share rides to work are provided with a ride to their home or location near their residence in the event that an emergency occurs during the work day.
--	---

	<ol style="list-style-type: none">5. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces will be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas or on intranets, as appropriate.6. Biannual events will be held to promote use of alternative transportation.7. Bicycle racks, lockers and showers will be provided for office employee use.8. Employers will be encouraged to provide flexible work schedules to stagger arrivals and departures.9. An employee commute travel survey will be conducted within six months of occupancy to help evaluate the efficacy of the TDM plan as proposed, and to inform/validate any changes that may be proposed or needed. A copy of the results of this survey will be provided to the City Development Services Department.10. Effectiveness of the TDM Program will be monitored by the Owner/Permittee, including traffic counts and parking
--	---

	<p>occupancy counts, and results provided annually to the City Engineer for a period of 5 years. Multimodal transportation linkages would include bike lanes and pedestrian connections. There are existing Class II bike lanes provided on the entire length of most study area roadways: Camino del Sur, Black Mountain Road, and Park Village Road. On Carmel Mountain Road, Class II bike lanes are provided, with the exception of the segments of the roadway south of Sundance Avenue (western intersection) and from Paseo Montalban to Rancho Peñasquitos Boulevard, which is designated as a Class III bike route. The SR-56 Bike Path is a Class I separated bikeway that runs between I-5 and I-15 adjacent to and south of SR-56 (see Section 5.2 – Transportation of the draft EIR).</p> <p>Following completion of the Merge 56 project, buffered bike lanes will be provided on all sections of Camino del Sur south of Torrey Santa Fe Road and curbside parking will be prohibited. Carmel Mountain Road would be designed as a two-lane modified collector with a raised median. Bike lanes will also be provided on Carmel Mountain Road south of SR-56 and curbside parking will be prohibited. Contiguous or non-contiguous sidewalks are generally provided on all study area street segments, and further pedestrian linkages along Camino del Sur that would connect to the Merge 56 project to be constructed across the street, would be provided.</p>
--	---

	<p>O6-14 As described in Table 5.4-5, provided in Section 5.4, Greenhouse Gas Emissions, the project would include a total of 1,781 parking spaces. Per the California Green Building Code Standards Code, the project would provide 107 electric vehicle-capable (pre-wired) parking spaces and per the CAP, the project would commit to supplying 50% (54) of the 107 pre-wired parking spaces with electric vehicle charging as determined by Table 5.106.5.3.3 of the California Green Building Standards Code. This would be a Condition of Approval and would be implemented as MM-GHG-5.</p> <p>O6-15 The purpose of the History of Project Changes, as required by the City's EIR Guidelines, is to chronicle project revisions made during the design phase in response to environmental concerns raised during the review by the City. As discussed in Section 5.3, impacts to visual effects and neighborhood character would be less than significant, with the exception of impacts to landform alteration, which would be significant and unavoidable. As discussed in Section 5.10, all noise impacts would be less than significant. Therefore, the acoustical, visual, and neighborhood character concerns were addressed in the EIR.</p> <p>O6-16 Comment noted.</p>
--	---

Comment Letter O7

RINCON BAND OF LUISEÑO INDIANS
Cultural Resources Department

1 W. Tribal Road • Valley Center, California 92082 •
(760) 297-2635 Fax:(760) 692-1498



October 5, 2018

Elizabeth Shearer-Nguyen
City of San Diego
1222 First Avenue, Mail Station 301
San Diego, CA 92101

Re: The Preserve at Torrey Highlands (Project No. 442580)

Dear Ms. Shearer-Nguyen,

This letter is written on behalf of the Rincon Band of Luiseno Indians. Thank you for providing us with the Public Notice of the Availability of the Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseno people, and is also within Rincon's specific area of Historic interest and ties.

We have reviewed the DEIR and have the following questions/concerns:

- MM-Cul-1, Section I.A.1. – The Rincon Band requests that Native American monitoring include Luiseno Tribal monitoring, due to cultural ties to the area.
- MM-Cul-1, Section I.B.1. – What constitutes the MMC?
- MM-Cul-1, Section II.B.2.a – The Rincon Band requests that the AME be developed in consultation with the Rincon Band.
- MM-Cul-1, Section II.B.3.a. & b. – The Rincon Band requests that archaeological and Luiseno tribal monitoring take place during all ground disturbing activities, unless the soil has already been monitored, or otherwise determined through consultation between archaeological and Luiseno Monitoring band.
- MM-Cul-1, Section III.A.1. – There should be archaeological and Luiseno Tribal monitors present full time during ground disturbing activities that could result in impacts to cultural resources, not just archaeological monitors.
- MM-Cul-1, Section III.A.3. – Daily logs should be submitted by both archaeological and Luiseno Tribal monitors.
- MM-Cul-1, Section IV.B.2. – Consultation should include Luiseno Tribal monitoring Band.
- MM-Cul-1, Section IV.B.3. – Only the Medical Examiner should make the determinations pertaining to human remains, as they are the subject matter experts.

Bo Mazzetti
Tribal Chairman

Tishmall Turner
Vice Chairwoman

Sieve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member

Response to Comment Letter O7

- 07-1** Comment noted.
- 07-2** The City does not determine which Native American monitor will be retained by the applicant. However, it is the City's business practice that the Native American monitor retained have a local regional knowledge of the area.
- 07-3** The Mitigation Monitoring Coordination (MMC) is a city defined section with a specific role. The MMC Section assists in the oversight of implementing the mitigation, monitoring of mitigation, and mitigation reporting programs associated with projects.
- 07-4** The Archaeological Monitoring Exhibit (AME) is developed by the Principal Investigator, the archaeologist, based on review of all cultural resource information gathered through technical investigations and consultation. In addition, at time of preconstruction meeting, the Native American monitor would have the ability to revise the AME as appropriate. As such, an archeologist and Native American monitor will be present during all ground-disturbing activities.

07-1

07-2

07-3

07-4

07-5

07-6

07-7

07-8

07-9

RINCON BAND OF LUISEÑO INDIANS
Cultural Resources Department

1 W. Tribal Road • Valley Center, California 92082 •
(760) 297-2635 Fax: (760) 692-1498



- MM-Cul.1. Section IV.D.1. – Only the Medical Examiner can determine if the human remains are Native American.
- Mitigation measures are needed to address reburial options for artifacts and features (milling, hearths, etc.) These types of items should be reburied preferably in or in close proximity to the discovery.

If you have questions or concerns please do not hesitate to contact our office at your convenience at (760) 297-2635.
Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Destiny Colocho, RPA
Tribal Historic Preservation Officer
Rincon Cultural Resources Department

Bo Mazzetti
Tribal Chairman

Tishmali Turner
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member

07-5

Refer to response 07-2. An archeologist and Native American monitor will be present during all ground-disturbing activities.

07-6

Refer to responses 07-2 and 07-5.

07-7

The mitigation monitoring program does not have a requirement for daily logs. The referenced section of the Archaeology Mitigation Monitoring Reporting Program, III.A.3 does not pertain to daily logs. As outlined in the City's mitigation monitoring program this section requires The Principal Investigator (PI) to submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

07-8

As outlined in the City's mitigation monitoring program, if human remains are discovered, procedures as set forth in CEQA Section 15064.3(e), the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) would be undertaken. In addition, the medical examiner in consultation with the Most Likely Descendant, Principal Investigator, and the

] 07-10

] 07-11

] 07-12

	<p>Native American monitor will determine the need for a field examination to determine the provenance.</p> <p>07-9 As outlined in the City's mitigation monitoring program, if human remains are discovered, procedures as set forth in CEQA Section 15064.3(e), the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) would be undertaken. In addition, if a field examination is not warranted, the medical examiner will determine with input from the Private Investigator in coordination with the Native American Monitor to determine if the remains are or are not most likely to be of Native American origin.</p> <p>07-10 As outlined in the City's mitigation monitoring program, if human remains are discovered, procedures as set forth in CEQA Section 15064.3(e), the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) would be undertaken. Refer to responses O7-8 and O7-9.</p> <p>07-11 Should artifacts and features associated with human remains be found, the treatment of these artifacts will be determined by the Most Likely Descendant in consultation with the Principal Investigator.</p> <p>07-12 Comment noted.</p>
--	--

Comment Letter I1

From: Jennifer Burstedt <jburstedt@san.rr.com>
Sent: Wednesday, July 04, 2018 11:06 AM
To: DSD EAS
Subject: The Preserve at Torrey Highlands Project no. 442880

Elizabeth Shearer-Nguyen,
 I am writing to oppose the possible new development called The Preserve at Torrey Highlands no. 442880. The name itself is very deceiving as the reason I do not want the project to go forward is so that the preserve is actually preserved. I am a 26 year resident of Rancho Penasquitos. My husband and I have raised 4 children in this area. The reason we remained in Rancho Penasquitos for 26 years and bought two different homes here was because of what Penasquitos offered families. It is a bedroom community with a community plan that regulates the density of growth and the percent that can be developed. This density plan balanced the percent of land that would be used to build businesses, commercial sites, single family homes, and multifamily dwellings. The 11 acres that Cisterra wants to build 'The Preserve at Torrey Highlands' was designated as a low imprint land use to be used for a church, nursery, or small private school. Not this massive 450,000 office complex with over 1700 parking spaces. And if Cisterra is successful in changing the zoning to a IP 3.1, they can sell to another buyer who now can build 13 story buildings. These 11 acres were marked as low imprint to balance out the massive building that was approved in the area. In addition to the current Intuit buildings, the following have already been approved in this area where Camino del Sur and the 56 Freeway meet and are in some stage of planning at this time.

- A) 600,000 sq feet of office space being built by Kilroy (5 stories)
- B) 525,000 of commercial/office being built by Merge 56 (up to 7 stories)
- C) 111 three and four story townhouses plus 84 single family homes by Merge 56
- D) four story apartment building (342 units) by Rhodes
- E) the gas station / auto service center at Camino Del Sur and Carmel Mountain Road

Please say no to more density increases! The massive growth in the area will permanently change the landscape and damage the plants and animals in the area. The damage cannot be undone. The traffic increase will be significant and local pollution will result. Please preserve the preserve in Rancho Penasquitos and Torrey Highlands by putting a stop to increased density and businesses taking over.
 Preserve those 11 acres as a low density, low imprint area in Torrey Highlands.
 Concerned resident,

Jennifer Burstedt
 12637 Via Colmenar San Diego, CA 92129

I1-1
 I1-2
 I1-3

Response to Comment Letter I1

I1-1

Comment noted. The comment does not raise issues pertaining to the adequacy of the draft EIR; therefore, no further response is provided.

I1-2

Impacts to visual effects and neighborhood character are analyzed in Section 5.3 of the draft EIR including anticipated change to the visual landscape. Biological impacts are analyzed in Section 5.6, Biological Resources of the EIR. Specifically, impacts to special status plant and wildlife species were analyzed. Direct impacts to nesting Bell's sparrow during construction were identified; however, mitigation measure MM-BIO-1 would reduce this impact to a less than significant level. Direct impacts to 9.75 acres of sensitive vegetation and special-status plants were also identified. However, MM-BIO-2 and MM-BIO-3 would mitigate impacts to a less than significant level. Therefore, impacts to plant life and wildlife would be less than significant.

The comment also addresses transportation and circulation and air quality impacts, which were analyzed in Section 5.2 and 5.5 of the draft EIR, respectively. As discussed in Section 5.2, cumulative impacts to intersections and street segments were

	<p>determined to be significant. MM-TRA-1 through MM-TRA-5 were proposed to mitigate cumulative impacts to intersections and MM-TRA-6 through MM-TRA-9 were proposed to mitigate impacts to street segments. While the proposed mitigation measures would reduce impacts to some intersections and street segments, neither the City nor the applicant can assure the completion of these improvements in a timely manner. Thus, impacts would remain significant and not fully mitigated.</p> <p>As discussed in Section 5.5, the project would result in daily construction emissions that would exceed the significance threshold for NO_x (oxides of nitrogen). Implementation of MM-AQ-1 and MM-AQ-2 would reduce daily construction emissions of NO_x to below a level of significance. Additionally, it was determined that the project would expose sensitive receptors to substantial pollutant concentrations. However, implementation of MM-AQ-1 and MM-AQ-2 would reduce construction-related health risk impacts to below a level of significance.</p> <p>I1-3 Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.</p>
--	--

Comment Letter 12

From: Eileen Cunningham <neeliec1@yahoo.com>
Sent: Wednesday, August 1, 2018 2:44 PM
To: DSD EAS
Subject: Project: The preserve at: Torrey highlands #442880

Gentlemen

This is an objection to the proposed project above named because:

1. The building height is excessive, for the offices and the parking lot. The earlier long term plans for the area indicated that the maximum building height to be FOUR stories maximum. Please conform to this plan. I2-1
2. This is a concentrated residential area with supporting services and schools. The future designs should be similar, not creating an industrial/business center. I2-2
3. The increase traffic to service the project does not appear to allow for traffic increases to the approved "Mall project" on the Camino del sur extension. I2-3
4. Most businesses are progressing to 'electronic' commuting unless they are manufacturing a product. This area is not near any airport, or rail lines for transportation, which indicates that 'trucking' would be the distribution method. Traffic flow, pollution and noise would be impacted. I2-4
5. Manufacturing would increase the unhealthy air qualities in the area. We now have great ocean breezes and clean air. I2-5
6. Medical offices and services are already nearby, therefore not likely to be prospective tenants. I2-6
7. Freeway/highway traffic, ingress and egress is already beyond the amount of cars anticipated in earlier projections. I2-7
8. SR56 is heavily traveled East/West any time of the day, but majorly during hours beginning at 6 AM, continuing until approx. 8 PM, any weekday. I2-8

Respectfully,

Eileen Cunningham,
 Local resident
 7216 Caribou Ct
 San Diego, CA 92129
 858 538-7469

Response to Comment Letter 12

I2-1

Visual impacts were analyzed in Section 5.3 of the draft EIR, Visual Effects and Neighborhood Character, of the draft EIR. As stated in Section 5.3.3.2, the project would be implemented consistent with the IP-3-1 zone (which allows for research and development, office, and residential uses), which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height. Additionally, the project does not propose any deviations or variances from the zone requirements. The project would be consistent with the height and bulk regulations of the zone.

I2-2

Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.

I2-3

It is unclear what the "Mall project" as referred to in the comment is; however, as required by CEQA 15130(a), an EIR must discuss cumulative impacts that is defined by 15130(b) a list of past, present, and probable future projects. Based on the analysis as described in Chapter 6, Cumulative Impacts, of the draft EIR, the project would result in significant and unavoidable cumulative transportation/circulation and parking impacts to intersections, street segments, and freeway mainlines.

	<p>I2-4 Transportation and Circulation, Air Quality, and Noise were adequately analyzed in the draft EIR. However, as discussed in the draft EIR, cumulative impacts to Transportation and Circulation would remain significant and not fully mitigated, Air Quality impacts with regard to construction-related health risks would be reduced to a level below significance with implementation of MM-AQ-1 and MM-AQ-2, and Noise impacts were determined to be less than significant.</p> <p>Although the project would result in the site being rezoned from AR-1-1 to IP-3-1, no manufacturing would occur on the project site because the IP-3-1 zone allows for research and development, office, and residential uses. The comment addresses transportation and circulation, air quality and noise impacts, which received extensive analysis in Section 5.2, 5.5, and 5.10 of the draft EIR, respectively.</p> <p>I2-5 Air Quality was analyzed in Section 5.5 of the draft EIR, which concluded that violations in air quality standards and exposure to sensitive receptors would be potentially significant impacts that would be mitigated to below a level of significance. However, the project would also result in significant and unavoidable</p>
--	--

	<p>impacts with regard to consistency with applicable air quality standards.</p> <p>I2-6 Comment noted. For purposes of clarification, medical offices are not an allowed use under the proposed zone. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR.</p> <p>I2-7 Although it is unclear what is being referred, Transportation/Circulation impacts were analyzed in Section 5.2 of the draft EIR. However as discussed, impacts were determined to be significant and unmitigable with regard to an increase in traffic relative to existing capacity, the addition of substantial traffic to congested roadways, consistency with community plan traffic allocation, and impacts to existing or planned transportation system.</p> <p>I2-8 Transportation and circulation impacts were analyzed in Section 5.2 of the draft EIR. Section 5.2, Transportation and Circulation, Table 5.2-14 also shows that the study area freeway mainline segments are calculated to operate at LOS D or better with the addition of project traffic to the Opening Day condition. Based on City significance criteria, no significant impacts were calculated with the addition of project</p>
--	--

	<p>traffic at project area freeway mainline segments under Opening Day conditions.</p> <p>Additionally, based on City significance criteria, three significant cumulative impacts were calculated for the year 2035 with the addition of project traffic at study area freeway mainline segments. Mitigation measures MM-TRA-7, MM-TRA-8 and MM-TRA-9 would reduce all three cumulative impacts to a less than significant level; however, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.</p>
--	---

Comment Letter 13

From: Fredrick Ludden <fredrick.ludden@gmail.com>
Sent: Friday, July 13, 2018 11:31 AM
To: DSD EAS
Cc: CouncilMember Chris Cate
Subject: The Preserve at Torrey Highlands Project No. 442880

B. Shearer-Nguyen:

I have reviewed the Draft Environmental Impact Report, dated June 21, 2018 and agree with the analysis: "The EIR concluded that the project would result in significant but mitigated environmental impacts to Air Quality and Odor, Biological Resources, Historical Resources, Paleontological Resources, and Tribal Cultural Resources, and significant and unmitigated impacts to Transportation/Circulation, Visual Effects/Neighborhood Character (landform alteration), Greenhouse Gases. All other impacts analyzed in the Draft EIR were determined to be less than significant."

I3-1

Furthermore, I agree with the analysis of Chapter 9.7 (p. 9-22) Environmentally Superior Alternative: "As shown in Table 9-1, the No Project/No Development Alternative would have the fewest impacts. Under this alternative, however, none of the project objectives would be met. As previously identified, Section 15126.6(e)(2) of the CEQA Guidelines states that 'if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.' Thus, the environmentally superior alternative, as identified in the analysis above, would be the Reduced Development Alternative. This alternative would reduce impacts to greenhouse gas emissions, transportation/circulation, visual effects and neighborhood character, air quality and odor, noise, and energy. This alternative would meet most of the project objectives." and as stated in Chapter 9.6.5 Reduced Development Alternative (p. 9-21): "The Reduced Development Alternative would meet most, but not all, of the project objectives. At 204,000 square feet, it would not develop 450,000 square feet of commercial office space and thus would not meet Objective 1. It would develop a cohesive design compatible in character to other planned development, and hence would meet Objective 2. This alternative would meet Objective 3 by providing an employment base to help create a jobs/housing balance for the area, albeit to much lesser degree, and it would provide employment uses near the SR-56 interchange, albeit to much lesser degree, meeting Objective 4."

I3-2

I support the creating jobs/housing balance, but feel that 450,000 square feet of commercial office space is overly dense when compared to the existing Intuit campus and recently approved Merge 56 development. I believe the Reduced Development Alternative is an acceptable compromise and would support a City Council approval of this alternative.

I3-3

Fredrick Ludden
 Park Village Resident

Response to Comment Letter 13

- I3-1** Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.
- I3-2** Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.
- I3-3** Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.

Comment Letter I4

david hogan
p.o. box 141
mount laguna • ca • 91948
619 • 756 • 3864 (h)
760 • 809 • 9244 (m)

August 20, 2018

E. Shearer-Nguyen, Environmental Planner
City of San Diego Development Services Center
1222 1st Avenue, MS 501
San Diego, CA 92101

DSDEAS@sandiego.gov

RE: Comments on The Preserve at Torrey Highlands Draft Environmental Impact Report,
Project No. 442880 / SCH No. 2016031026

Thank you for the opportunity to comment on the The Preserve at Torrey Highlands Draft Environmental Impact Report ("Project" and/or "DEIR").

I. MSCP Land Management Directives for Public Access, Trails, and Recreation and MSCP-MHPA Land Use Adjacency Guidelines for Barriers

The Project does not appear to comply with either the MSCP Land Management Directives for Public Access, Trails, and Recreation or the MSCP-MHPA Land Use Adjacency Guidelines for Barriers.

According to the MSCP Directives, new projects are required to, "Provide sufficient signage to clearly identify public access to the MHPA. Barriers such as vegetation, rocks/boulders or fencing may be necessary to protect highly sensitive areas. Use appropriate type of barrier based on location, setting and use."

And according to the MHPA Guidelines, "New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation."

Response to Comment Letter I4

- I4-1** The comment is an introduction to the comments that follow.
- I4-2** Refer to response to comment A1-6 regarding barriers and the MSCP LUAGs.
- I4-3** Refer to response to comment A1-6 regarding barriers and the MSCP LUAGs, including prohibitive signage.
- I4-4** The comment refers to Table 5.1-2, in Section 5.1.8.3 of the draft EIR to explain components that would be incorporated into the project to prevent human intrusion.
- Refer to Response to Comment A1-6 for a discussion of proposed barriers between the project and the MHPA areas, pursuant to the MHPA LUAG's of the MSCP. Further, the project's potential impacts to adverse edge effects were analyzed in Section 5.6.8 of the EIR. As discussed in this section, adverse edge effects would be avoided through the implementation of the City's MHPA LUAGs as a conditions of project approval. Thus,

<p>According to the DEIR, the Project will comply with these MSCP Directives and MHPA Adjacency Guidelines as follows:</p> <p>A combination of walls, signage, the parking garage, and natural rock/boulder barriers, as illustrated in Figure 3-13, Landscape Plan, are provided to prevent intrusion into the MHPA area. No public trails have been designated on site or are proposed. (DEIR at 5.1-17)</p> <p>The project proposes to provide ... access to walking paths that would connect to outside running and hiking trails planned in the Del Mar Mesa Preserve. (DEIR at 5.1-20)</p> <p>This language in the DEIR appears contradictory and there are no existing or planned authorized trails in the Del Mar Mesa Preserve connecting to the Project so the latter language should be removed.</p> <p>Construction and use of unauthorized paths by mountain bikers on the Del Mar Mesa Preserve is a significant ongoing management problem. In particular, one popular unauthorized path runs approximately northwest/southeast through vernal pools and other sensitive areas on the adjoining San Diego National Wildlife Refuge property. Mountain bikers and other recreation users will be brought into close proximity to this and other unauthorized paths via sidewalks and a biking and walking path along Camino del Sur. Considering the current aggressive behavior of mountain bike users in constructing unauthorized paths on the Del Mar Mesa Preserve and anticipating the blocking of access to this particular unauthorized path from Camino del Sur, mountain bikers and other recreation users can reasonably be expected to seek new access through the Project to this and other unauthorized paths if measures are not incorporated into the Project to adequately address this issue. The current landscape plan does not include adequate barriers to prevent unauthorized recreation access from the Project into the Del Mar Mesa Preserve. As such, the following additional measures should be added to the Project:</p> <ul style="list-style-type: none"> • Six-foot tall spaced bar fence should be constructed either around the entire graded Project perimeter or at least at any location where retaining walls are lower than six feet-tall, where access is available at grade from the parking structure (if any), and at any other location where determined recreation users may reasonably be expected to access the Del Mar Mesa Preserve through the Project. Landscaped graded slopes alone or in combination with retaining walls below six-feet in height are not an effective barrier to recreation access. • "No Trespassing" signs should be installed to effectively communicate the barring of public access onto the Project, particularly where the trail, sidewalk, and crosswalks along Camino del Sur connect with Project sidewalks or paths. No trespassing rules should be actively enforced by Project security services. 	<p>the project complies with the City's MHPA LUAGs. Regarding compliance with MSCP Land Management Directives for Public Access, the City's MSCP outlines that a key objective of the plan is to provide public recreation and educational opportunities within the preserve, while providing adequate protection for biological resources.³ The proposed project's consistency with the MSCP Subarea Plan, including compliance with Public Access, Trails, and Recreation was analyzed in Section 5.1.5.2 of the EIR. As discussed in this section, the project would not conflict with the provisions of the City's MSCP or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant.</p> <p>Further, as discussed in this section, although the project site borders the City's MHPA on three sides, it does not intrude into this natural area. The project proposes to provide outdoor meeting areas and access to walking paths that would connect to outside running and hiking trails planned in the Merge 56 project. As such, the proposed project is consistent with this directive provided in the MSCP and impacts would be less than significant.</p>
--	---

³ <https://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/SCMSCP/FinalMSCPProgramPlan.pdf>

	<p>Lastly, the commenter states that there is an inconsistency in the EIR regarding whether or not the proposed project would incorporate running and hiking trails and requests that language in Section 5.1.5.2 of the EIR suggesting trails would be incorporated be removed.</p> <p>Note that the language in Section 5.1.5.2 of the draft EIR, referenced by the commenter, states that the proposed project would provide a connection to outside running and hiking trails planned in the DMMER. As discussed in Section 3.3 of the EIR and illustrated in Figure 3-16, the project proposes to provide trail access through the site via on-site pedestrian linkages. The trail would connect with the DG Trail of the proposed Merge 56 project. Thus, the language provided in Section 5.1.5.2 has been revised as follows: The project proposes to provide outdoor meeting areas and access to walking paths that would connect to outside running and hiking trails planned by the Merge 56 Project. The new trail connections as proposed by the Merge 56 project would be located outside of the MHPA boundary, and trail connections would direct trail users away from informal trails to existing trails recognized in the Carmel Mountain/Del Mar Mesa NRMP.</p>
--	--

	<p>I4-5 The comment related to existing trails does not raise an issue related to the adequacy of any specific section or analysis of the draft EIR. However, the Carmel Mountain and Del Mar Mesa Resource Management Plan has been approved to guide the protection and maintenance of the preserved natural open space of the Del Mar Mesa preserve, including authorized and unauthorized trail use. Management and monitoring activities would be conducted by persons with biological resource management experience. Because this NRMP is being implemented, combined with the proposed project's barriers prohibiting additional human intrusion into the preserve (see response A1-6 for description of proposed barriers), the proposed project would not increase unauthorized use of the preserve.</p> <p>I4-6 Refer to Response to Comment A1-6 regarding barriers and the MSCP LUAGs, including prohibitive signage, and Response to Comment I4-5 regarding unauthorized access to the preserve.</p> <p>I4-7 Refer to Response to Comment A1-6 regarding barriers and the MSCP LUAGs, including prohibitive signage.</p> <p>I4-8 Refer to Response to Comment A1-6 regarding barriers and the MSCP LUAGs, including 6-foot tall fencing.</p>
--	--

	I4-9	Refer to Response to Comment A1-6 regarding barriers and the MSCP LUAGs, including prohibitive signage.
	I4-10	Compliance with the MSCP LUAGs and installation of barrier features as described in Response to Comment A1-6 and Chapter 3, Project Description of the Final EIR would reduce all adjacency impacts to a level that is less than significant, as concluded in Section 5.6 of the Final EIR.
	I4-11	As discussed in Section 5.6.9, the proposed project would implement the City's LUAGs as conditions of approval to avoid and minimize the introduction of invasive plants into natural open space. In compliance with the City's Landscape Regulations and LUAGs, no invasives would be used in the project's landscaping plan or plant palette. Thus, the project's potential to result in introduction of invasive species into a natural open space area would be less than significant.
	I4-12	See Response to Comment I4-11. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.
	I4-13	See Response to Comment I4-11. Because the project would implement the City's LUAGs as conditions of approval to avoid and minimize the introduction of invasive plants into natural open space, and because

	<p>the project's potential to result in introduction of invasive species into a natural open space area would be less than significant as discussed in Section 5.6 of the draft EIR, no further mitigation as recommended by the commenter would be required.</p> <p>I4-14 The commenter misinterprets the City's LUAGs. Proposed development may drain into the MHPA so long as drainage does not drain <i>directly</i> into the MHPA and is first treated before ultimate conveyance. As discussed in EIR Section 7.4.3.2, on-site biofiltration and hydromodification features implemented in accordance with the California RWQCB for the San Diego region municipal storm water NPDES permit (MS4 Permit).</p> <p>The proposed project would include the construction of biofiltration basins which would adequately treat all runoff generated from the project site prior to conveyance to the MHPA. Doing so would ensure that drainage is not conveyed <i>directly</i> into the MHPA and that runoff is adequately treated. Therefore, the project would be in compliance with the City's LUAGs regarding drainage. Further, as discussed in EIR Section 7.8.3.2, although the proposed project would increase the quantity of storm water runoff from the site for a 100-year storm event, the project includes improvements to the on-site storm water conveyance system. These</p>
--	---

<p>A failure to incorporate these measures or otherwise adequately address reasonably foreseeable unauthorized public recreation access through the Project and into the Del Mar Mesa Preserve would be a significant and unmitigated impact.</p> <p>II. MSCP-MHPA Land Use Adjacency Guidelines for Invasives</p> <p>The Project does not appear to comply with MSCP-MHPA Land Use Adjacency Guidelines for Invasives, particularly invasive plants.</p> <p>According to the MHPA Guidelines, "No invasive non-native plant species shall be introduced into areas adjacent to the MHPA."</p> <p>According to the DEIR, the Project will comply with these MHPA Adjacency Guidelines as follows:</p> <p style="padding-left: 40px;">The landscape plan for the project would utilize native species, as depicted in Figure 3-13, Landscape Plan, and as depicted in Appendix F, BTR. No invasive species would be introduced on the project site. (DEIR at 5.1-18)</p> <p>The MHPA guidelines bar <u>any</u> introduction of invasive plant weeds from projects adjoining the MHPA. But measures in the DEIR address only the direct or deliberate introduction of invasive plants in landscaping for the Project while entirely neglecting necessary measures to address the inevitable indirect colonization by invasive plants of disturbed Project areas such as graded and landscaped slopes and subsequently from such Project areas into the Del Mar Mesa Preserve. As such, the following additional measures should be added to the Project:</p> <ul style="list-style-type: none"> • Landscaping maintenance plans should include monthly maintenance control of any invasive plants indirectly colonizing the Project, especially on any graded areas and landscaped slopes bordering the MHPA or on the Project Covenant of Easement. • The Project should arrange for control of invasive plants on the Del Mar Mesa Preserve within at least one hundred feet of the Project either by securing permission from Del Mar Mesa Preserve property owners for access by qualified contractors or by providing funding directly to Preserve property owners or designees. The amount of funding required for invasive weed control on the Del Mar Mesa Preserve should be determined through a PAR analysis. <p>A failure to incorporate these measures or otherwise adequately address indirect introduction of invasive plant weeds from the Project into the Del Mar Mesa Preserve would be a significant and unmitigated impact.</p>	<div style="display: flex; flex-direction: column; align-items: center; justify-content: center;"> <div style="margin-bottom: 10px;">I4-10</div> <div style="margin-bottom: 10px;">I4-11</div> <div style="margin-bottom: 10px;">I4-12</div> <div style="margin-bottom: 10px;">I4-13</div> </div> <div style="display: flex; flex-direction: column;"> <div style="margin-bottom: 20px;"> <p>I4-15</p> <p>Refer to Response to Comment I4-14.</p> </div> <div> <p>I4-16</p> <p>Figure 3-13 has been updated to reflect the fact that no trees or landscaping of any kind would occur within the Covenant of Easement. All development, including landscaping, would be prohibited in this area.</p> <p>As stated in Section 5.6.4, MM-BIO-3, "the applicant/permittee shall convey a Covenant of Easement (COE), to be recorded against the title. The on-site preservation within COE shall preserve 0.43 acres of chamise chaparral (Tier IIIA) at a 1:1 ratio." Therefore, no development, including landscaping, tree plantings, irrigation, or any modifications to the existing COE area would occur as a result of the proposed project. The area defined by the COE would be preserved in perpetuity and no plantings of any kind would occur within the COE boundary. Figure 3-13, Landscape Plan, has been revised to show the revised COE area, and show that no trees would be planted</p> </div> </div>
---	--

<p>III. MSCP-MHPA Land Use Adjacency Guidelines for Drainage</p> <p>The Project does not appear to comply with MSCP-MHPA Land Use Adjacency Guidelines for drainage.</p> <p>According to the MHPA Guidelines, "All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA."</p> <p>According to the DEIR, the Project will comply with these MHPA Adjacency Guidelines as follows:</p> <p style="padding-left: 40px;">The developed and paved areas within the project would not drain directly into the MHPA; rather, those areas would drain directly to the bio-filtration basins located on site, which prevent the release of toxins, chemicals, petroleum products, and exotic plant materials from draining into the MHPA...The biofiltration basins are connected and collect runoff from all hardscape and rooftops via a system of pipes and drains to capture all drainage onsite. The biofiltration basins connect via pipeline to the discharge point at the northern edge of the site. Thus, all discharge into the MHPA will have passed through the biofiltration basins prior to discharge. (DEIR at 5.1-16)</p> <p>The MHPA guidelines bar <u>any</u> direct drainage from developed areas into the MHPA. But measures in the DEIR would only filter drainage on a direct path to the MHPA rather than diverting all drainage away from the MHPA as required by the MHPA guidelines. At a minimum, the drainage discharge point at the northern edge of the Project should be removed. Please explain in the final EIR how <u>all</u> drainage will be prevented from entering the MHPA including storm water discharges from above-normal rainfall events that may exceed the capacity of the Project biofiltration basins.</p> <p>IV. Other Comments</p> <p>The Landscape Plan Figure 3-13 shows a screen tree planted within the vernal pool Covenant of Easement area. But installation of a screen tree in this easement would require significant excavation through hardpan soils and soil amendment that is totally inappropriate in an area intended to preserve vernal pool watershed hydrology. No plantings, grading, excavation, or any other Project related activities should take place in the Covenant of Easement.</p> <p>The Covenant of Easement should be legally accessible by the California Department of Fish and Wildlife, City of San Diego Open Space Division, U.S. Fish and Wildlife Service, and any</p>	<div style="text-align: right; padding-right: 10px;"> 14-14 14-15 14-16 14-17 </div> <p>in the COE area. Further, Figure 3, Biological and Jurisdictional Resources, and Figure 4, Biological Resource Impact, included in the Biological Technical Report (BTR), included as Appendix E of the draft EIR, have been revised to show the full extent of ground disturbance and potential impacts resulting from the project, including landscaping and the planting of trees. The revised Appendix F is included in the Final EIR. As noted on these revised figures, the COE would be completely protected, and no trees would be planted in the area.</p> <p>Lastly, note that trees are proposed on the southern portion of the site, south of the proposed parking structure. These tree plantings would be located within natural clearings and would not require vegetation removal. Nonetheless, because trees are proposed in this area, the entire area has been conservatively designated as impacted, as shown in Figure 5.6-3, Biological Resource Impacts.</p> <p>14-17 Comment noted.</p> <p>14-18 As discussed in Section 5.7.1, South Coastal Information Center (SCIC) staff provided the results of a records search for the project parcel and a surrounding 1-mile buffer on July 30, 2015. The records search determined that no cultural resource sites have been</p>
--	---

<p>agents designated by these agencies to facilitate comprehensive preserve management of the contiguous Del Mar Mesa Preserve.</p> <p>A possible historic site located on the San Diego National Refuge property adjoining the Project may extend onto the Project and should be investigated for significance. Stacked cobble formations, small artificial mound “steps” across vernal pools, and parallel line soil patterns of historic tilling or grading are all located on the San Diego National Wildlife Refuge property in a linear area of cleared land apparent on 1928 aerial photographs of the area available from the County of San Diego. The linear cleared area visible in the aerial photo appears to extend some distance away from the ground features visible today and possibly onto the Project site. The appearance, dimensions and northwest/southeast orientation of the cleared area suggest possible use as an aircraft landing strip. But this is speculation that should be researched to determine the location of the site in relation to the Project and a determination of significance.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>David Hogan</p> <div style="text-align: right;"> <p>↑ I4-17 ↑ Cont.</p> <p>I4-18</p> </div>	<p>previously identified within the project site, although 75 sites and isolated finds have been recorded within 1 mile of the project site. Further, a pedestrian cultural survey of the project’s area of potential effect (APE) was conducted, and no archaeological or built-environment artifacts or features were observed during the pedestrian survey within the project’s APE. However, because the project could result in impacts to unanticipated surface or subsurface cultural resources during ground-disturbing activities, impacts would be potentially significant and mitigation would be required, as discussed in Section 5.3 of the draft EIR.</p>
--	--

Comment Letter I5	
<p>From: Li Ye [mailto:yetiti@gmail.com] Sent: Wednesday, August 08, 2018 3:37 PM To: Shearer-Nguyen, Elizabeth <LShearer@sanidiego.gov> Subject: Concern regarding The Preserve at Torrey Highlands (442880 / SCH No. 2016031026)</p> <p>Dear E. Shearer-Nguyen, Environmental Planner, City of San Diego,</p> <p>I'm writing to express my concern regarding the EIR of Preserve at Torrey Highlands (442880 / SCH No. 2016031026). Since the construction and altered traffic pattern will drastically increase the number and duration of motor vehicles near the Park Village Elementary School, I strongly feel the report failed to comprehensively evaluate the health risk associated with the exhaust on the hundreds of young children in the elementary school, as well as the risk of car accidents associated with the altered traffic pattern. I, therefore, as a resident of the Park Village, strongly disagree with the conclusion of the EIR as it was inadequate to address those concerns, and firmly oppose the new construction.</p> <p>Best regards,</p> <p>Li Ye</p> <p>Li Ye, Ph.D. Assistant Professor The Scripps Research Institute La Jolla, CA 92037 Office: 858-784-8081</p>	
	<p>Response to Comment Letter I5</p> <p>I5-1 Comment noted.</p> <p>I5-2 Park Village Elementary School is located approximately 3,000 feet from the project site. A health risk assessment was prepared and is discussed in Chapter 5.5, Air Quality of the draft EIR. As described in, Section 5.5.5, the maximally exposed individual resident would be located east of the project site at the Merge 56 development, with cancer risk and chronic hazard index estimated at 37.1 in 1 million and 0.02, respectively. The results of the HRA demonstrate that the diesel exhaust emissions from construction of the project exhibit cancer risks above the 10 in 1 million threshold and would therefore require mitigation.</p> <p>With implementation of mitigation measures MM-AQ-1 and MM-AQ-2, impacts would be reduced to below a level of significance.</p> <p>Therefore, impacts at the Park Village Elementary School are anticipated to be significantly less than the maximally exposed individual resident located immediately east of the project site because the elementary school is located at</p>

	<p>a greater distance from construction activities than the maximally exposed individual.</p> <p>Regarding traffic hazards, traffic hazards are analyzed under Section 5.2.6 of the draft EIR. As stated in this section, access to the project site would be provided via two signalized driveways off Camino del Sur. The access points would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. Additionally, the project would not result in a hazardous roadway design or unsafe roadway configuration; place incompatible uses on existing roadways; or create or place curves, slopes, or walls that impede adequate sight distance on a roadway. Impacts regarding traffic hazards would be less than significant.</p> <p>I5-3 Comment noted.</p>
--	--

Comment Letter I6

From: mikeshoe@netzero.net
Sent: Monday, August 20, 2018 11:02 AM
To: DSD EAS
Subject: draft Environmental Impact Report (EIR) for The Preserve at Torrey Highlands
(Project No. 442880 / State Clearinghouse Number 2016031026)

The project proposes a Community Plan Amendment to the Torrey Highlands Subarea Plan to redesignate the project site from Commercial Limited (CL) to Employment Center (EC). A Rezone from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses) (City of San Diego 2008) is also being requested.

I am opposed to this Community Plan Amendment and zoning change. The proposed buildings are too big for that location, surrounded on 3 sides by the Del Mar Mesa Preserve/MHPA. The zoning change will allow other uses that I am opposed to in that location. Current uses of Religious facilities, trade schools, storage, veterinary clinics, nurseries and garden centers is appropriate for that lot at that location.

Considering the commercial space available in the Intuit buildings and the proposed Kilroy buildings and the Merge 56 project, what is the additional benefit to the community of *Project No. 442880*?

Brush management within the draft EIR allows woody vegetation clearing up to 50 percent of the vegetation existing when the initial clearing is done with 100 feet of the structures. Will this impact the native/naturalized vegetation to the north, west, and south of the project site, within the Del Mar Mesa Preserve/MHPA?

Current uses of Religious facilities, trade schools, storage, veterinary clinics, nurseries and garden centers can be executed with no impact on the native/naturalized vegetation in the Del Mar Mesa Preserve/MHPA. I am opposed any changes to the Del Mar Mesa Preserve/MHPA vegetation.

Thank you, Michael R Shoecraft

Response to Comment Letter I6

I6-1

Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR.

I6-2

Visual impacts; including bulk, height and scale of proposed structures; were analyzed in Section 5.3 of the draft EIR, Visual Effects and Neighborhood Character. As stated in Section 5.3.3.2, the project would be implemented consistent with the IP-3-1 zone, which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height for industrial park uses (which allows for research and development, office, and residential uses). Additionally, the project does not propose any deviations or variances from the zone requirements. The project would be consistent with the height and bulk regulations of the zone.

As discussed in Section 5.3.4 of the draft EIR, the project's height, bulk, and scale would be consistent with surrounding existing and planned commercial and mixed-uses, including the Merge 56 project, existing development at the Kilroy Santa Fe Summit and the Intuit Corporate Campus, and planned expansion of commercial office development associated with the Meridian at Santa Fe Summit project.

	<p>I6-3 As described in Section 5.6, Biological Resources of the draft EIR, the project site is adjacent to the Del Mar Mesa Preserve, a natural open space area identified as MHPA lands. However, no brush management is proposed in the MHPA as all proposed brush management would be contained entirely within the project site boundaries, and would be consistent with the City's Landscape Regulations. Therefore brush clearing is not anticipated to have effects on the MHPA. The project complies with the MHPA Land Use Adjacency Guidelines (LUAGs) as described in Section 5.1.5.2 of Section 5.1, Land Use. Compliance with the LUAGs will address potential edge effects, including drainage, lighting, noise, barriers, invasives, brush management, and grading/land development. A combination of walls, signage, the parking garage, and natural rock/boulder barriers are provided to prevent human intrusion into the MHPA and to provide protection of the species from edge effects. Therefore, impacts associated with brush management would be less than significant.</p> <p>I6-4 Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR.</p>
--	--

Comment Letter 17

From: Mary Ann Eisele <maeisele@att.net>
Sent: Saturday, August 18, 2018 3:09 PM
To: Zouanes, William; michaelprinz@sandiego.gov; Lance.witmond@asm.ca.gov; Jason.bercovitch@mail.house.gov; Jason.weisz@sen.ca.gov; Kristin.gaspar@sdcountry.ca.gov; Jason.paguio@sdcountry.ca.gov; Toma, Sara; geoffreypatrick.sd@gmail.com; Segbert1@sanrr.com; Corey Buckner; mikeshoe@netzero.net; rameses@surbanlaw.com; thebucknercompany@sanrr.com; cmacshane@sbcglobal.net; anahsrad@yahoo.com; Jon Becker; breschke@gmail.com; RPPB Secretary, Sabrina Leitner; brooke@ktua.com; stevesd@gmail.com; Councilmember Barbara Bry; CouncilMember Lorie Zapf; Councilmember Christopher Ward; Councilmember Myrtle Cole; Councilmember Mark Kersey; CouncilMember Chris Gate; Councilmember Scott Sherman; CouncilMember David Alvarez; Councilmember Georgette Gomez; PLA Planning; Hansen, Mike; Tomlinson, Tom; Muto, Alyssa; Black, Laura; Galloway, Tait; Schoenfish, Brian; Camacho, Marco; DSD EAS; Shearer-Nguyen, Elizabeth
Subject: Opposition to Project 442880 - The 'Preserve' at Torrey Highlands

Dear Council Members and Elected Representatives,

I am registering my strong opposition to the Community Plan Amendment put forth by Cisterra for the 11 acre parcel in Torrey Highlands – Project #442880. I urge you to vote NO on the project and honor the current Community Plan AS IS by rejecting the proposed Spot Zoning to IP-3-1 by Cisterra.

As a long time resident of Rancho Penasquitos and an active community member, I have seen a blatant disregard for our Community Plan and the vision set out for Rancho Penasquitos and Torrey Highlands. This disregard began with the City of San Diego allowing financially motivated developers with no local ties to our community other than owning land, to hold seats on planning groups thereby influencing board members over a long period of time. When the City set out to diversify the local planning groups and limit the terms for seat members – why was no thought given to commercial seats and the fact that Rhodes Crossing has held an active seat on the Rancho Penasquitos Planning Board for over 20 years?

We as a community have asked the powers that be to look at the entire Rhodes Crossing area as a whole. Since Cisterra is adjacent to Rhodes Crossing it is essentially connected to this project and the extreme increases in density and land use both current and future should be addressed as a whole.

The attempt by Cisterra to cram over a million square feet of office and parking garage on 11 acres of environmentally sensitive land is not what was envisioned when the Del Mar Mesa and PQ Preserve was created. The Diocese or "Notch" parcel was intended for a low use, low impact school/church or garden center – which would be a benefit to our community and would be highly welcome. How is the dense closed campus project proposed by Cisterra of benefit to our community considering the plethora of commercial space in the area with Intuit and Kilroy? Additionally the IP-3-1 zoning code was created for special circumstances in Barrio Logan and should NOT be applicable in the middle of the Del Mar Mesa.

Given the fact the IP-3-1 zoning code allows for building heights of 13 stories, what is to say that Cisterra won't sell the parcel thereby allowing the 13 story zoning to be sold alongside? Our community has seen Rhodes Crossing rezoned approximately 29,000 sq.ft. of Neighborhood Commercial into over 523,000 sq.ft.

1

Response to Comment Letter 17

17-1

The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.

17-2

Refer to response 12-3 regarding the project's cumulative analysis. Chapter 6, Cumulative Impacts of the draft EIR, provides a list of probable and foreseeable cumulative projects. All recently developed, current, and probable future development in the area has been analyzed under the cumulative scenario and was considered within the cumulative impacts analysis. Therefore, the draft EIR considered the impacts of the project combined with other cumulative impacts and evaluated if the project would result in a cumulatively considerable impact. Cumulative impacts associated with Land Use, Visual Effects and Neighborhood Character, Air Quality and Odor, Biological Resources, Historical Resources, Paleontological Resources, Tribal Cultural Resources, and Noise would be less than significant or less than significant with mitigation. Impacts associated with

17-1

17-2

17-3

17-4

<p>of auto oriented commercial which was sold to Merge 56 – that is an increase of 1703% over our Community Plan. It is now time to stop Spot Zoning our community!</p> <p>In conclusion, I request the Board reject ANY Community Plan Amendments for Cisterra thereby protecting our sensitive ecological environment, dwindling wildlife and community character. Please say NO to developer attempts to Spot Zone our Community Plan and say NO to Project 442880. We rely on YOU to support our community!</p> <p>Mary Ann Elsele</p> <p style="text-align: center;">2</p>	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 40px;"> <p>↑ 17-4 Cont.</p> <p>↓ 17-5</p> </div> <div style="width: 90%;"> <p>Transportation/Circulation and Greenhouse Gas Emissions would be cumulatively considerable.</p> <p>17-3 The project does not propose one million square feet of development. As described in Chapter 3, Project Description, of the draft EIR, the project proposes the construction of a 450,000-square-foot office campus comprised of three office buildings: one four-story, one five-story and one six-story building, along with a seven-story parking garage.</p> <p>Regarding the benefit the proposed use would bring to the community, this comment does not raise an issue as to the adequacy of the EIR; therefore, no further response is required.</p> <p>Regarding the IP-3-1 zoning designation; which allows for research and development, office, and residential uses; this designation is applicable to the entire City, not just Barrio Logan. The City does not have criteria by which a project must meet to be considered for a site to be rezoned. Rather, any project can apply for a rezone, and will be subject to the review and requirements through the City.</p> <p>17-4 The draft EIR analyzes the construction of a 450,000-square-foot office campus comprised with one four-story, one five-story, and one six-story building along</p> </div> </div>
---	--

	<p>with a seven-story parking garage. The Community Plan would be amended only to allow the construction of a 450,000-square-foot office campus. The project does not propose the construction of a 13-story building. However, if such a project change was proposed, that project change would not be covered in the current EIR and future CEQA review would be required.</p> <p>I7-5 Comment noted.</p>
--	---

Comment Letter I8

Notes on Draft EIR for Cisterra
(The Preserve at Torrey Highlands)

In Section 5.2.3 (Page 242) the Draft EIR describes how the various traffic levels are analyzed. It specifies the "Level of Service" (LOS), which "provides an index to the operational qualities of a roadway segment or intersection". LOS can be A to F, where A is best and F is worst. LOS designation is reported differently for signalized, unsignalized intersections, and roadway segments.

I8-1

Signalized intersections (page 242) were analyzed under AM and PM peak-hour conditions. Average vehicle delay is shown in seconds. Minimum greens, cycle lengths, splits for the freeway interchanges and real-time peak-hour field observations were taken into account.

** On page 247 (marked 5.2-13) it says that "Existing AM and PM peak-hour traffic volumes at key area intersections and 24-hour street segment counts were collected by LLG on Wednesday and Thursday, May 28 and 29, 2014, when local schools were in session." Does this mean that schoolchildren (walking, biking, driven by parents or buses) were not part of the peak-hour traffic, since school was already in session and kids were already in their classrooms?

I8-2

A table of Existing Daily Traffic Volumes (ADT) is found on Page 247 (marked 5.2-13). Ramps from SR-56 to Camino Del Sur are referred to as "SR-56 to Torrey Meadows Drive" (the street that Intuit is on), even though they don't intersect. See Google Maps. On Page 248, this intersection is referred to as "Camino Del Sur and Wolverine Way", ditto.

A table of Existing Intersection Operations (including Peak Hour measurements) is found on Page 249 (marked 5.2-15). It seems to indicate "Peak Hour" data taken, presumably during a one-hour period in the morning (AM) and afternoon (PM).

Intersection	Control Type	Peak Hour	Existing Delay	Existing LOS
6. Camino Del Sur/SR-56 WB Ramps	Signal	AM	24.3	C
		PM	26.4	C
7. Camino Del Sur/SR-56 EB Ramps	Signal	AM	23.9	C
		PM	30.8	C

I8-3

As we all know, the "Rush Hour" periods for SR-56 run for longer than an hour, as most rush hours everywhere do. They often run from 6:45AM through 9:00AM, and from 3:30PM through 5:30PM, and sometimes longer. From this report, it is apparent that a good-faith effort was made to measure the actual traffic flow at the various intersections, ramps etc., and to project what traffic will be if The Preserve at Torrey Highlands ("Cisterra Project") is built.

But the Traffic Study leaves unanswered questions such as:

1.) Traffic studies are often made to gauge the impact on traffic from the particular project under study, such as the office campus to be built by Cisterra. Or the commercial/residential project called Merge-56, or the one called Rhodes Crossing. But has any study been conducted on the impact of all of these at once? Obviously traffic will be much heavier once all of them are completed and populated together, that it will be from any single project alone.

I8-4

Response to Comment Letter I8

I8-1

The comment restates information contained in the draft EIR. Comment noted. The comment does not raise an issue related to the adequacy or accuracy of the draft EIR. No further response is required.

I8-2

The phrase "when school was in session" means that counts were collected on a day when children were in school, i.e., not a holiday or during the summer. School trips (vehicular, pedestrian, and bicycle) would be captured in the 7-9a.m. peak period counts. PM peak period counts were taken between 4p.m. to 6p.m. to account for the worst-case hour-long period during the evening commute (which would also capture some school trips).

I8-3

The segment along Camino Del Sur from "Torrey Meadows Drive to the SR-56 Westbound Ramps" is the section of the roadway south of SR-56 and it shows an existing volume of 25,920 ADT. Intuit is located off Torrey Santa Fe Road, south of SR-56 (the segment of Camino Del Sur from SR 56 Eastbound Ramps to Torrey Santa Fe Road, 10,670 ADT). These segments are correctly named in the EIR. The intersection of Camino Del Sur and Wolverine Way/Fallhaven Road is located

<p>2.) Obviously a “choke point” can be formed at the point where Camino Del Sur passes under SR-56. In particular, it is a “choke point” for schoolchildren walking to school, riding bicycles, etc., as well as school buses and parents driving their children to school. Most of this kind of “school traffic” takes place during a relatively narrow interval, from 20 minutes before school starts, until 10 minutes after. And this sudden sharp peak occurs at the same time that commuters are trying to get to work. Is there any indication that the Traffic Study referenced by the EIR, has taken this sudden sharp surge, instead of merely averaging it in with a full hour of traffic?</p> <p>3.) The Table of Existing Operations described above (Page 249, marked 5.2-15) appears to cover periods an hour long or longer, and apparently averages the traffic that occurs during its periods. But does this method do justice to the sudden, sharp peak that will consistently occur every weekday morning, and again in the afternoon, due to greatly increased “school traffic”?</p> <p>There are only two schools available to children who will live in the various residential areas south of SR-56, near Camino Del Sur: Mesa Verde Middle School, and Westview High School. Both schools are north of SR-56. ALL students living in these residential areas and going to these schools, must pass through the “choke point” of Camino Del Sur where it passes under SR-56. Except for a few that might take “the long way” along Carmel Mtn Rd where it passes over SR-56. This represents a more than doubled flow of “school only” traffic along Camino Del Sur at this point... in addition to the greatly increased flow of commuters going to work at the Preserve (Cisterra), Merge 56 etc. And the flow of “school traffic” will rise to a sudden peak in a relatively brief time, much shorter and more severe than the hours-long Rush Hour.</p> <p>CONCLUSION</p> <p>Unless evidence can be shown in the EIR’s traffic study, that the brief but severe spike in “school traffic” has been taken into account for exactly the period when school begins and again when school closes, I believe the RPPB cannot in good faith vote to approve the Preserve at Torrey Highlands (Cisterra) project. A more detailed study must first be done, and changes made in the road and street planning before any approval can be given.</p> <p>Until then, please vote NO on the Preserve (Cisterra) project.</p> <p>Acronyms ADT – Daily traffic volumes (Page 243 marked 5.2-9) LOS – Level of Service of road sections, intersections etc. A=best, F=worst. (Page 242, marked 5.2-8)</p>	<p>north of SR-56 at the entrance to Westview High School, not near the Intuit buildings south of SR-56 off Torrey Santa Fe Road.</p> <p>Transportation impact studies analyze the highest one-hour within the typical morning and evening commuter “period” to assess worst-case traffic conditions in a study area.</p> <p>18-4 The draft EIR provided an “Opening Day” analysis of the project, which includes various cumulative development projects, including the Merge 56 project. Developing a cumulative opening day condition requires the inclusion of “reasonably foreseeable” projects that would be expected to be constructed and occupied between the date of existing data collection and a project’s expected opening day. This is described in the draft EIR. Rhodes Crossing is a proposed Community Plan Amendment that has been initiated but for which no discretionary development application has been submitted, so it is included in the cumulative horizon year conditions rather than in The Preserve’s opening day near term conditions. Therefore, a comprehensive analysis of all of these projects on the street system is included in the EIR TIA (Appendix D).</p> <p>18-5 The peak period intersection counts capture the highest total volume hour in the AM and PM. This peak</p>
---	--

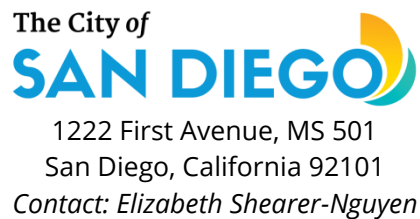
	<p>hour is comprised of 4 consecutive 15-minute counts. A peak hour factor is applied to account for variations between the 15-minute counts, therefore capturing and analyzing the school “surges.” Per the existing traffic counts collected, the peak hours on Camino Del Sur near the SR-56 Ramps were observed to be between the 8-9a.m. hour and 5-6p.m. hour.</p> <p>I8-6 Refer to Response to Comment I8-2 and I8-5.</p> <p>The draft EIR took into account all school traffic in the analysis given schools were in session when counts were collected.</p> <p>I8-7 Refer to Response to Comment I8-2 and I8-5.</p>
--	--

~~**DRAFT**~~ **FINAL**

**THE PRESERVE AT TORREY HIGHLANDS
Environmental Impact Report**

City Project No. 442880
SCH No. 2016031026

Lead Agency:



~~**FEBRUARY**~~ **MARCH** 2019

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE NO.</u>
EXECUTIVE SUMMARY	ES-1
ES-1 Introduction	ES-1
ES-2 Purpose and Scope of the Environmental Impact Report.....	ES-1
ES-3 Project Location and Setting.....	ES-2
ES-4 Project Objectives	ES-2
ES-5 Project Description	ES-2
ES-6 Summary of Significant Impacts and Mitigation Measures That Reduce or Avoid Significant Impacts	ES-3
ES-7 Effects Not Found to be Significant	ES-4
ES-8 Areas of Controversy	ES-4
ES-9 Issues to be resolved by the Decision-Making Body	ES-4
ES-10 Project Alternatives.....	ES-5
ES-10.1 No Project/No Development Alternative	ES-5
ES-10.2 No Project/Development Under Existing Plans Alternative.....	ES-5
ES-10.3 Subterranean Parking Alternative.....	ES-6
ES-10.4 Reduced Footprint Alternative.....	ES-6
ES-10.5 Reduced Development Alternative	ES-7
ES-10.6 Environmentally Superior Alternative	ES-7
1 INTRODUCTION	1-1
1.1 Background.....	1-1
1.1.1 Previous Approvals	1-1
1.2 California Environmental Quality Act Baseline	1-1
1.3 Project Scope	1-2
1.4 Purpose and Legal Authority	1-2
1.5 Environmental Impact Report Scope	1-2
1.5.1 Notice of Preparation and Scoping Meeting.....	1-2
1.6 Public Review Process	1-4
1.7 Content and Organization of the EIR.....	1-4
2 ENVIRONMENTAL SETTING	2-1
2.1 Location.....	2-1
2.2 Physical Characteristics	2-1
2.2.1 Existing On-Site Uses	2-1
2.2.2 Existing Physical Site Conditions	2-1

2.3	Surrounding Land Uses.....	2-2
2.3.1	California Environmental Quality Act Baseline.....	2-2
2.3.2	Surrounding Development	2-2
2.3.3	Surrounding Roadway Network	2-4
2.4	Planning Context.....	2-6
2.4.1	General Plan (2008).....	2-6
2.4.2	City of San Diego Multiple Species Conservation Program Subarea Plan.....	2-7
2.4.3	Torrey Highlands Subarea Plan	2-7
2.4.4	City of San Diego Vernal Pool Habitat Conservation Plan	2-9
2.4.5	Zoning	2-10
2.4.6	Regional Plans.....	2-10
3	PROJECT DESCRIPTION.....	3-1
3.1	Introduction	3-1
3.2	Project Objectives	3-1
3.3	Project Characteristics.....	3-1
3.4	Discretionary Actions.....	3-8
3.4.1	Land Use Amendment	3-8
3.4.2	Rezone	3-8
3.4.3	Planned Development Permit	3-8
3.4.4	Site Development Permit	3-8
3.4.5	Ministerial Approvals	3-9
3.4.6	Other Agency Approvals.....	3-9
4	HISTORY OF PROJECT CHANGES.....	4-1
5	ENVIRONMENTAL ANALYSIS	5-1
5.1	Land Use.....	5.1-1
5.1.1	Existing Conditions.....	5.1-1
5.1.2	Regulatory Setting	5.1-2
5.1.3	Impact: Consistency with General Plan or Applicable Community Plan	5.1-12
5.1.4	Impact: Deviation or Variance	5.1-14
5.1.5	Impact: Consistency with City's Multiple Species Conservation Program Subarea Plan or Other State Habitat Conservation Plan	5.1-14
5.1.6	Impact: Compatibility with Adopted Airport Comprehensive Land Use Plan	5.1-21
5.1.7	Impact: Consistency with General Plan Noise Element	5.1-23

5.1.8	Impact: Physically Divide an Established Community	5.1-26
5.2	Transportation/Circulation	5.2-1
5.2.1	Existing Conditions	5.2-1
5.2.2	Regulatory Setting	5.2-4
5.2.3	Analysis Methodology	5.2-8
5.2.4	Impact: Increase in Traffic Relative to Existing Capacity; Addition of Substantial Traffic to Congested Roadway	5.2-20
5.2.5	Impact: Consistency with Community Plan Traffic Allocation; Impact to Existing or Planned Transportation System	5.2-65
5.2.6	Impact: Increase in Traffic Hazards	5.2-67
5.2.7	Impact: Alteration to Existing Circulation; Consistency with Applicable Transportation Plans	5.2-68
5.3	Visual Effects and Neighborhood Character	5.3-1
5.3.1	Existing Conditions	5.3-1
5.3.2	Regulatory Setting	5.3-6
5.3.3	Impact: Vistas and Scenic Views	5.3-11
5.3.4	Impact: Aesthetics	5.3-15
5.3.5	Impact: bulk, scale, materials and style; Alteration to neighborhood character	5.3-18
5.3.6	IMPACT: Trees	5.3-24
5.3.7	IMPACT: Landform Alteration	5.3-24
5.3.8	IMPACT: Light and glare	5.3-27
5.4	Greenhouse Gas Emissions	5.4-1
5.4.1	Existing Conditions	5.4-1
5.4.2	Regulatory Setting	5.4-4
5.4.3	Impact: Generation of Greenhouse Gas Emissions and climate action plan consistency	5.4-18
5.5	Air Quality and Odor	5.5-1
5.5.1	Existing Conditions	5.5-1
5.5.2	Regulatory Setting	5.5-9
5.5.3	Impact: Consistency with Applicable Air Quality Plans	5.5-16
5.5.4	Impact: Violation of Air Quality Standards	5.5-17
5.5.5	Impact: Sensitive Receptors	5.5-23
5.5.6	Impact: Odors	5.5-30
5.5.7	Impact: Particulate Matter	5.5-31
5.6	Biological Resources	5.6-1
5.6.1	Existing Conditions	5.6-1
5.6.2	Regulatory Setting	5.6-9

5.6.3	Impacts to Biological Resources.....	5.6-16
5.6.4	Impact: Sensitive Species; Habitats.....	5.6-18
5.6.5	Impact: Wetlands.....	5.6-28
5.6.6	Impact: Wildlife Corridors	5.6-29
5.6.7	Impact: Habitat Conservation Plans; Local Policies	5.6-30
5.6.8	Impact: MHPA Edge Effects	5.6-31
5.6.9	Impact: Invasive Species.....	5.6-31
5.7	Historical Resources	5.7-1
5.7.1	Existing Conditions.....	5.7-1
5.7.2	Regulatory Setting	5.7-3
5.7.3	Impact: Alteration of Prehistoric or Historic Structure, Object, or Site; Impact to Existing Religious or Sacred Uses; Disturbance of Human Remains	5.7-8
5.8	Paleontological Resources	5.8-1
5.8.1	Existing Conditions.....	5.8-1
5.8.2	Regulatory Setting	5.8-2
5.8.3	Impact: Excavation of Geologic Units	5.8-2
5.9	Tribal Cultural Resources.....	5.9-1
5.9.1	Existing Conditions.....	5.9-1
5.9.2	Regulatory Setting	5.9-2
5.9.3	Impact: Tribal Cultural Resource	5.9-4
5.10	Noise.....	5.10-1
5.10.1	Existing Conditions.....	5.10-1
5.10.2	Regulatory Setting	5.10-5
5.10.3	Impact: Exceedance of City's Noise Ordinance	5.10-7
5.11	Energy.....	5.11-1
5.11.1	Existing Conditions.....	5.11-1
5.11.2	Regulatory Setting	5.11-3
5.11.3	Impact: Excessive Electrical Power Use; Excessive Fuel or Other Energy Use.....	5.11-8
6	CUMULATIVE IMPACTS.....	6-1
6.1	Cumulative Effects Found to be Significant	6-5
6.1.1	Transportation/Circulation.....	6-5
6.1.2	Greenhouse Gas Emissions	6-8
6.2	Cumulative Effects Not Found to be Significant	6-8
6.2.1	Land Use	6-9
6.2.2	Visual Effects and Neighborhood Character	6-9
6.2.3	Air Quality and Odor	6-10

6.2.4	Biological Resources	6-12
6.2.5	Historical Resources.....	6-12
6.2.6	Paleontological Resources	6-13
6.2.7	Tribal Cultural Resources	6-13
6.2.8	Noise	6-13
7	EFFECTS NOT FOUND TO BE SIGNIFICANT	7-1
7.1	Agricultural and Forestry Resources	7-1
7.1.1	Existing Conditions.....	7-1
7.1.2	Regulatory setting	7-1
7.1.3	Impact: Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	7-4
7.2	Geologic Conditions.....	7-5
7.2.1	Existing Conditions.....	7-6
7.2.2	Regulatory Setting	7-9
7.2.3	Impact: Risk of Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse; Expose People or Structures to Geologic Hazards.....	7-11
7.2.4	Impact: Wind or Water Erosion of Soils.....	7-12
7.3	Health and Safety.....	7-12
7.3.1	Existing Conditions.....	7-13
7.3.2	Regulatory Setting	7-13
7.3.3	Impact: Hazardous Emissions within a Quarter-Mile of a School.....	7-18
7.3.4	IMPACT: Hazardous Materials Site.....	7-21
7.3.5	Impact: Interference with Emergency Response or Emergency Evacuation Plan	7-22
7.3.6	IMPACT: Risk of Exposure to Wildland Fires	7-22
7.3.7	Impact: Safety Hazard in Designated Airport Influence Area; Safety Hazard within Two Miles of Private Airstrip or Airport.....	7-25
7.4	Hydrology.....	7-26
7.4.1	Existing Conditions.....	7-26
7.4.2	Regulatory Setting	7-27
7.4.3	Impact: Increase in Impervious Surfaces; Alteration of Drainage Patterns	7-29
7.5	Mineral Resources	7-31
7.5.1	Existing Conditions.....	7-31
7.5.2	Regulatory Setting	7-32
7.5.3	Impact: Loss of Availability of Significant Mineral Resource	7-34
7.6	Public Services and Facilities	7-36

7.6.1	Existing Conditions	7-36
7.6.2	Regulatory Setting	7-40
7.6.3	Impact: Need for New or Altered Governmental Services.....	7-45
7.7	Public Utilities	7-47
7.7.1	Existing Conditions	7-48
7.7.2	Regulatory Setting	7-50
7.7.3	Impact: Need for New or Altered Existing Utilities; Excess Water Use; Non-drought Resistant Landscaping	7-55
7.8	Water Quality.....	7-64
7.8.1	Existing Conditions	7-64
7.8.2	Regulatory Setting	7-64
7.8.3	Impact: Pollutant Discharge to Waters or Impaired Water Body; Effects on Local and Regional Water Quality	7-66
8	MANDATORY DISCUSSION AREAS.....	8-1
8.1	Significant Environmental Effects That Cannot Be Avoided if the Project is Implemented	8-1
8.2	Significant Irreversible Environmental Changes Caused By the Project	8-1
8.3	Growth-Inducing Impacts	8-3
9	ALTERNATIVES	9-1
9.1	Introduction	9-1
9.2	Project Objectives	9-1
9.3	Significant Impacts.....	9-2
9.4	Alternatives Eliminated from Detailed Consideration	9-2
9.5	Alternatives Under Consideration	9-4
9.6	Environmental Analysis	9-4
9.6.1	No Project/No Development Alternative	9-4
9.6.2	NO Project/Development Under Existing Plans Alternative	9-5
9.6.3	Subterranean Parking Alternative.....	9-9
9.6.4	REDUCed Footprint ALTERNATIVE.....	9-14
9.6.5	REDUCed DEVELOPMENT ALTERNATIVE	9-18
9.7	Environmentally Superior Alternative	9-22
10	MITIGATION MONITORING AND REPORTING PROGRAM	10-1
10.1	General	10-1
10.2	Specific MMRP Issue Area Conditions/Requirements.....	10-4
10.2.1	Air Quality and Odor (Construction)	10-4
10.2.2	Biological Resources	10-5
10.2.3	Historical Resources.....	10-9

10.2.4	Paleontological Resources	10-14
10.2.5	Transportation/Circulation.....	10-19
10.2.6	Greenhouse Gas Emissions	10-21
10.2.7	Tribal Cultural Resources	10-24
10.2.8	Visual effects and neighborhood character	10-24
11	REFERENCES CITED	11-1
12	INDIVIDUALS CONSULTED/PREPARERS	12-1

APPENDICES

A	Scoping Letter, NOP, and NOP Comments
B	Amendments to the Torrey Highland Subarea Plan
C	Greenhouse Gas Emissions Technical Analysis
D	Transportation Impact Analysis
E	Air Quality Technical Report
F	Biological Resources Technical Report
G	Phase I Historical Resources Inventory Report
H	Geotechnical Investigation
I	Environmental Noise Assessment
J	Energy Calculations
K	Hazards Assessment Memo
L	FAA Determination
M	Drainage Study
N	Water Supply Assessment
O	Water Study
P	Sewer Study
Q	Solid Waste Management Plan
R	Storm Water Quality Management Plan
S	Deer Canyon Conservation Credits
T	Development Plans
U	Vernal Pool Hydrology Analysis
V	Brush Management Notes

FIGURES

1-1	Regional Map.....	1-7
1-2	Vicinity Map	1-9
2-1	Aerial Map.....	2-13

THE PRESERVE AT TORREY HIGHLANDS FINAL EIR
TABLE OF CONTENTS

2-2	Existing Site Topography	2-15
2-3	General Plan Land Uses.....	2-17
2-4	Open Space	2-19
3-1	Site Plan	3-11
3-2	Site Sections	3-13
3-3	Building 1 East and West Elevations	3-15
3-4	Building 1 North and South Elevations.....	3-17
3-5	Building 2 East and West Elevations	3-19
3-6	Building 2 North and South Elevations.....	3-21
3-7	Building 3 East and West Elevations	3-23
3-8	Building 3 North and South Elevations.....	3-25
3-9	Cafeteria Elevations.....	3-27
3-10	Parking Structure South Elevation	3-29
3-11	Parking Structure North Elevation	3-31
3-12	Parking Structure East and West Elevations	3-33
3-13	Landscape Plan	3-35
3-14	Parking Garage Rooftop Solar Panels	3-37
3-15	Project Site Access	3-39
3-16	Project Access Conceptual Geometry	3-41
3-17	Fencing and Barriers	3-43
5.1-1	MCAS Miramar Safety Compatibility Map	5.1-93
5.1-2	Measured and Modeled Receivers.....	5.1-95
5.2-1	Existing Conditions Diagram	5.2-73
5.2-2	Cumulative Projects Location Map.....	5.2-75
5.2-3	Opening Day (2020) Conditions Diagram	5.2-77
5.2-4	Cumulative Projects Only Traffic Volumes	5.2-79
5.2-5	Opening Day (2020) Without Project Traffic Volumes	5.2-81
5.2-6	Year 2035 Conditions Diagram	5.2-83
5.2-7	Year 2035 Without Project Traffic Volumes	5.2-85
5.2-8	Year 2035 With Project Traffic Volumes	5.2-87
5.2-9	Project Access Conceptual Geometry	5.2-89
5.3-1	Del Mar Mesa Preserve Access Roads	5.3-29
5.3-2	Del Mar Mesa Subarea Plan Trails.....	5.3-31
5.3-3	Trails	5.3-33
5.3-4	Viewpoint Locations	5.3-35
5.3-5	Viewpoint 1: Eastbound SR-56	5.3-37
5.3-6	Viewpoint 2: Del Mar Mesa Hiking/Biking Trail (NW of Project Site).....	5.3-39
5.3-7	Viewpoint 3: Current Terminus of Carmel Mountain Road	5.3-41

5.3-8	Viewpoint 4: Carmel Road Extension and Trail (South of Project Site).....	5.3-43
5.3-9	Viewpoint 5: Del Mar Mesa Hiking/Biking Trail (SW of Project Site).....	5.3-45
5.3-10	Proposed Site Development	5.3-47
5.3-11	Architectural Renderings	5.3-49
5.6-1	Existing Biological and Jurisdictional Resources.....	5.6-33
5.6-2	Vicinity Map	5.6-35
5.6-3	Biological Resource Impacts	5.6-37
5.6-4	MHPA Adjacency	5.6-39
5.10-1	Measured and Modeled Receivers.....	5.10-15
6-1	Cumulative Projects Locations.....	6-17
7-1	Brush Management.....	7-69
7-2	Mineral Resources	7-71
7-3	Fire Hazard Severity Zones.....	7-73
9-1	No Project/Development Under Existing Plans Alternative	9-27
9-2	Subterranean Parking Alternative	9-29
9-3	Reduced Footprint Alternative	9-31
9-4	Reduced Development Alternative	9-33

TABLES

ES-1	Summary of Impacts for Each Alternative.....	ES-8
ES-2	Summary of Significant Environmental Impacts and Mitigation.....	ES-10
5.1-1	City of San Diego Land Use – Noise Compatibility Guidelines	5.1-23
5.1-2	Project’s Consistency with City of San Diego’s 2008 General Plan.....	5.1-27
5.1-3	Project’s Consistency with City of San Diego’s Torrey Highlands Subarea Plan for North City Future Urbanizing Area Subarea IV	5.1-87
5.2-1	Existing Traffic Volumes.....	5.2-13
5.2-2	Existing Intersection Operations	5.2-14
5.2-3	Existing Street Segment Operations	5.2-16
5.2-4	Existing Freeway Mainline Operations	5.2-18
5.2-5	Existing Ramp Meter Analysis – Fixed Rate.....	5.2-19
5.2-6	City Traffic Impact Significant Thresholds	5.2-21
5.2-7	Project Trip Generation	5.2-22
5.2-8	Analysis Scenarios	5.2-24
5.2-9	Roadway Network Scenarios.....	5.2-25
5.2-10	Cumulative Development Projects Summary.....	5.2-27
5.2-11	Opening Day Roadway Network Conditions.....	5.2-30
5.2-12	Opening Day (2020) Intersection Operations	5.2-34

5.2-13	Opening Day (2020) Street Segment Operations	5.2-36
5.2-14	Opening Day (2020) Freeway Segment Operations	5.2-39
5.2-15	Opening Day (2020) Ramp Meter Analysis – Fixed Rate	5.2-41
5.2-16	Year 2035 Roadway Network Conditions	5.2-43
5.2-17	Year 2035 Roadway Classifications	5.2-44
5.2-18	SANDAG Series 12 Traffic Model Comparison	5.2-46
5.2-19	Year 2035 Intersection Operations	5.2-50
5.2-20	Year 2035 Street Segment Operations	5.2-53
5.2-21	Year 2035 Freeway Segment Operations	5.2-56
5.2-22	Year 2035 Ramp Meter Analysis – Fixed Rate	5.2-58
5.2-23	Parking Summary	5.2-59
5.4-1	Greenhouse Gas Emissions Sources in California	5.4-2
5.4-2	Estimated Annual Project Construction GHG Emissions	5.4-20
5.4-3	Estimated Annual Existing Land Use Buildout Operational Greenhouse Gas Emissions	5.4-23
5.4-4	Project Buildout Operational Greenhouse Gas Emissions	5.4-26
5.4-5	Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements	5.4-26
5.4-5a	Shower Facility Requirements	5.4-29
5.4-5b	Parking Requirements	5.4-30
5.4-6	Consistency with County of San Diego General Plan Conservation Element	5.4-32
5.4-7	Project Buildout Operational Greenhouse Gas Emissions After Mitigation	5.4-38
5.5-1	San Diego Air Basin Attainment Classification	5.5-6
5.5-2	Local Ambient Air Quality Data	5.5-7
5.5-3	Frequency of Air Quality Standard Violations	5.5-8
5.5-4	Ambient Air Quality Standards	5.5-10
5.5-5	San Diego Air Pollution Control District Air Quality Significance Thresholds	5.5-18
5.5-6	Estimated Maximum Daily Construction Emissions	5.5-20
5.5-7	Estimated Daily Maximum Operational Emissions	5.5-21
5.5-8	Estimated Maximum Daily Construction Emissions – Mitigated	5.5-23
5.5-9	SDAPCD CEQA TAC Emissions Thresholds	5.5-24
5.5-10	Estimated Annual On-Site Construction Emissions – Exhaust Only	5.5-24
5.5-11	Construction Activity Health Risk Assessment Results	5.5-25
5.5-12	CALINE4 Predicted Carbon Monoxide Concentrations	5.5-27
5.5-13	Estimated Annual On-Site Construction Emissions – Exhaust Only (Mitigated)	5.5-29
5.5-14	Construction Activity Health Risk Assessment Results	5.5-30
5.6-1	Vegetation Communities and Land Cover Types on the Project Site	5.6-1
5.6-2	Project Impacts to Vegetation Communities	5.6-18

5.6-3	Mitigation Requirement for Impacts to Vegetation Communities.....	5.6-27
5.10-1	Typical Sound Levels in the Environment and Industry	5.10-2
5.10-2	Measured Noise Levels	5.10-4
5.10-3	Sound Level Limits.....	5.10-6
5.10-4	Traffic Noise Significance Thresholds (db(A) CNEL)	5.10-8
5.10-5	Construction Equipment Noise Levels.....	5.10-9
5.10-6	Typical Noise Levels Resulting from Parking Lot Activities	5.10-10
5.11-1	Construction Worker Gasoline Demand	5.11-12
5.11-2	Construction Vendor Diesel Demand	5.11-13
5.11-3	Construction Haul Diesel Demand.....	5.11-13
5.11-4	Construction Equipment Diesel Demand.....	5.11-14
6-1	Cumulative Projects.....	6-1
7-1	Fire Stations That Would Serve the Project Site Population	7-36
7-2	San Diego Police Department Call Priority Response Times	7-38
7-3	Deployment Measures to Address Future Growth by Population Density Per Square Mile.....	7-44
7-4	Deployment Measures to Address Future Growth by Population Clusters	7-44
9-1	Summary of Impacts for Each Alternative.....	9-23
10-1	Document Submittal/Inspection Checklist.....	10-3

INTENTIONALLY LEFT BLANK

EXECUTIVE SUMMARY

ES-1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared for The Preserve at Torrey Highlands (project). This document analyzes the potential environmental effects associated with implementation of the project. The EIR was prepared under the direction of the City of San Diego's (City's) Environmental Analysis Section and reflects the independent judgment of the City as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code (PRC), Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.). This EIR was prepared to evaluate the environmental effects of the project.

ES-2 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This EIR has been prepared in accordance with, and complies with the all criteria, standards, and procedures of CEQA (Public Resources Code, Section 21000 et seq.), the CEQA Guidelines (14 CCR 15000 et seq.), and the City's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the CEQA Guidelines, the City is the lead agency under whose authority this document has been prepared. As an informational document, this EIR is intended for use by City decision-makers and members of the general public in evaluating the potential environmental effects of the project.

This EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the project. By recognizing the environmental impacts of the project, decision makers will have a better understanding of the physical and environmental changes that would accompany the project should it be approved. The EIR includes recommended mitigation measures which, when implemented, would provide the lead agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

It is intended that this EIR, once certified, serve as the primary environmental document for those actions. The City will use this EIR and supporting documentation in its decision to approve the required discretionary permits, as described. The San Diego Regional Water Quality Control Board will use this EIR and supporting documentation in its decision to issue water quality permits in accordance with the Porter-Cologne Water Quality Control Act. Permits may include a National Pollutant Discharge Elimination System Permit, General Construction Activity Storm Water Permit, 401 Certification from the Regional Water Control Board, 1602 streambed alteration agreement from the California Department of Fish and Wildlife Permit, and a 404 Permit from the Army Corps of Engineers.

ES-3 PROJECT LOCATION AND SETTING

The project site is approximately 11.10 acres of vacant, undeveloped land located in the City within the Torrey Highlands Subarea Planning Area. The project site is approximately 0.25 miles south of State Route (SR-) 56 and bordered to the east by the planned extension of Camino del Sur. The City's Multi-Habitat Planning Area surrounds the site on three sides (north, south, and west), but is not within the project site (City of San Diego 1997). A gas station is located north of the project site just south of SR-56 and the SR-56 bike trail on the east side of Camino del Sur. Commercial and residential land uses are located north and west of the project site. The Kilroy Santa Fe Summit Intuit Corporate Campus is located northwest of the project site and consists of four buildings totaling 480,000 square feet of business office, in addition to a 492,000-square-foot parking structure with 1,674 parking spaces. Located immediately east of the Intuit campus, the Meridian at Santa Fe Summit Campus site is entitled to build up to 600,000 square feet of business office space.

ES-4 PROJECT OBJECTIVES

The objectives of the project are as follows:

- Adaptively use a vacant site by developing 450,000 square feet of business office campus that is consistent with the City's General Plan and in proximity to ~~other~~ nearby office and residential land uses.
- Provide a cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity.
- Develop a high-quality office campus to provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work; create a ~~(jobs-housing balance)~~.
- Locate ~~additional~~ high-quality employment ~~uses~~ opportunities within the ~~sub-regional area of the community~~ to take advantage of the Camino del Sur and State Route -56 freeway interchange ~~and to help~~ provide the critical mass that supports planned multimodal transportation linkages.

ES-5 PROJECT DESCRIPTION

The project proposes to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 180,000-square-foot, six-story building (Building 1); 120,000-square-foot, four-story building (Building 2) that would include a 5,000-square-foot fitness center (including shower facilities); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot seven-story parking garage with one level below grade and surface parking (see Figure 3-1, Site Plan, Figure 3-2, Site Sections, and Figures

3-3 through 3-12 for building elevations). Each office building would include subterranean parking spaces (see Parking Facilities below for details). The amenity building would include a private café that is linked to walking paths, outdoor seating, and various meeting/collaboration areas. Various site improvements would be constructed, including driveways, walkways, and landscaping. In addition, eight individual retaining walls would be constructed in various locations across the project site. Retaining walls would range in height from one foot to 12 feet.

The project would achieve Leadership in Energy and Environmental Design (LEED) Gold certification by implementing sustainable and environmentally friendly design features, techniques, and materials. These features would reduce energy demand, water and resource consumption, and waste, and would generate renewable energy on site.

Additional detailed project description information, including descriptions of the new structures, access and roadway improvements, landscaping, and anticipated construction schedule, is provided in Chapter 3, Project Description, of this EIR.

The project would require discretionary approvals consisting of a Community Plan Amendment to the Torrey Highlands Subarea Plan to redesignate the project site from Commercial Limited to Employment Center and a rezone from AR-1-1 (Agriculture-Residential, minimum 10-acre lots) to IP-3-1 (Industrial Park, which allows for research and development, office, and residential uses) (City of San Diego 2008). A Site Development Permit is required because the site contains Environmentally Sensitive Lands in the form of sensitive biological resources and for development within an Airport Land Use Compatibility Overlay Zone that requests a Rezone or Land Use Plan Amendment, and a Planned Development Permit is required to ensure consistency with Torrey Highlands Subarea Plan (Table 4-1), per Land Development Code Section 126.0602(a)(1).

ES-6 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES THAT REDUCE OR AVOID SIGNIFICANT IMPACTS

Tables ES-2, located at the end of this section, summarizes the results of the environmental analysis completed for the project pursuant to the CEQA Guidelines Section 15123(b)(1). Table ES-2 identifies the significant impacts, mitigation measures to reduce and/or avoid significant environmental effects, and states whether the impact would be mitigated to below a level of significance with implementation of mitigation measures. The mitigation measures listed in Table ES-2 are also discussed within each relevant topic area and fully contained in Chapter 10, Mitigation Monitoring and Reporting Program.

As shown in Table ES-2, impacts related to transportation/circulation, greenhouse gases, visual effects and neighborhood character (landform alteration), air quality (construction), biological resources, historical resources, paleontological resources, and tribal cultural resources were found to be significant

without mitigation. However, following implementation of mitigation measures, impacts related to air quality (construction), biological resources, historical resources, paleontological resources, and tribal cultural resources would be reduced to a level below significance.

Significant impacts related to transportation/traffic circulation, air quality (consistency with air quality plans), greenhouse gas emissions, and visual effects and neighborhood character (landform alteration) would remain significant and unavoidable following implementation of mitigation measures. Additionally, cumulative impacts associated with transportation/traffic circulation and greenhouse gas emissions would be significant and unavoidable.

ES-7 EFFECTS NOT FOUND TO BE SIGNIFICANT

Several environmental topics were found to be less than significant without mitigation: agricultural and forestry resources, energy, noise, geologic conditions, hydrology, water quality, land use, mineral resources, public services and facilities, public utilities, and health and safety. These topics are described in Chapter 7, Effects Not Found to be Significant. Energy is discussed in Section 5.11 and noise is discussed in Section 5.10.

ES-8 AREAS OF CONTROVERSY

Pursuant to CEQA Section 15123(b)(2), an EIR shall identify areas of controversy known to the lead agency, including issues raised by the agencies, and the public, and issues to be resolved. The NOP for the EIR was distributed on March 8, 2016, for a 30-day public review and comment period, and a scoping meeting was held on March 30, 2016. Public comments were received on the NOP that reflect controversy on several environmental issues.

Issues of controversy raised include concerns related to land use, transportation/circulation, biological resources, visual effects and neighborhood character, noise, air quality and odor, greenhouse gases, health and safety, hydrology and water quality, and cumulative impacts. The NOP, comment letter, and public scoping meeting transcript are included in this EIR as Appendix A.

ES-9 ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

The City Council must review the project and this EIR and determine if the project or one of the alternatives presented in Chapter 9 should be adopted and implemented. If the project is selected for adoption, the City Council will be required to certify the EIR, determine whether and how to mitigate significant impacts, and adopt associated Findings of Fact pursuant to CEQA Guidelines Section 15091 for the following significant impacts identified in the EIR. The following significant impacts would be reduced to a level below significance following implementation of mitigation:

- Air Quality (construction)
- Biological Resources

- Historical Resources
- Paleontological Resources
- Tribal Cultural Resources
- Noise

Furthermore, a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 would be required for those impacts found to be to be significant and unavoidable identified in the EIR:

- Transportation/Circulation (increase in traffic relative to existing capacity; addition of substantial traffic to congested roadway; consistency with community plan traffic allocation; impact to existing or planned transportation system)
- Air Quality (consistency with applicable air quality plans)
- Greenhouse Gases (consistency with City's Climate Action Plan)
- Visual Effects and Neighborhood Character (landform alteration)

ES-10 PROJECT ALTERNATIVES

The alternatives considered in Chapter 9 focus on alternatives capable of avoiding or substantially lessening any of the significant effects of the project, even if the alternatives would impede, to some degree, the attainment of project objectives. The following alternatives have been identified for analysis: No Project/No Development Alternative, No Project/Development under Existing Plans Alternative, Subterranean Parking Alternative, Reduced Footprint Alternative, and Reduced Development Alternative. For additional details and analysis of the project alternatives, please refer to Chapter 9.

ES-10.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Under the No Project/No Development Alternative, the project would not be implemented and the site would remain in its current condition.

ES-10.2 NO PROJECT/DEVELOPMENT UNDER EXISTING PLANS ALTERNATIVE

The project site is currently designated as Commercial Employment, Retail, and Services in the City of San Diego's General Plan (City of San Diego 2008) and Commercial Limited within the Torrey Highlands Subarea Plan (community plan) (City of San Diego 1996). Under this designation, an alternative could be developed that is consistent with these plans and would develop a Commercial Limited use, which is stated in the Subarea Plan as uses that are somewhat dependent on

automobiles but are appropriate for the more isolated location of this site. This category of land use includes religious facilities, trade schools, storage facilities, nurseries, garden centers, and veterinary clinics (City of San Diego 1996).

For purposes of this CEQA analysis, a religious facility use is assumed for the site. In fact, a religious use project was previously contemplated for the site in 2004 for the Our Lady of Mount Carmel Catholic Church and school (K-8th grade), which provides the best comparative analysis to the project's impacts. The religious facility campus would likely include an on-site school (K-8th grade), large sanctuary/worship center containing 1,000 to 3,500 seats, administration buildings, playground, and other structures. The parking structure would be the same as the project, and surface parking on site would be expanded. See Figure 9-1 for a conceptual site plan for this alternative. The development footprint would occupy the entire site, as with the project. This alternative would not require a Community Plan Amendment; however, a rezone from AR-1-1 would be required to allow for religious and educational uses on site, a and Site Development Permit and a Planned Development Permit would be required, similar to the project.

ES-10.3 SUBTERRANEAN PARKING ALTERNATIVE

The Subterranean Parking Alternative would construct a 450,000-square-foot business park campus within three buildings and would eliminate the project's proposed seven-story parking structure. Additional levels of subterranean parking would be added to each building to accommodate parking as well as an expanded surface parking lot on the eastern portion of the site; however, the same number of overall parking spaces (1,781) would be developed as the project. All other project components, such as the private café (3,850-square-foot, one-story amenity building) and achieving LEED ~~Silver-Gold~~ Certification or equivalent, would be employed similar to the project.

Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to re-designate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), ~~and a Site Development Permit~~ and Planned Development Permit.

The intent of this alternative is to reduce visual impacts by placing parking underground and reduce the amount of surficial ground disturbance compared to the project, leaving the area where the proposed parking structure would be located undeveloped in its natural state.

ES-10.4 REDUCED FOOTPRINT ALTERNATIVE

The Reduced Footprint Alternative would result in the elimination of one office building and moving its office square footage into two office towers of six and nine stories. This alternative would develop 450,000 square feet of commercial office space and associated components, the same as the

project. This alternative would also maintain the same parking program as the project, including the same number of overall parking spaces (1,781); however, 69 parking spaces would be relocated into the parking structure with the elimination of one office building, thereby increasing the height of the parking structure by approximately 4 feet. The subterranean parking underneath the two office towers and the surface parking would be the same as the project.

Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to re-designate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), and a ~~site development permit~~ Site Development Permit and Planned Development Permit.

The intent of this alternative is to reduce the amount of land disturbance than what would be required under the project. Less land contouring would be required to construct the building pads, driveways, retaining walls, and on-site drainage facilities, and thus, this alternative would reduce potential significant impacts to historic resources, paleontological resources, tribal cultural resources, and biological resources.

ES-10.5 REDUCED DEVELOPMENT ALTERNATIVE

This alternative would result in development of a 204,000-square-foot project in a three-building configuration: two buildings of two stories and 60,000 square feet each, and one building with 84,000 square feet. The parking program for this alternative would involve the reduction of one subterranean level in each of the three office buildings and the reduction of four levels of parking within the parking structure. The surface parking would be the same as the project.

Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to redesignate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), and a ~~site development permit~~ Site Development Permit and Planned Development Permit.

The intent of this alternative is to reduce significant transportation/circulation impacts of the project.

ES-10.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines states that if the No Project Alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. The context of an environmentally superior alternative is based on consideration of several factors, including the project's objectives and the ability to fulfill the goals while reducing potential impacts to the environment.

Table ES-1 summarizes the potential impacts of the alternatives evaluated as compared to the potential impacts of the project.

Table ES-1
Summary of Impacts for Each Alternative

Environmental Issue	Project	No Project / No Development Alternative	No Project / Development under Existing Plans Alternative	Subterranean Parking Alternative	Reduced Footprint Alternative	Reduced Development Alternative
Land Use	Less than significant	Impacts avoided	Impacts reduced	Similar impacts	Similar impacts	Similar impacts
Visual Effect and Neighborhood Character	Significant and unavoidable	Impacts avoided	Impacts reduced	Impacts reduced	Greater impacts	Impacts reduced
Greenhouse Gases	Significant and unavoidable	Impacts avoided	Impacts reduced	Greater impacts	Similar impacts	Impacts reduced
Transportation / Circulation	Significant and unavoidable	Impacts avoided	Impacts reduced	Similar impacts	Similar impacts	Impacts reduced
Air Quality and Odor (Consistency with Air Quality Plans)	<u>Significant and unavoidable</u> Less than significant with incorporation of mitigation	Impacts avoided	<u>Impacts avoided</u>	Greater impacts	Similar impacts	<u>Similar impacts</u>
<u>Air Quality and Odor (Violation of Air Quality Standard)</u>	Less than significant with incorporation of mitigation	<u>Impacts avoided</u>	<u>Impacts reduced</u>	<u>Greater impacts</u>	<u>Similar impacts</u>	<u>Impacts reduced</u>
Biological Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Impacts reduced	Impacts reduced	Similar impacts

Table ES-1
Summary of Impacts for Each Alternative

Environmental Issue	Project	No Project / No Development Alternative	No Project / Development under Existing Plans Alternative	Subterranean Parking Alternative	Reduced Footprint Alternative	Reduced Development Alternative
Historical Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Similar impacts	Impacts reduced	Similar impacts
Paleontological Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Greater impacts	Impacts reduced	Similar impacts
Tribal Cultural Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Similar impacts	Impacts reduced	Similar impacts
Noise	Less than significant	Impacts avoided	Greater impacts	Similar impacts	Similar impacts	Impacts reduced
Energy	Less than significant	Impacts avoided	Impacts reduced	Greater impacts	Similar impacts	Impacts reduced
Meets Most of the Basic Project Objectives?	Yes	No	No	Yes	Yes	Yes

As shown in Table ES-1, the No Project/No Development Alternative would have the fewest impacts. Under this alternative; however, none of the project objectives would be met. As previously identified, Section 15126.6(e)(2) of the CEQA Guidelines states that “if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Thus, the environmentally superior alternative, as identified in the analysis above, would be the Reduced Development Alternative. This alternative would reduce impacts to greenhouse gas emissions, transportation/circulation, visual effects and neighborhood character, air quality and odor, noise, and energy. This alternative would meet most of the project objectives.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
<i>Transportation/Circulation</i>		
With the addition of project traffic, cumulative impacts to intersection operations would result in the Year 2035.	<p>MM-TRA-1 Intersection No. 6. Camino del Sur/SR-56 Westbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay Facilities Benefits Assessment (FBA) fees toward the construction of <i>Torrey Highlands Public Facilities Financing Plans (PFFP) Project No. T-1.3</i> (corresponding <i>Black Mountain Ranch PFFP Project No. T-15.1</i>) to complete a northbound to westbound loop on-ramp, to the satisfaction of the City Engineer.</p> <p>MM-TRA-2 Intersection No. 7. Camino del Sur/SR-56 Eastbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay FBA fees toward the construction of <i>Torrey Highlands Public Facilities Financing Plans (PFFP) Project No. T-1.3</i> (corresponding <i>Black Mountain Ranch PFFP Project No. T-15.1</i>) to construct a southbound to eastbound loop on-ramp, to the satisfaction of the City Engineer.</p> <p>MM-TRA-3 Intersection No. 17. Black Mountain Road/SR-56 Westbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (12.0%, to the satisfaction of the City Engineer) toward the unfunded portion of <i>Rancho Peñasquitos Public</i></p>	If MM-TRA-1 through MM-TRA-5 are fully implemented, impacts to Intersection Numbers 6, 7, 17, 18, and 19 would be reduced to below a level of significance. However, because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p><i>Facilities Financing Plans (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a Six-Lane Primary Arterial to the satisfaction of the City Engineer. This would include the restriping of the Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.</i></p> <p>MM-TRA-4 Intersection No. 18. Black Mountain Road/SR-56 Eastbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (15.6%, to the satisfaction of the City Engineer) toward the unfunded portion of <i>Rancho Peñasquitos Public Facilities Financing Plans (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a Six-Lane Primary Arterial to the satisfaction of the City Engineer. This would include the restriping of Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.</i></p> <p>MM-TRA-5 Intersection No. 19. Black Mountain Road/Park Village Road: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (14.7%, to the satisfaction of the City Engineer) toward the unfunded portion of <i>Rancho Peñasquitos Public Facilities Financing Plans (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch</i></p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<i>PFFP Project No. T-11.1</i>) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a Six-Lane Primary Arterial, to the satisfaction of the City Engineer.	
With the addition of project traffic, cumulative impacts to street segment operations would result in the Year 2035.	<p>MM-TRA-6 Segment No. 19. Black Mountain Rd from SR-56 EB Ramps to Park Village Rd: Prior to issuance of the first building permit, the owner/permittee shall provide a fair share contribution (8.7%, to the satisfaction of the City Engineer) toward the unfunded portion of <i>Rancho Peñasquitos PFFP Project No. T-2D</i> (corresponding <i>Black Mountain Ranch PFFP Project No. T-57</i>, <i>Pacific Highlands Ranch PFFP Project No. T-11.1</i>) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a Six-Lane Primary Arterial to the satisfaction of the City Engineer.</p> <p>MM-TRA-7 Mainlines No. 1 SR-56 from Carmel Valley Road to Camino del Sur (Eastbound): Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands FBA for the construction of the <i>Torrey Highlands PFFP Project No. T-1.2B</i> to expand SR-56 from I-5 to I-15 from a Four-Lane Freeway to a Six-Lane Freeway, to the satisfaction of the City Engineer.</p> <p>MM-TRA-8 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Eastbound): Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the <i>Torrey Highlands PFFP Project No. T-1.2B</i> to expand SR-56 from I-5 to I-15 from a Four-</p>	If MM-TRA-6 through MM-TRA-9 are fully implemented, impacts to Segment No. 19 and Freeway Mainlines No. 1 and 2 (eastbound and westbound) would be reduced to below a level of significance. However, because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Lane Freeway to a Six-Lane Freeway, to the satisfaction of the City Engineer.</p> <p>MM-TRA-9 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Westbound): Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the <i>Torrey Highlands PFFP Project No. T-1.2B</i> to expand SR-56 from I-5 to I-15 from a Four-Lane Freeway to a Six-Lane Freeway, to the satisfaction of the City Engineer.</p>	
<i>Visual Effects and Neighborhood Character</i>		
Site development would result in the alteration of existing site topography and create a significant impact to the existing landform.	<p>MM-VIS-1 During grading activities, spot elevations and contour grading techniques shall be employed to imitate the existing on-site landforms to the maximum extent feasible. Implementation of grading techniques (spot elevation and contour grading) shall be shown on the consistent with Tentative Map and assured through approval of final grading plans <u>Exhibit A</u>.</p>	No mitigation is available to reduce anticipated landform alteration effects to a less-than-significant level. Impacts related to alteration of an existing landform would remain significant and unavoidable.
<i>Greenhouse Gas Emissions</i>		
Emissions from the project buildout would be greater than buildout of the land use inventoried in the Climate Action Plan (CAP).	<p>MM-GHG-1 The owner/permittee shall install a solar photovoltaic system to be incorporated as part of the parking garage rooftop trellis structures. The photovoltaic system shall occupy the maximum surface area provided by the trellis structures, and would be no less than 25,000 square feet, consistent with Figure 3-15 of this EIR.</p> <p>The photovoltaic system shall be incorporated on all construction plans and verified by the Environmental</p>	All feasible mitigation measures (MM-GHG-1 through MM-GHG-17) have been applied through compliance with Step 2 of the City's CAP Consistency Checklist as well as

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Designee of the City of San Diego's Development Services Department.</p> <p>MM-GHG-2 The project shall achieve a 5% increase in energy efficiency over the 2016 Title 24 Standards through structural design elements including variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; and heat reflecting roofing material.</p> <p>These design elements including the variable refrigerant flow systems for the HVAC system, high performance glazing, and heat reflecting roofing material shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.</p> <p>MM-GHG-3 The owner/permittee shall install a cool roof (thermoplastic polyolefin) above the 3-year-old solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums pursuant to the "Cool/Green Roofs" requirement of the City's CAP Consistency Checklist. The cool roof specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.</p> <p>MM-GHG-4 The owner/permittee shall implement the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings pursuant to the "Plumbing Fixtures and Fittings" requirement of the City's CAP Consistency Checklist.</p> <p>MM-GHG-5 The owner/permittee shall provide 107 electric vehicle-capable (pre-wired) parking spaces consistent with the California Green Building Code</p>	<p>additional mitigation measures beyond those required as part of the CAP Consistency Checklist (MM-GHG-1 through MM-GHG-6) ; however, impacts remain significant and unmitigated.</p>

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Standards Code. Additionally, 50% (54) of the 107 pre-wired parking spaces would include electric vehicle charging infrastructure as determined by Table 5.106.5.3.3 of the California Green Building Standards Code. This measure would be pursuant to the “Electric Vehicle Charging” requirements of the City’s CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.</p> <p>MM-GHG-6 The owner/permittee shall provide 90 short-term bicycle parking spaces and 90 long-term bicycle parking spaces pursuant to the “Bicycle Parking Spaces” requirement of the City’s CAP Consistency Checklist. Bicycle parking specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.</p> <p>MM-GHG-7 The owner/permittee shall provide 12 shower stalls and 48 two-tier lockers pursuant to the “Shower Facilities” requirement of the City’s CAP Consistency Checklist. Shower stalls and lockers shall be incorporated on all project plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.</p> <p>MM-GHG-8 The owner/permittee shall include 179 carpool/vanpool spaces (10% of total spaces) pursuant to the “Designated Parking Spaces” requirement of the City’s CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM-GHG-9 Pursuant to the "Transportation Demand Management Program" requirement of the City's CAP Consistency Checklist, the owner/permittee shall require office tenants to:</p> <ul style="list-style-type: none"> a. Implement a parking cash-out program, and/or b. Provide unbundled parking option for employees, and/or c. Charge employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools. d. Carpool/vanpool parking spaces shall be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces shall be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces shall be posted on Transportation Information Displays located in common areas or on intranets, as appropriate. e. The owner/permittee shall conduct an employee commute travel survey within 6 months of occupancy to evaluate the efficacy of the Transportation Demand Management plan, and to inform/validate any changes that may be proposed or needed. A copy of the results of this survey will be provided to the City Development Services Department. The owner/permittee shall continue monitoring the effectiveness of the project's Transportation Demand Management plan, including the provision of items a. through d. as listed above, and provide the results in an annual report to the Development Services Department for a period of 5 years. The first report submittal shall occur 1 year after project occupancy. 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>MM-GHG-10 Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Checklist, the owner/permittee shall require office tenants to maintain an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees. Participation in the iCommute program and use of the RideMatcher service shall be disclosed in the TDM annual report as required under MM-GHG-9 (e).</p> <p>MM-GHG-11 The owner/permittee shall require office tenants to offer partially subsidized monthly transit passes for employees, should service routes be implemented in the future. If transit passes are offered, issuance of transit passes shall be disclosed in the TDM annual report as required under MM-GHG-9 (e).</p> <p>MM-GHG-12 The owner/permittee shall require office tenants to offer partially subsidized vanpool/rideshare services to all employees. Employee utilization of vanpool/rideshare services shall be disclosed in the TDM annual report as required under MM-GHG-9 (e).</p> <p>MM-GHG-13 Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Consistency Checklist, the owner/permittee shall require office tenants to offer a telework program to all employees. Employee utilization of the telework program shall be disclosed in the TDM annual report as required under MM-GHG-9 (e).</p>	
<i>Air Quality and Odor</i>		
The project would result in daily construction emissions that would exceed the	MM-AQ-1 The owner/permittee shall include verbatim in construction contracts the engine tier requirements in accordance with MM-AQ-2.	Implementation of MM-AQ-1 and MM-AQ-2 would reduce daily construction

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
significance threshold for NO _x [oxides of nitrogen].	MM-AQ-2 Prior to the start of construction activities, the owner/permittee or its designee, shall ensure that all diesel-powered aerial lifts, forklifts, tractors, loaders, backhoes, and welders be powered with California Air Resources Board–certified Tier 4 Final engines, except where Tier 4 Final equipment is not available. All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where Tier 3 equipment is not available. Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans. An exemption from these requirements may be granted by the City of San Diego in the event that the owner/permittee documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. ¹ Before an exemption may be considered by the City of San Diego, the owner/permittee shall be required to demonstrate that at least two construction fleet owners/operators in the San Diego region were contacted and that those owners/operators confirmed the requested equipment could not be located within the San Diego region.	emissions of NO _x to below a level of significance.
The project would expose sensitive receptors to substantial pollutant concentrations.	MM-AQ-1 MM-AQ-2	Implementation of MM-AQ-1 and MM-AQ-2 would reduce construction-related health risk impacts to below a level of significance.

¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
<i>Biological Resources</i>		
<p>The project would result in direct impacts to special-status plant and wildlife species.</p> <p>The project would result in direct impacts to Tier I and Tier IIIA vegetation.</p>	<p>MM-BIO-1 Projection During Construction:</p> <p>I. Prior to Construction</p> <p>A. Biologist Verification: The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biology Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.</p> <p>B. Preconstruction Meeting: The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.</p> <p>C. Biological Documents: The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports, including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species</p>	<p>Implementation of MM-BIO-1, MM-BIO-2, and MM-BIO-3 would reduce direct impacts to special-status plant and wildlife species, and Tier I and Tier IIIA vegetation to below a level of significance.</p>

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>acts (ESAs); and/or other local, state or federal requirements.</p> <p>D. BCME: The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above (see Appendix F, Biological Technical Report). In addition, include: avian or other wildlife surveys/survey schedules (including nesting surveys for Bell's sparrow), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.</p> <p>E. Avian Protection Requirements: To avoid any direct impacts to Bell's sparrow, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting Bell's sparrow on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting Bell's sparrow are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e., appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.</p> <p>F. Resource Delineation: Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora and fauna species, including nesting Bell's sparrow) during construction. Appropriate steps/care should be taken to</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>minimize attraction of nest predators to the site.</p> <p>G. Education: Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).</p> <p>II. During Construction</p> <p>A. Monitoring: All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the preconstruction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR shall be emailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>B. Subsequent Resource Identification: The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna on site (e.g., flag plant specimens for avoidance during access). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state, or federal regulations have been determined and applied by the Qualified Biologist.</p> <p>III. Post Construction Measures</p> <p>A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD.</p> <p>MM-BIO-2 Sensitive Habitat Impacts - Mitigation for impacts to scrub oak and chamise will be accomplished by on-site preservation and off-site purchase of Tier I and Tier IIIA habitat (see Table 10-2 in Chapter 10 – Mitigation, Monitoring and Reporting Program.).</p> <p>The 0.43-acre on-site covenant of easement (COE) provides protection for the off-site vernal pool features and the watershed and also provides mitigation for impacts to chamise chaparral at a 1:1 ratio.</p> <p>Mitigation for impacts to 0.47 acres of Tier I scrub oak chaparral shall be provided at a 1:1 ratio through the off-site conservation of 0.47 acres of Tier I habitat at</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>the Deer Canyon Mitigation Bank. Mitigation for impacts to 8.85 acres of Tier III habitat, including 1.97 acres of southern mixed chaparral and 6.88 acres of chamise chaparral (6.88 acres is the result of 7.31 acres of permanent impact minus 0.43 acres mitigated on site) shall be accomplished at a 0.5:1 ratio through the conservation of 4.42 acres also within the Deer Canyon Mitigation Bank. While the Deer Canyon Mitigation Bank credits include only 4.39 acres of Tier III habitat credits, the excess 0.03 acres of Tier I habitat credits (0.5 acres available minus 0.47 acres used for mitigation for impacts to scrub oak chaparral) shall be applied to the less sensitive Tier III impacts to satisfy those mitigation requirements.</p> <p>MM-BIO-3 Covenant of Easement - Prior to a Notice to Proceed or the first grading permit, the owner/permittee shall mitigate upland impacts in accordance with the City of San Diego Biology Guidelines. The owner/permittee shall convey a Covenant of Easement (COE) <u>as shown on Exhibit A</u>, to be recorded against the title as shown on approved Exhibit A. The on-site preservation within the COE shall preserve 0.43 acres of chamise chaparral (Tier IIIA) at a 1:1 ratio. This COE also provides protection for the off-site vernal pool features and the watershed.</p>	
<p><u>The project would result in direct impacts to non-wetland waters.</u></p>	<p>MM-BIO-4 Prior to a Notice to Proceed or the first grading permit, owner/permittee shall provide evidence of the following permits: a 404 permit from U.S. Army Corps of Engineers, 401 certification from Regional Water Quality Control Board, and a 1602 streambed alteration agreement from the California Department of Fish and Wildlife. Evidence shall include copies of permit(s) issued, letter of resolution(s) by the responsible agency documenting compliance, or other evidence documenting compliance deemed acceptable by the Environmental Designee of the City of San Diego's Development Services Department.</p>	<p><u>Implementation of MM-BIO-4 would reduce direct impacts to below a level of significance.</u></p>

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
<i>Historical Resources</i>		
Implementation of the project could result in a potentially significant impact to historic resources or the encounter of subsurface cultural deposits within the project area.	<p>MM-CUL-1</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <p>Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits, and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to ADD</p> <p>1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.</p> <p>2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all</p>	Implementation of MM-CUL-1 would reduce impacts cultural resources to below a level of significance

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>persons involved in the archaeological monitoring of the project.</p> <p>3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.</p> <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <p>1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</p> <p>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.</p> <p>B. PI Shall Attend Preconstruction Meetings</p> <p>1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a preconstruction meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified archaeologist and Native</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>American Monitor shall attend any grading/excavation-related preconstruction meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <ol style="list-style-type: none"> a. If the PI is unable to attend the preconstruction meeting, the applicant shall schedule a focused preconstruction meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <p>1. The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.</p> <p>2. The PI may submit a detailed letter to MMC during construction</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</p> <p>3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSVs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.</p> <p>B. Discovery Notification Process</p> <p>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>involved, follow protocol in Section IV below.</p> <ul style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. <p>IV. Discovery of Human Remains</p> <p>If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ul style="list-style-type: none"> 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>appropriate Senior Planner in the Environmental Analysis Section (EAS).</p> <ol style="list-style-type: none"> 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. <p>C. If Human Remains ARE determined to be Native American</p> <ol style="list-style-type: none"> 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Examiner has completed coordination, to begin the consultation process in accordance with the California Public Resource and Health & Safety Codes.</p> <ol style="list-style-type: none"> 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF: <ol style="list-style-type: none"> a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner. c. To protect these sites, the landowner shall do one or more of the following: <ol style="list-style-type: none"> (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.</p> <p>D. If Human Remains are NOT Native American</p> <ol style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	MMC, EAS, the applicant/landowner and the Museum of Man.	
<i>Paleontological Resources</i>		
Construction of the project could result in a potentially significant impact to sensitive paleontological resources within the project site.	<p>MM-PALEO-1</p> <p>I. Prior to Permit Issuance</p> <p>A. Entitlements Plan Check</p> <ol style="list-style-type: none"> 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits, and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to ADD</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 	Implementation of MM-PALEO-1 would reduce impacts to sensitive paleontological resources to below a level of significance.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.</p> <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <p>1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in house, a letter of verification from the PI stating that the search was completed.</p> <p>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</p> <p>B. PI Shall Attend Preconstruction Meetings</p> <p>1. Prior to beginning any work that requires monitoring; the applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ul style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p style="text-align: center;">of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSVs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.</p> <p>d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p>IV. Night and/or Weekend Work</p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVr and submit to MMC via 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p style="margin-left: 40px;">fax by 8 a.m. on the next business day.</p> <p style="margin-left: 20px;">b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.</p> <p style="margin-left: 20px;">c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed.</p> <p style="margin-left: 20px;">d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p style="margin-left: 20px;">B. If night work becomes necessary during the course of construction</p> <p style="margin-left: 40px;">1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</p> <p style="margin-left: 40px;">2. The RE, or BI, as appropriate, shall notify MMC immediately.</p> <p style="margin-left: 20px;">C. All other procedures described above shall apply, as appropriate.</p> <p>V. Post Construction</p> <p style="margin-left: 20px;">A. Preparation and Submittal of Draft Monitoring Report</p> <p style="margin-left: 40px;">1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines,</p>	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,</p> <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. <ol style="list-style-type: none"> 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains <ul style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate C. Curation of fossil remains: Deed of Gift and Acceptance Verification <ul style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) <ul style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final 	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation

Impact	Mitigation Measures	Level of Significance After Mitigation
	Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	
<i>Tribal Cultural Resources</i>		
Construction of the project could result in a potentially significant impact to tribal cultural resources within the project site.	MM-TCR-1: <i>see MM-CUL-1.</i>	Implementation of MM-TCR-1 would reduce impacts to tribal cultural resources to below a level of significance.
<i>Noise</i>		
Implementation of the project could result in a potentially significant impact from construction noise at biological habitat.	MM-BIO-1	Implementation of MM-BIO-1 would reduce impacts from construction noise at biological habitat to below a level of significance.

INTENTIONALLY LEFT BLANK

CHAPTER 1 INTRODUCTION

This section provides a brief description, background, and scope of The Preserve at Torrey Highlands (project); the purpose and legal authority for the Environmental Impact Report (EIR); and the EIR scope, process, and organization.

1.1 BACKGROUND

1.1.1 PREVIOUS APPROVALS

The project site is currently vacant, undeveloped land. The site was formerly approved and entitled for development of the Our Lady of Mount Carmel Catholic Church/School project, which included a 1,200-seat church/worship center, a parish hall, a parish ministries center, a school (kindergarten through eighth grade), administrative offices, a tower, a playground, and parking lots. However, the church project was never developed, and the permit has since expired.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT BASELINE

Pursuant to Section 15125(a) of the CEQA Guidelines, the environmental setting that exists at the time the Notice of Preparation is published would typically constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Currently, Camino del Sur terminates just south of State Route (SR-) 56 at Torrey Santa Fe Road, whereas Carmel Mountain Road terminates south of SR-56 at Via Panacea. The construction of Camino del Sur and Carmel Mountain Road would provide access to the project site.

The construction of Camino del Sur and Carmel Mountain Road has been reviewed, analyzed, and mitigated as part of EIR No. 36009/SCH No. 2014071065 prepared for the Merge 56 project. Therefore, at the request of this applicant and as a condition of approval, prior to the issuance of any building permits, the owner/permittee shall submit documentation that the extensions of Camino del Sur and Carmel Mountain Road have been assured by permit and bond, satisfactory to the City Engineer. Additionally, the connection of Camino Del Sur between Torrey Santa Fe Road and Dormouse Road and the connection of Carmel Mountain Road between Via Las Lenas and Camino Del Sur shall be completed and open to traffic to the satisfaction of the City Engineer prior to the issuance of any occupancy permit~~the Preserve at Torrey Highlands would not receive a Certificate of Occupancy for the first commercial office building until after the Camino del Sur and Carmel Mountain Road improvements are open to traffic to the satisfaction of the City Engineer.~~

For purposes of the CEQA analysis, the CEQA baseline has been defined as opening day conditions. Opening day conditions would include all components of Merge 56 (the extension of Camino del Sur and Carmel Mountain Road; 525,000 square feet of commercial, office, theater, and hotel uses; and

242 residential dwelling units), and the KB Homes project (94 single-family homes) which have assumed to be existing (fully constructed) and occupied.

1.3 PROJECT SCOPE

The project would involve development of a 450,000-square-foot business office campus on approximately 11.10 acres within the Torrey Highlands Subarea. The project would involve construction of three office buildings (four, five, and six stories) with one level of subterranean parking, a single-story amenity building, and an above-grade parking structure. Various site improvements would also be constructed, including associated hardscape (surface parking, driveways, and walkways) and landscaping. The location of the project site is depicted in Figure 1-1, Regional Map, and Figure 1-2, Vicinity Map.

The project would require approval of a Community Plan Amendment to the Torrey Highlands Subarea Plan to re-designate the project site from Commercial Limited (CL) to Employment Center (EC), and a Rezone from AR-1-1 (agricultural – residential, requires minimum 10-acre lots) to IP-3-1 (industrial park – allows for research and development and office uses). The project would require a Site Development Permit also required for Airport Land Use Compatibility Plan (ALUCP) Compatibility Overlay due to environmentally sensitive lands, and a Planned Development Permit to ensure consistency with the Torrey Highlands Subarea Plan.

1.4 PURPOSE AND LEGAL AUTHORITY

This EIR evaluates the potentially significant environmental impacts that would result with implementation of the project. The purpose of an EIR is to disclose the significant environmental impacts of the projects, alternatives to the projects, and possible ways to reduce or avoid potential environmental impacts (14 CCR 15002). This EIR would be made available for review by members of the public and public agencies for 45 days to provide comments on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant impacts of the project might be avoided or mitigated (14 CCR 15204).

1.5 ENVIRONMENTAL IMPACT REPORT SCOPE

This EIR contains analysis of the project, as described in Chapter 3, Project Description. According to Section 15161 of the California Environmental Quality Act (CEQA) Guidelines, a project EIR should “focus primarily on the changes in the environment that would result from the development project” and the project EIR should “examine all phases of the project including planning, construction, and operation” (CEQA Guidelines, Section 15161).

1.5.1 NOTICE OF PREPARATION AND SCOPING MEETING

The scope of analysis for this EIR was determined by the City of San Diego (City) in a scoping letter that was distributed with the Notice of Preparation (NOP) on March 8, 2016, to all responsible and trustee agencies, as well as various governmental agencies, including the office of Planning and Research; the State Clearinghouse; and interested organizations, groups, and individuals. The City also conducted a public scoping meeting in accordance with CEQA Section 21083.9, on March 30, 2016. Based on the scope of analysis, the EIR addresses potentially significant environmental impacts associated with the following areas:

- Land Use
- Transportation/Circulation and Parking
- Visual Effects and Neighborhood Character
- Greenhouse Gas Emissions
- Air Quality and Odor
- Biological Resources
- Historical Resources
- Paleontological Resources
- Noise
- Energy

The project would not result in potentially significant impacts with respect to the following issues, as described in Chapter 7 of this EIR:

- Agricultural Resources
- Geological Conditions
- Health and Safety
- Hydrology
- Mineral Resources
- Population and Housing
- Public Services and Facilities
- Public Utilities
- Water Quality

A copy of the scoping letter, NOP, Public Notice, scoping meeting sign-in sheet, and scoping meeting transcript are contained in Appendix A. Verbal and written comments received during the scoping process were taken into consideration during preparation of this EIR. A description of the issues noted during the scoping process is contained in Section ES-5, Areas of Known Controversy, in the Executive Summary. The environmental conditions evaluated as the baseline in this EIR are those that existed at the time the NOP was circulated, as described previously in Section 1.2 and discussed in further detail in Chapter 2.

1.6 PUBLIC REVIEW PROCESS

This EIR and the technical analyses it relies on are available for review by the public and public agencies for 45 days to provide comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (CEQA Guidelines, Section 15204). The EIR and all supporting technical studies and documents are available for review at the following location:

City of San Diego
Development Services Department
1222 First Avenue, 5th Floor
San Diego, California 92101

Documents are also available at the Rancho Peñasquitos Branch Library, Carmel Valley Library, Carmel Mountain Ranch Library, and the Downtown San Diego Library. An electronic copy of the EIR and technical studies is posted on the City Clerk’s website at <https://www.sandiego.gov/city-clerk/officialdues/notices/index.shtml>].

The City, as Lead Agency, will consider the written comments received on the Draft EIR and at the public hearing when making its decision about whether to certify the EIR as complete and in compliance with CEQA, and about whether to approve or deny the project, or take action on a project alternative. In the final review of the project, environmental considerations and economic and social factors may be weighed to determine the most appropriate course of action. Subsequent to certification of this EIR, agencies with permitting authority over all or portions of the project may use the EIR to evaluate the environmental impacts of the project as they pertain to the approval or denial of applicable permits.

1.7 CONTENT AND ORGANIZATION OF THE EIR

The content and format of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the CEQA Guidelines, as well as the City’s California Environmental Quality Act – Significance Determination Thresholds (City of San Diego 2011). Technical studies are

summarized within individual environmental issue sections, and the full technical studies are included as appendices to this EIR.

This EIR is organized in the following manner:

- Executive Summary provides a summary of the EIR analysis, discussing the project description, the alternatives that would reduce or avoid significant impacts, and the conclusions of the environmental analysis. The conclusions focus on those impacts that have been determined to be significant but mitigated. Impacts and mitigation measures are provided in tabular format. In addition, the Executive Summary includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.
- Chapter 1, Introduction, provides a brief description of the project, the purpose of the EIR, key discretionary City actions, and an explanation of the document format.
- Chapter 2, Environmental Setting, provides an overview of the regional and local setting, as well as the physical characteristics of the project site. The setting discussion also addresses the relevant planning documents and existing land use designations.
- Chapter 3, Project Description, provides a detailed description of the project, including the purpose and main objectives of the project, building characteristics, infrastructure improvements, landscape plan, and project grading and construction. In addition, the intended and required uses of the EIR, and a discussion of discretionary actions required for project implementation are included in this chapter.
- Chapter 4, History of Project Changes, chronicles the physical changes made to the project in response to environmental concerns raised during the City's review of the project.
- Chapter 5, Environmental Analysis, constitutes the main body of the EIR and includes the detailed impact analyses for each environmental issue identified in the NOP as potentially resulting in significant environmental impacts. The topics analyzed in this section include land use, transportation/circulation, visual effects/neighborhood character, greenhouse gas emissions, air quality and odor, historical resources, paleontological resources, noise, and energy. Under each topic/section, Chapter 5 includes a discussion of existing conditions, the thresholds identified for the determination of significant impact, and an evaluation of the impacts associated with implementation of the project. Where the impact analysis demonstrates the potential for the project to have a significant adverse impact on the environment, mitigation measures are provided that would minimize the significant impact. The EIR indicates confirmation that the proposed mitigation measures would reduce impacts to below a level of significance.

- Chapter 6, Cumulative Impacts, addresses the cumulative impacts due to implementation of the project in combination with other recently approved or pending projects in the area.
- Chapter 7, Effects Not Found to be Significant, briefly describes environmental topics found not to be significant, including agricultural and forestry resources, geologic conditions, health and safety, hydrology, mineral resources, population and housing, public services and facilities, public utilities, and water quality.
- Chapter 8, Mandatory Discussion Areas, addresses significant environmental impacts that cannot be avoided if the project is implemented, significant irreversible environmental changes that would be involved should the project be implemented, and growth-inducing impact of the project
- Chapter 9, Alternatives, provides a description and evaluation of alternatives to the project. This section addresses the mandatory “no project” alternatives, as well as development alternatives that would potentially reduce or avoid the project’s significant impacts.

The Mitigation Monitoring and Reporting Program (MMRP), References Cited, and ~~Certification Page~~
and Individuals Consulted/Preparers, are provided in Chapters 10, 11, and 12, respectively.



Copyright: © 2014 Esri



Regional Map

Environmental Analysis Section Project No. 442880

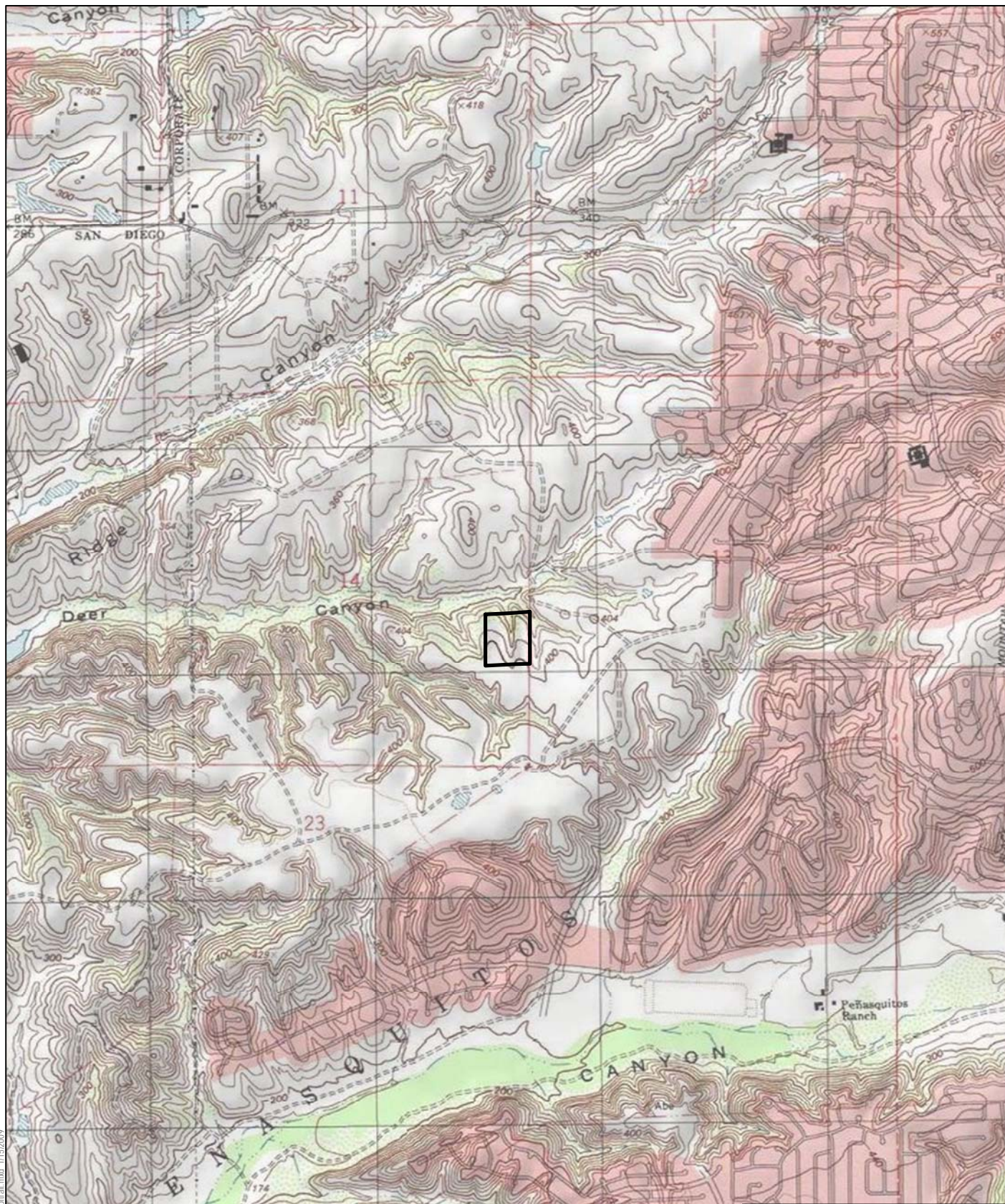
CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE

1-1

INTENTIONALLY LEFT BLANK



 Project Boundary



SOURCE: USGS 7.5-Minute Series Del Mar Quadrangle

The Preserve at Torrey Highlands

Vicinity Map

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

1-2

INTENTIONALLY LEFT BLANK

CHAPTER 2 ENVIRONMENTAL SETTING

This chapter provides a description of existing site conditions for The Preserve at Torrey Highlands (project). The existing setting addresses the project site, and provides an overview of the local and regional environmental setting, per Section 15125 of the California Environmental Quality Act (CEQA) Guidelines.

2.1 LOCATION

The 11.10-acre project site (Assessor's Parcel Numbers 306-050-1600, and 306-050-18, 306-050-19, and 306-050-2800) is located on vacant, undeveloped land located approximately 0.25 miles south of State Route (SR-) 56 along the west side of the planned extension of Camino del Sur (see Figure 1-1, Regional Map, and Figure 1-2, Vicinity Map, in Chapter 1). The project site is designated Commercial Limited and is within the AR-1-1 zone (Agriculture–Residential requiring minimum of 10-acre lots) (City of San Diego 2008). On a broader scale, the Torrey Highlands subarea is characterized by a wide range of landforms, including a series of canyons and ridges, relatively flat mesas and floodplains, and gently to steeply sloping hillside terrain. Three canyons occur within or adjacent to the project site: McGonigle Canyon, Deer Canyon, and La Zanja Canyon. The residential development within the community of Rancho Peñasquitos abuts most of the eastern boundary of the Torrey Highlands subarea, including three neighborhoods that are adjacent to the subarea: the Bluffs on the northeast, Twin Trails to the southeast, and Parkview to the extreme southeast. These neighborhoods are predominantly single-family homes (City of San Diego 1996).

2.2 PHYSICAL CHARACTERISTICS

2.2.1 EXISTING ON-SITE USES

The site is currently vacant, undeveloped land (see Figure 2-1, Aerial Map).

2.2.2 EXISTING PHYSICAL SITE CONDITIONS

The project site is vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels. The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat, and the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Minor trails and access roads exist on the southerly mesa and both ridges within the project site. Topography across the site is diverse, with level to gently sloping terrain in the southern and western portions. Two steep canyons with north-trending drainages occur in the central and northeastern portions of the site and essentially separate the on-site terrain into rolling western and eastern ridges divided by a comparatively low north-trending

valley. Elevations across the site range from approximately 325 feet above mean sea level in the drainages in the north and northeastern portions of the project site to approximately 410 feet above mean sea level in the southwest corner of the site (see Figure 2-2, Existing Site Topography). Vegetation communities on site consist primarily of chamise chaparral dominated by moderately tall (i.e., 3 to 9 feet) and dense chamise and scattered mission manzanita shrubs. Other vegetation communities occurring on site include woody southern mixed chaparral dominated by moderately tall black sage and lemonadeberry shrubs and scrub oak chaparral. With the exception of generally narrow dirt trails that wind across the project site and a dirt trail that traverses the drainage that parallels the site's eastern boundary, the site is covered by dense, generally dark green to brown and moderately tall vegetation with occasional stands of dense scrub oak chaparral shrubs reaching up to 20 feet in height.

2.3 SURROUNDING LAND USES

2.3.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT BASELINE

Pursuant to Section 15125(a) of the CEQA Guidelines, the environmental setting that exists at the time the Notice of Preparation is published would typically constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Currently, Camino del Sur terminates just south of State Route (SR-) 56 at Torrey Santa Fe Road, whereas Carmel Mountain Road terminates south of SR-56 at Via Panacea. The construction of Camino del Sur and Carmel Mountain Road would provide access to the project site.

The construction of Camino del Sur and Carmel Mountain Road have been reviewed, analyzed, and mitigated as part of EIR No. 36009/SCH No. 2014071065 prepared for the Merge 56 project. Therefore, at the request of the applicant and as a condition of approval, the Preserve at Torrey Highlands would not receive a Certificate of Occupancy for the first commercial office building until after the Camino del Sur and Carmel Mountain Road improvements are open to traffic to the satisfaction of the City Engineer.

For purposes of the CEQA analysis, the CEQA baseline has been defined as opening day conditions. Opening day conditions would include all components of Merge 56 (the extension of Camino del Sur and Carmel Mountain Road; 525,000 square feet of commercial, office, theater, and hotel uses; and 242 residential dwelling units), and the KB Homes project (94 single-family homes) which have assumed to be existing (fully constructed) and occupied.

2.3.2 Surrounding Development

Del Mar Mesa Open Space Preserve is located to the north, west, and south of the project site; these lands are within the City of San Diego's Multi-Habitat Planning Area (MHPA). The area immediately to

the south, approximately 76 acres, is within the U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge. A gas station is located north of the project site just south of SR-56 and its associated bike trail on the east side of Camino del Sur. Commercial and residential land uses are located north and west of the project site (see Figure 2-3). Specifically, the Kilroy Santa Fe Summit Intuit Corporate Campus is located northwest of the project site and consists of four buildings totaling 480,000 square feet of business office space, in addition to a 492,000-square-foot parking structure with 1,674 parking spaces. Located immediately east of the Intuit campus, the Meridian at Santa Fe Summit Campus is entitled to build up to 600,000 square feet of business office space.

The area immediately east has been previously analyzed and entitled under three separate approvals received by the City of San Diego. The public road improvements underwent grade and alignment studies and were approved through *Camino Ruiz North Roadway Mitigated Negative Declaration* (No. 40-0386/State Clearinghouse [SCH] No. 2001121031) and *Camino del Sur South Environmental Impact Report* (EIR No. 1902/SCH No. 2001121109). The name of Camino Ruiz North was changed to Camino del Sur on January 14, 2003, by City Council Resolution R-2003-709. The Rhodes Crossing project was subdivided under approvals analyzed in EIR No. 3230/SCH No. 2002121089, that dedicated portions as public-right-of-way for Camino del Sur and Carmel Mountain Road. The Rhodes Crossing development allowed for low- and medium-density residential, commercial, and self-storage facilities, and the extension of Camino del Sur and Carmel Mountain Road under Vesting Tentative Map (VTM 98-0559). The Rhodes Crossing Vesting Tentative Map was approved in 2004 and has since split into different projects under separate ownership. The portion of Rhodes Crossing that is situated closest to the project site is a 42-acre triangular site, on which a development known as Merge 56 (SCH No. 2014091065) was approved by City Council on May 22, 2018. Merge 56 proposes development of 525,000 square feet of commercial, office, theater, and hotel uses, as well as 242 residential dwelling units (approximately 47 affordable multi-family units, 111 townhomes, 84 single-family units) and construction of extensions of Camino del Sur and Carmel Mountain Road.

Also covered under the Rhodes Crossing Vesting Tentative Map, KB Homes is currently constructing 94 single-family homes located east of the project site along the existing two-lane portion of Carmel Mountain Road south of Sundance Drive and north of Via Las Lenas and the existing single-family residential community; the KB Homes site straddles SR-56 to the north and south.

Lastly, the Rhodes and Grus Investment site, located southeast of the project site, proposes a CPA to the Rancho Peñasquitos Community Plan to redesignate 26 acres from Low Density Residential and Open Space to Medium-High Density Residential. This project would include multifamily residential development at 22 to 45 dwelling units per acre (resulting in 575 to 1,177 dwelling units).

See Figure 2-1 for the location of these existing and planned development projects in proximity to the project site.

2.3.3 SURROUNDING ROADWAY NETWORK

The existing roadway network surrounding the project site is summarized herein. See Section 5.2, Transportation/Circulation, for further details.

SR-56 is an east/west, four-lane freeway between Interstate (I-) 5 and I-15, providing two travel lanes in each direction. The San Diego Association of Government's (SANDAG) 2050 Regional Transportation Plan (RTP) calls for upgrading the route to a six-lane freeway (Caltrans 2015). The improvement is planned to be completed by year 2040. ~~SR-56 is planned to be widened to six lanes in the future;~~ However, funding is not yet identified for this improvement, and widening is not programmed in the San Diego Association of Governments (SANDAG) Regional Transportation Plan until 2040 (SANDAG 2011). The California Department of Transportation (Caltrans) and the City of San Diego are currently working on a preliminary engineering study, referred to as the SR-56 Project Study Report – Project Development Support (PSR-PDS) to investigate the feasibility of a phased implementation of the proposed improvements (Caltrans 2015).

Camino del Sur is classified as a six-lane major road on the Torrey Highlands Subarea Plan (i.e., Community Plan) (City of San Diego 1996) from Carmel Valley Road to Carmel Mountain Road. From Carmel Valley Road to Highlands Village Place it is constructed as a four-lane divided roadway. From Highlands Village Place to the SR-56 westbound ramps, additional lanes are provided for turning movements at the Camino del Sur intersections with Highlands Village Place and the westbound ramps, increasing the capacity along this portion of the roadway. Between the SR-56 ramps there are three travel lanes in the southbound direction and two in the northbound direction. From the SR-56 eastbound ramps to its current terminus at Torrey Santa Fe Road, this 350-foot-long segment provides two northbound lanes with an auxiliary right-turn lane onto eastbound SR-56. In the southbound direction it provides one channelized turn lane onto Torrey Santa Fe Road and one into the gas station to the east. The roadway has reserved paved width to stripe additional lanes that would meet the standards for a six-lane major arterial. The posted speed limit is 45 miles per hour (mph). Parking is not permitted, there are no bus stops located along the roadway, and bike lanes are provided.

Camino del Sur currently terminates at Torrey Santa Fe Road. According to the Rancho Peñasquitos Community Plan (City of San Diego 1993), Camino del Sur is planned from the northern community boundary at Carmel Mountain Road to be connected to just north of Dormouse Road as a four-lane major road. As part of the Merge 56 development, Camino del Sur will be constructed as a four-lane major road with intersection enhancements from Torrey Santa Fe Road to the intersection with Private Drive "M" (and the project's Northerly Driveway). South of Private Drive M, Camino del Sur is

proposed to be constructed to four-lane major road standards connecting to Carmel Mountain Road. From Carmel Mountain Road to the existing terminus just north of Dormouse Road, the roadway is proposed to be constructed as a two-lane modified collector with a 14-foot-wide raised center median. The Merge 56 development is seeking a Community Plan Amendment to downgrade Camino del Sur to two lanes between Carmel Mountain Road and Dormouse Road.

Carmel Mountain Road is classified as a four-lane major road in the Torrey Highlands Subarea Plan (City of San Diego 1996) from the Rancho Peñasquitos community boundary on the east to Camino del Sur. It is currently built to its four-lane major road classification from Sundance Avenue to Cloudbreak Avenue where it then narrows to two lanes at the SR-56 overpass to Via Panacea. Bike lanes are provided and curbside parking is not permitted. No posted speed limit was observed along the section of the roadway between Via Panacea and Sundance Avenue. From Sundance Avenue to Paseo Montalban, Carmel Mountain Road is classified in the Rancho Peñasquitos Community Plan and currently built as a four-lane major road (City of San Diego 1993). The posted speed limit is 40 mph. Parking is not permitted and bike lanes are provided. Bus stops are located intermittently along Carmel Mountain Road northeast of Rancho Peñasquitos Boulevard.

Carmel Mountain Road currently originates south of SR-56 at Via Panacea. According to the Torrey Highlands Subarea Plan (City of San Diego 1996), Carmel Mountain Road is planned to be connected to the future extension of Camino del Sur as a four-lane major road. As part of the Merge 56 development, Carmel Mountain Road is proposed to be constructed as a two-lane modified collector with a 14-foot-wide raised center median from SR-56 to Camino del Sur. The Merge 56 development is seeking a Community Plan Amendment to downgrade the roadway to two lanes. The intersection of Carmel Mountain Road at Camino del Sur is planned to be signalized.

Black Mountain Road is classified as a four-lane major road in the Rancho Peñasquitos Community Plan (City of San Diego 1993) from Carmel Valley Road to Twin Trails Drive. The roadway is classified as a six-lane primary arterial from Twin Trails Drive south to the Community Plan boundary. It is currently built as a four-lane divided roadway for its entirety. The posted speed limit ranges from 40 to 45 mph. Parking is not permitted, there are no bus stops located along the roadway, and bike lanes are provided.

The Black Mountain Road segment from Twin Trails Drive to the Community Plan boundary just north of Mercy Road is in the process of being downgraded on the Rancho Peñasquitos Community Plan to maintain its current configuration as a four-lane major road. A Community Plan Amendment to the Rancho Peñasquitos Community Plan to downgrade this roadway classification was initiated on February 27, 2014, by Black Mountain Ranch LLC. The project is currently under review by the City.

Sundance Avenue is an unclassified roadway in the Rancho Peñasquitos Community Plan (City of San Diego 1993). It is currently built as a two-lane undivided roadway measuring 40 feet wide from curb-to-curb and providing curbside parking along both sides of the roadway. Residential roadways that primarily serve residences located along the roadways and that serve as feeder roads to adjacent residential communities are not typically analyzed using the volume-to-capacity method. However, there have been concerns in the past over the use of Sundance Avenue and Twin Trials Drive as a cut-through route between Carmel Mountain Road and Black Mountain Road. Traffic along the roadway is controlled by several stop signs that have effectively reduced the amount of cut-through traffic from Black Mountain Road to Carmel Mountain Road. There are currently no bus stops or bike lanes along the roadway, and the posted speed limit is 25 mph.

Park Village Road is classified and currently built as a four-lane major road in the Rancho Peñasquitos Community Plan (City of San Diego 1993) for the majority of its length. A portion of the roadway between Rumex Lane and Darkwood Road functions as a four-lane collector with four lanes separated by a striped median. The posted speed limit is 45 mph. Parking is not permitted, and bike lanes are provided.

Mercy Road from Black Mountain Road to I-15 is classified and currently built as a four-lane major road in the Mira Mesa Community Plan (City of San Diego 1994). Curbside parking is not permitted and bike lanes are provided. The posted speed limit is 50 mph.

2.4 PLANNING CONTEXT

The following describes the plans, policies, and regulations that are applicable to the project.

2.4.1 GENERAL PLAN (2008)

California requires each city to have a general plan to guide its future, and mandates that the general plan be updated periodically to ensure relevance and utility. The City of San Diego's (City) General Plan was unanimously adopted by the City Council on March 10, 2008. It was amended in 2010 and 2012. The City's General Plan is a comprehensive, long-term planning document that prescribes overall goals and policies for development in the City. The General Plan builds upon many of the goals and strategies of the previously adopted 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, and economic prosperity, ~~and equitable development~~. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the "City of Villages" strategy for each neighborhood. It also outlines the plan amendment process and other implementation strategies, and considers the continued growth of the City beyond 2020 (City of San Diego 2008).

The project site is designated Commercial Employment, Retail, and Services in the City of San Diego's General Plan (City of San Diego 2008).

2.4.2 CITY OF SAN DIEGO MULTIPLE SPECIES CONSERVATION PROGRAM SUBAREA PLAN

The San Diego MSCP is a long-term regional conservation plan established to protect sensitive species and habitats in San Diego County. The MSCP is divided into subarea plans that are implemented separately from one another (County of San Diego 1997). The entire project site is within the City of San Diego Subarea Plan area (see Figure 2-4, Open Space). This subarea encompasses 206,124 acres and is generally characterized by urban land use. The City's MHPA is a "hard-line" preserve planning area developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The City's MSCP is the regional program through which the MHPA will be assembled as each participating jurisdiction implements its portion of the MSCP. The MHPA identifies biological core resource areas and corridors targeted for conservation where only limited development may occur (City of San Diego 1997). The project site lies within the northern area of the City of San Diego's MSCP boundary. None of the project site is located within the MHPA; however, the project site is bounded by MHPA to the north, west and south. Further, the property is located within Subarea IV of what was previously described as the Northern Future Urbanizing Area of the City, as identified in the City's MSCP Subarea Plan (City of San Diego 1997). The MHPA has been planned for through implementation of the North City Future Urbanizing Area Subarea Plan (City of San Diego 1992) and portions have been dedicated and preserved by various approved tentative maps.

2.4.3 TORREY HIGHLANDS SUBAREA PLAN

The North City Future Urbanizing Area (NCFUA) is a 12,000-acre area stretching easterly from Interstate (I) 5 and Carmel Valley to the Rancho Peñasquitos and Rancho Bernardo communities. The NCFUA Framework Plan, adopted in October 1992, established five subareas. A subarea plan was to be prepared for each subarea; the document was to describe the open space, transportation, development and other definitive aspects of the proposed subarea upon buildout (City of San Diego 1992). The Torrey Highlands Subarea Plan (Subarea IV), which is fully incorporated into the City's MSCP, consists of 1,134 acres. Torrey Highlands Subarea is surrounded by Rancho Peñasquitos to the east, Los Peñasquitos Canyon Reserve to the southeast, Subarea V to the south, Subarea III to the west, Fairbanks Ranch to the northwest, and Subarea I and Del Mar Mesa Preserve to the north. The project site is located in the southeastern portion of Subarea IV (see Figure 2-4). Fairbanks Highlands, a 386-acre Planned Residential Development is also encompassed within the Torrey Highlands Subarea.

The Torrey Highlands Subarea Plan (City of San Diego 1996) is consistent with the adopted goals and policies of the NCFUA Framework Plan, the City's Progress Guide, the City's General Plan, and is based on the need to do the following:

- Develop a refined land use plan within the context of the Framework Plan
- Develop alignments for the major circulation element roads (Camino del Sur, Carmel Valley Road, and Carmel Mountain Road)
- Provide for a future alignment for SR-56
- Define development boundaries consistent with the Multiple Species Conservation Plan (MSCP) Preserve
- Locate public facilities
- Designate pedestrian, bicycle, and equestrian trail corridors

The Torrey Highlands Subarea Plan consists of text that sets forth goals, policies, proposals, and recommended actions to guide future development, including that of the proposed project. Chapters within the Subarea Plan include Open Space, Circulation, Land Use, Community Design Guidelines, Community Facilities, Housing, and Implementation (City of San Diego 1996). The Subarea Plan designates the site Commercial Limited (CL). Permitted uses under this land use include religious facilities, trade schools, storage, veterinary clinics, nurseries, and garden centers.

Carmel Mountain and Del Mar Mesa Natural Resources Management Plan

The Natural Resources Management Plan (NRMP) was prepared by the City to provide guidelines for the protection and maintenance of preserved natural open space on the Carmel Mountain Preserve and the Del Mar Mesa Preserve (Preserves). The natural open space of the Preserves contains extremely sensitive vegetation communities and species unique to the San Diego region. The primary resources to be protected on the Preserves are vernal pools, southern maritime chaparral, the continuity of habitat for wildlife movement and gene flow, and the federally and state listed flora and fauna (particularly the short-leaved dudleya, *Dudleya blochmaniae* ssp. *brevifolia*).

The Preserves also act to protect the quality of life for residents of San Diego County and the quality of the experience for visitors by adding to the feeling of openness and interaction with nature that San Diego fosters. The City of San Diego Multiple Species Conservation Program (MSCP) provides a framework for preserving and protecting natural resources in the San Diego region. The Carmel Mountain Preserve and Del Mar Mesa NRMPs describe the tasks that will ensure management and maintenance of the Preserves in accordance with the MSCP and Subarea Plan.

The 302.4-acre Carmel Mountain Preserve is approximately 2 miles southwest of the Del Mar Mesa Preserve and is owned by the City with the exception of two private inholdings. Ownership of Del Mar Mesa is split among private land holders and five public or non-profit land owners/managers: City, County of San Diego (County), California Department of Fish and Wildlife, USFWS, and a non-profit manager (formerly The Environmental Trust [TET]). Each of these entities has mandates that direct their management of open space preserves. Five parcels on Del Mar Mesa Preserve, totaling 159.0 acres, have been preserved for mitigation by (1) the Metropolitan Wastewater Department, (2) public land managed by a nonprofit organization (formerly TET), (3) Mira Mesa Market Center, (4) Environmental Services Department, (5) the Deer Canyon Mitigation Bank, and (6) the SANDAG/Caltrans Environmental Mitigation Program. The City of San Diego Subarea Plan of the MSCP states that, if possible, the Del Mar Mesa area should be managed as a single unit rather than split into separate entities according to ownership until such times as a Memorandum of Understanding for management is adopted.

The City recently approved amendments to the Torrey Highlands Subarea Plan, Rancho Peñasquitos Community Plan, and Del Mar Mesa Specific Plan to add multi-use trail alignments within the communities that would connect to the Del Mar Mesa Preserve area. The amendments provide connectivity between Torrey Highlands and the Del Mar Mesa Specific Plan through two multi-use trail alignments adjacent to the residential and employment center areas and consolidate trail alignments into existing built trails that connect Deer Canyon to the Del Mar Mesa Preserve. The Del Mar Mesa Preserve is located to the north, west, and south of the project site.

2.4.4 CITY OF SAN DIEGO VERNAL POOL HABITAT CONSERVATION PLAN

The City of San Diego Vernal Pool Habitat Conservation Plan (VPHCP) was developed to protect, enhance, and restore vernal pool resources in the City of San Diego. The VPHCP was approved by San Diego City Council in 2018. It also serves to streamline the environmental permitting process for impacts to listed species associated with vernal pools by providing coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the MSCP. Species covered under the plan include Otay Mesa mint (*Pogogyne nudiuscula*), San Diego Mesa mint (*P. abramsii*), spreading navarretia (*Navarretia fossalis*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), California Orcutt grass (*Orcuttia californica*), Riverside fairy shrimp (*Streptocephalus woottoni*), and San Diego fairy shrimp (*Branchinecta sandiegonensis*). The VPHCP expands the City's MHPA to include more vernal pool resources. The project site is located within the North Planning Unit of the VPHCP. Although no vernal pool features are located within the property, there are two vernal pool features located along the southwestern boundary at the project property line that are conserved through the VPHCP.

2.4.5 ZONING

Zoning for the project site is currently designated by the City's General Plan as AR-1-1 (City of San Diego 2008). Permitted uses include development of single-dwelling-unit homes at a required minimum of 10-acre lots. The agricultural uses are limited to those of low intensity to minimize the potential conflicts with residential uses. This zone is applied to lands that are in agricultural use or that are undeveloped, and are not appropriate for more dense land uses (City of San Diego 2016).

2.4.6 REGIONAL PLANS

In accordance with Section 15125(d) of the CEQA Guidelines, this environmental setting discussion includes statements relative to conformance with applicable regional plans. In addition to the City's General Plan, the following regional plans are assessed for consistency.

Regional Air Quality Plan

The San Diego Air Pollution Control District and SANDAG jointly developed the San Diego Regional Air Quality Strategy (RAQS) to identify feasible emissions control measures to achieve compliance with the state ozone standard. The RAQS addresses volatile organic compounds and oxides of nitrogen, which are the precursors to the photochemical formation of ozone. The last RAQS was initially adopted in 1991 and most recently revised in 2009 (SDAPCD 2009). The San Diego Air Pollution Control District has also developed the San Diego Air Basin's input to the State Implementation Plan, which is required under the federal Clean Air Act for areas that are in nonattainment of air quality standards. The RAQS relies on information from the California Air Resource Board and SANDAG, including mobile area source emissions and information regarding projected growth in the county to project future emissions. The RAQS then determines the strategies necessary for reduction of emissions through regulatory controls. The Torrey Highlands Project would propose development that has been anticipated in local air quality plans, including forecasted trip generation for the project site; therefore, the project would be consistent at a regional level with the underlying growth forecasts in the RAQS. The project would propose development that has been anticipated in local air quality plans, including forecasted trip generation. See Section 5.5, Air Quality and Odor, for further details.

Airport Land Use Compatibility Plan – MCAS Miramar

The Airport Authority, which serves as the state-designated Airport Land Use Commission for San Diego County, adopts Airport Land Use Compatibility Plans (ALUCPs). ALUCPs serve as a tool for the Airport Land Use Commission when conducting reviews of proposed land uses in areas surrounding airports. The plans also assist the City, as an affected local land use jurisdiction, in the preparation or amendment of land use plans and ordinances, including its General Plan.

Adopted in October 2008, and amended in December 2010 and November 2011, the Marine Corps Air Station (MCAS) Miramar ALUCP provides for the orderly growth of the area surrounding the airport and safeguards welfare of the public within the vicinity of the airport. The project site is located within Review Area 2 of the Airport Influence Area and the MCAS Miramar Real Estate Disclosure Area, according to the MCAS Miramar ALUCP. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification area. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land use within Review Area 2.

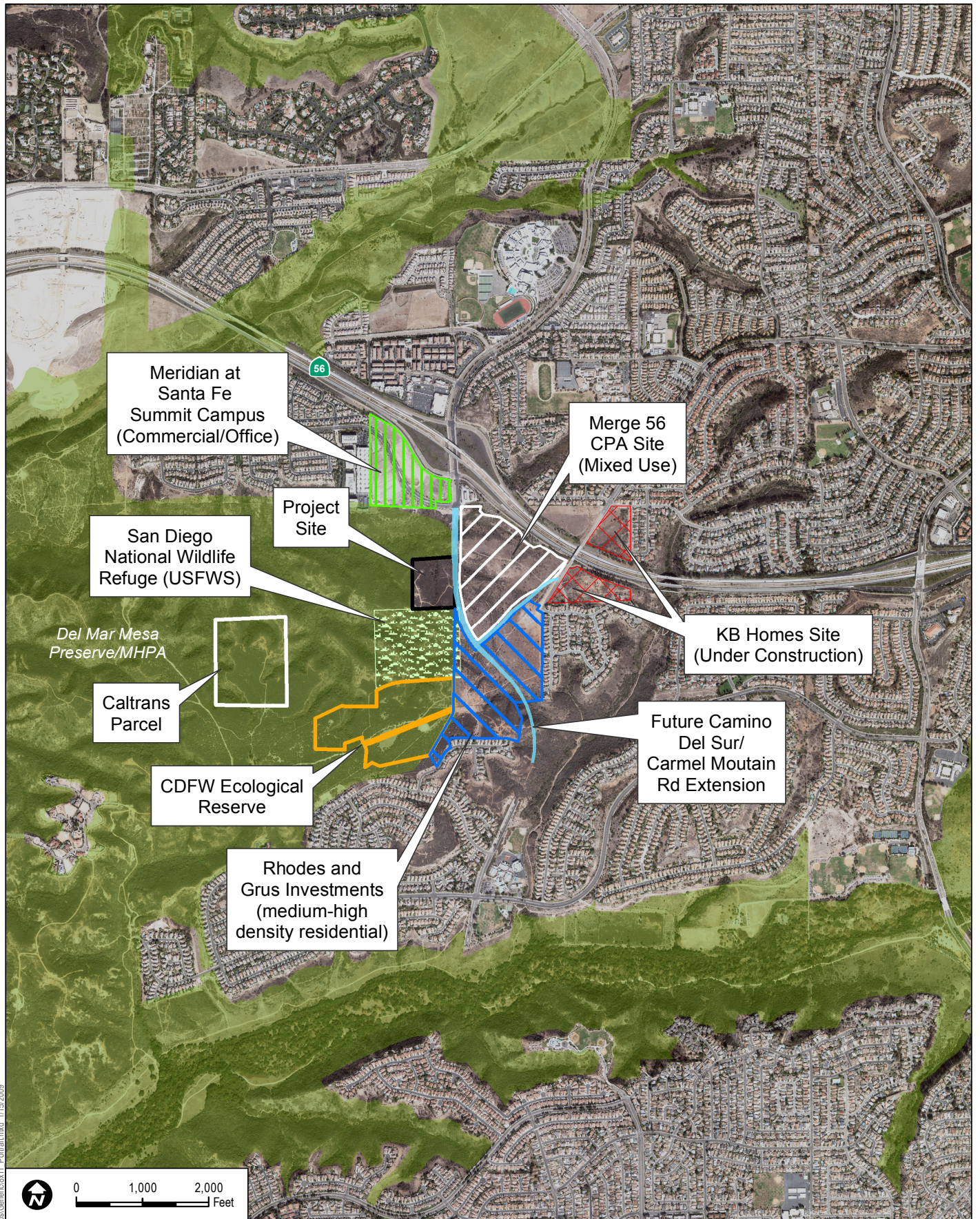
Water Quality Control Plan for the San Diego Basin

The U.S. Environmental Protection Agency has delegated responsibility for implementation of portions of the Clean Water Act to the State Water Resources Control Board and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System program. The National Pollutant Discharge Elimination System program is a set of permits designed to implement the Clean Water Act that apply to various activities that generate pollutants with potential to impact water quality.

The RWQCB adopted a Water Quality Control Plan (Basin Plan) for the San Diego Basin. This Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse impact on the beneficial uses of water. The Basin Plan is designed to preserve and enhance the quality of water resources in the San Diego region. The purpose of the Basin Plan is to designate beneficial uses of the region's surface waters and groundwater, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives. The Basin Plan incorporates by reference all applicable State Water Resources Control Board and RWQCB plans and policies (San Diego RWQCB 1994).

Projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements from the RWQCB. During construction and operation, private and public development projects are required to include stormwater best management practices to reduce pollutants discharged from the project site. See Section 7.4, Hydrology, and Section 7.8, Water Quality, in Chapter 7, Effects Not Found to Be Significant, for further details.

INTENTIONALLY LEFT BLANK



SOURCE: SANDAG, 2014

The Preserve at Torrey Highlands

Aerial Map

Setting Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

2-1

INTENTIONALLY LEFT BLANK



Existing Site Topography

Setting Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
2-2

INTENTIONALLY LEFT BLANK



General Plan Land Use

Setting Section Project No. 442880

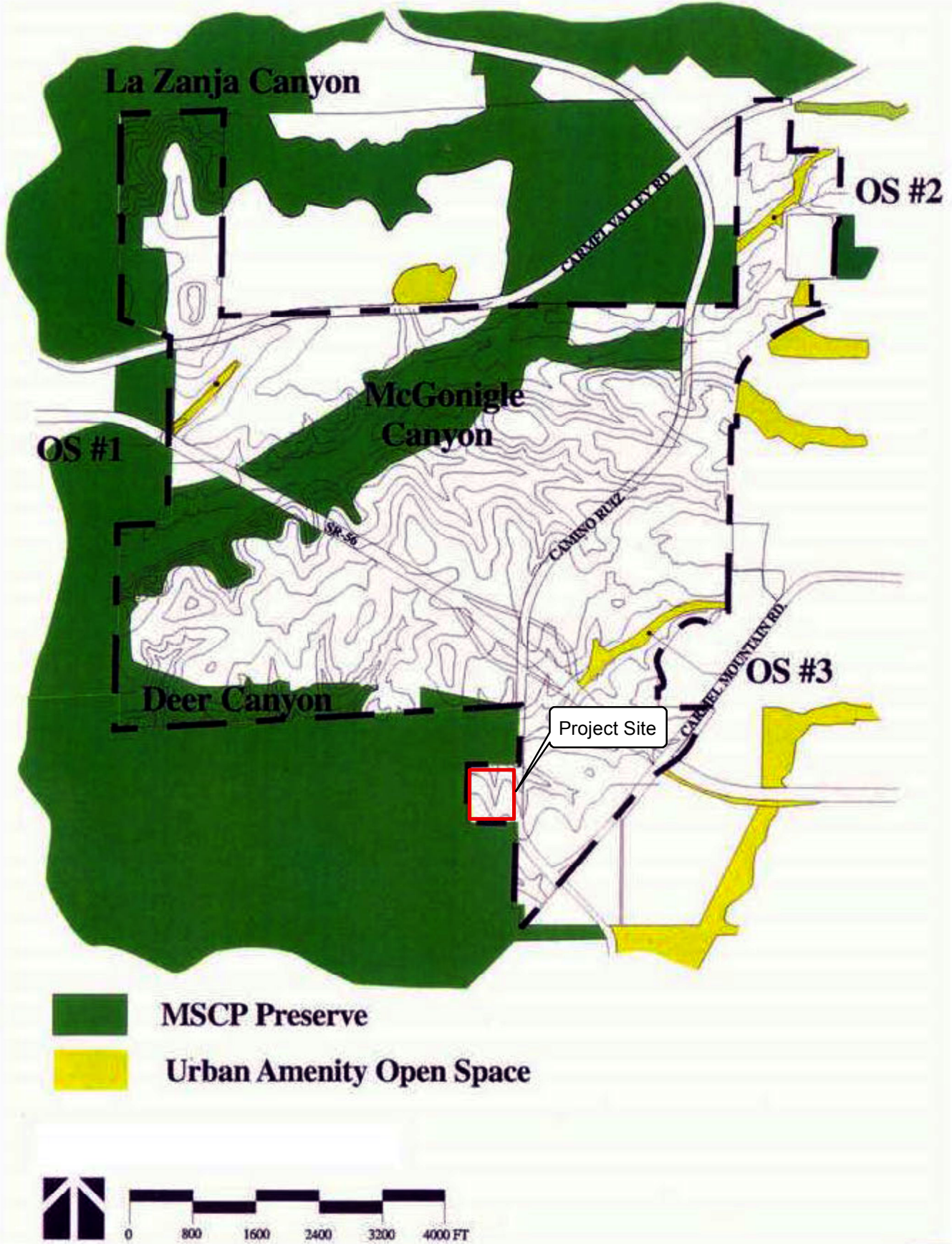
CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
2-3

INTENTIONALLY LEFT BLANK

Z:\Templates\Acrmap\New Propts\General\&11 Portrait.mxd 1/15/2009



The Preserve at Torrey Highlands

Open Space

Setting Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
2-4

INTENTIONALLY LEFT BLANK

CHAPTER 3 PROJECT DESCRIPTION

3.1 INTRODUCTION

This chapter of The Preserve at Torrey Highlands (project) Environmental Impact Report (EIR) provides a statement of project goals and objectives, describes the specific characteristic of the project, discusses project construction, and identifies the discretionary action necessary to implement the project. This chapter has been prepared pursuant to Section 15124 of the State California Environmental Quality Act (CEQA) Guidelines.

3.2 PROJECT OBJECTIVES

The objectives of the project are as follows:

1. Adaptively use a vacant site by developing 450,000 square feet of business office campus that is consistent with the City of San Diego's General Plan and in proximity to nearby office and residential land uses.
2. Provide a cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity.
3. Develop a high-quality office campus ~~and to~~ provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work; create a jobs/housing balance.
4. Locate high-quality employment opportunities within the area to take advantage of the Camino del Sur and State Route 56 freeway interchange to help provide the critical mass that supports planned multimodal transportation linkages.

3.3 PROJECT CHARACTERISTICS

Project Components

The project proposes to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 180,000-square-foot, six-story building (Building 1); 120,000-square-foot, four-story building (Building 2) that would include a 5,000-square-foot fitness center (including shower facilities); a 150,000-square-foot, five-story building (Building 3); an amenity building that would include a 3,850-square-foot café; and a 180,000-square-foot seven-story parking garage with one level below grade and surface parking (see Figure 3-1, Site Plan, Figure 3-2, Site Sections, and Figures 3-3 through 3-12 for building elevations). Each office building would include subterranean parking spaces (see Parking Facilities below for details). The amenity building would include a private café that is linked to walking paths, outdoor seating, and various

meeting/collaboration areas. Various site improvements would be constructed, including driveways, walkways, and landscaping.

In addition, eight individual retaining walls would be constructed in various locations across the project site. Retaining walls would range in height from one foot to 12 feet. The tallest retaining wall (12 feet) would be located on the far western portion of the project site (see Figure 3-13, Landscape Plan for retaining wall locations). Four retaining walls would be located interior to the project site, which would not be visible from public vantage points or to mobile viewers (one located directly north of Building 2, two located south of a proposed retaining wall at the northeastern periphery of the site, and one located near the southwestern edge of Building 3 – see Figure 3-13). Four retaining walls would be located at the site's periphery; however, the retaining walls are situated below the street grade of Camino del Sur and landscape screening will be provided along any exposed portions of the walls. Moreover, the landscaping plan includes the installation of native vegetation and canopy trees in front of the retaining walls to partially screen views of the walls from Camino del Sur. Landscaping would also include large trees in the central portion of the site, and canopy trees would be planted along the project perimeter to provide shade as well as partially screen the parking structure, buildings and retaining walls from Camino del Sur.

LEED ~~Silver~~ Gold Certification

The project would achieve Leadership in Energy and Environmental Design (LEED) ~~Silver~~ Gold Certification or equivalent by implementing sustainable and environmentally friendly design features, techniques, and materials. These features would reduce energy demand, water and resource consumption, and waste, and would generate renewable energy on site. Sustainability measures would include the following:

- Energy
 - Solar panels would be mounted on top of parking garage shade structures to generate on-site renewable energy. In addition to the parking garage solar panels, the project will be designed to have at least 25% of the total rooftop area of all three buildings allocated to solar panel installation.
 - Energy-efficient lighting and occupant sensors would be used in all buildings to reduce energy use from lighting.
 - Energy-efficient appliances and systems would be used in all office buildings and the café to reduce energy use from kitchen and bathroom appliances.
 - Natural daylighting would be achieved using large exterior windows and open-concept office and café design to reduce energy use from lighting.

- Ventilation strategies from adjustable windows and open-air campus courtyard would reduce reliance on the heating, ventilation, and air conditioning (HVAC) system and reduce energy use.
- Water
 - High-efficiency plumbing fixtures and fittings would be installed in all structures.
 - Landscaping with non-invasive drought-tolerant native species would be planted throughout the project site.
 - Recycled water would be used instead of potable water for irrigation of landscaping.
- Landscape
 - Reduce the use of pesticides, herbicides, and synthetic fertilizers for pest management.
 - Use electric landscape equipment instead of gasoline or diesel-powered landscape equipment.
 - Install new tree plantings to provide shade and reduce heat island effect. Native and drought-tolerant vegetation would be implemented throughout the site.
 - Maximize pervious surfaces wherever feasible, and install native and drought-tolerant landscaping to reduce stormwater runoff and maintain pervious surface area at the site.
- Waste/Recycle
 - Waste reduction strategies would be used to improve recycling programs, both during and after construction.
 - Permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable materials would be provided in all structures.
 - A recyclables collection area would be provided to serve all buildings that would allow for the separation, collection, and storage of paper, glass, plastic, metals, yard waste, and other materials.
- Other
 - Heat Island Reduction
 - Cool roofing materials, such as reflective, low-heat-retention tiles, membranes, and coatings would be used to reduce heat build-up.
 - Shade structures over the parking garage would be installed.

- Shade trees and other vegetation would be planted throughout the site to provide shade and cool air, and to shade buildings, air conditioning units, and the parking lot and garage.
- Third-party testing and enhanced systems commissioning of air conditioning system would be conducted as necessary.
- Non-chlorofluorocarbon-based air conditioning units would be installed in the office buildings and café.
- The use of low volatile organic compound products and materials would be prioritized during construction and operation.
- Carpool/van-pool-designated spaces, Americans with Disabilities Act-compliant parking, bicycle parking, and electrical vehicle charging facilities would be provided. The purchase of locally sourced products and materials would be prioritized.
- Use of bird strike prevention glass treated with Viracon silk screen 5065 which provides a dotted pattern as a film on the glass. Viracon silk screen 5065 placed on the outside surface of the glass deters bird collisions most effectively because they are always visible, even with strong reflections (Refer to Section 5.6, Biological Resources for additional information).

Parking Facilities

The project would provide 1,781 parking spaces, including 62 surface spaces, 241 subterranean spaces, and 1,478 spaces within a dedicated parking structure. Building 1 would include 87 subterranean parking spaces, Building 2 would include 69 subterranean parking spaces, and Building 3 would include 85 subterranean parking spaces. The parking structure would include seven levels above grade and one level below grade (see Figure 3-10, Parking Structure South Elevations; Figure 3-11, Parking Structure North Elevation; and Figure 3-12, Parking Structure East and West Elevations). The parking garage would include spaces that are compliant with the Americans with Disabilities Act, carpool/van-pool-designated spaces, bicycle parking, and electrical vehicle charging facilities. Parking garage rooftop space (approximately 25,800 square feet) would be allocated for the installation of solar panels (Figure 3-14 Parking Garage Rooftop Solar Panels).

Access

Access to the project site would be provided via two signalized driveways off Camino del Sur. The signal at the northern driveway will be constructed as part of the Merge 56 project, and the southern driveway signal would be constructed as part of the proposed project. The Merge 56 project will incorporate planned rights-of-way for the Camino del Sur improvements (Figure 3-15,

Project Site Access). The extension of Camino del Sur would be constructed by the Merge 56 project along the easterly project site boundary, complete with curb, gutter, sidewalk, and a paved travel way of two lanes in each direction plus turn pockets (Figure 3-1, Site Plan). The Camino del Sur improvements would also include a bus stop and crosswalk serving the project and the Merge 56 project located just south of the projects' northerly driveway entrance. Bike lanes would be provided on all sections of Camino del Sur.

Figure 3-16, Project Access Conceptual Geometry, shows a depiction of the conceptual design at the project access intersections along Camino Del Sur. This figure also identifies additional improvements to be constructed by the project including the extension of the third southbound thru lane to the southerly driveway and the southbound to northbound U-turn lane at the southerly driveway.

Off site, the Merge 56 project proposes to construct and improve the trail system connecting the Del Mar Mesa Preserve in the northwest to Darkwood Canyon in the southeast. The northerly trail connection would run along the base of the western fill slope of Camino del Sur across a finger of Deer Canyon where it would then transition into a 5-foot-wide decomposed granite trail running parallel to the sidewalk along the west side of Camino del Sur and along the project frontage (see Figure 3-16). The project proposes to ~~carry~~ provide trail access through the site via on-site pedestrian linkages. In addition, pedestrian crossings will be provided at the Northerly Driveway connecting employees/visitors of the project site to the amenities proposed by the Merge 56 project.

Landscaping

The project's landscape plan would include drought-tolerant native vegetation (Figure 3-13, Landscape Plan). All plantings adjacent to the Multi-Habitat Preservation Area (MHPA) would be composed of native species in adherence with City of San Diego MHPA adjacency requirements (City of San Diego 1997). The landscape scheme would include native riparian trees designed to mimic the off-site natural environment. The landscape design would also enhance the proposed architectural design elements through flower and leaf color and texture, plant forms, landscape lighting, and site furnishings that relate to the architectural design scheme. Landscaped areas would be served by permanent irrigation systems, including automatic, below-grade systems with low-precipitation-rate sprinkler heads. Drip tubing would be used in all planting areas adjacent to walks, drives, and activity areas. Planting would be designed to obscure undesirable views (e.g., automobiles, storage, utility areas). All plant material selected for use would be of a type known to be successful in the area or in similar climatic soil conditions. The landscape site design would also incorporate a combination of walls, signage, the parking garage, and natural rocks, which would function as barriers and prevent intrusion from human activities into the adjacent MHPA sensitive areas to adhere to the MHPA adjacency guidelines.

Fencing and Barriers

Fencing and barriers would be installed around the perimeter of the project site to prevent pedestrian intrusion into the Del Mar Mesa Open Space Preserve and U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge. As shown on Figure 3-17, Fencing and Barriers, the perimeter of the project site would be secured through a series of 6-foot tall barrier fencing, wire guard rail, retaining walls, and the parking structure to the south. All fencing and barriers would be accompanied by Informational signage which would forbid access to adjacent open space areas and direct visitors to the official trailhead on Camino Del Sur (see Figure 3-17, Fencing and Barriers).

Signage

Project signage would be installed on the north exterior of the parking structure (at the southern site driveway) and at a low monument in the northeastern corner of site (at the northern site driveway). The monument sign at the northern site driveway would identify the project name (“The Preserve”) and would include space for future building tenant identification (see Figure 3-1 for site driveways off Camino del Sur). Additionally, as stated previously, informational signage would be strategically placed along fencing and barrier installations forbidding access to adjacent open space areas and directing visitors and office tenants to the official trailhead on Camino del Sur (see Figure 3-17).

Brush Management

Brush Management is required for development with structures that are within 100 feet of any highly flammable area of native or naturalized vegetation. Fire hazard conditions currently exist in the open space area to the north, west, and south of the project site. Where brush management is required, a comprehensive program would be implemented to reduce fire hazards around all structures by providing a defensible space or fire-break between structures and areas of flammable vegetation. As allowed by the Landscape Regulations of the Land Development Code, the project would provide modified brush management zones in addition to alternative compliance measures to achieve an equivalency of a full brush management program while minimizing impacts to undisturbed native/naturalized vegetation to the north, west, and south of the project site. Building 2 and Building 3 would employ dual tempered glazing to meet alternative compliance standards for brush management and would provide functional equivalency as a full brush management zone. Additionally, along the southern property line, the project proposes a parking structure made of concrete, non-combustible, Type 1 construction, achieving a full equivalency of Zone One, with a reduced Zone Two excluding areas designated within the conservation easement.

Utilities

A master water study was approved for the Torrey Highlands Community that identified a future 16-inch-diameter water main in Camino del Sur along the entire frontage of the project site (Appendix O). This water main would provide water service to the project site. It is anticipated that this line would be constructed concurrently with Camino del Sur. Additionally, a reclaimed water main is located in Camino del Sur, which the project will utilize for on-site landscaping irrigation. The project would construct water service and reclaimed water service lines to connect to these water mains.

A master sewer study was approved for the Torrey Highlands Community (Appendix P). The project would be served by either the outfall sewer main that is currently located within the Torrey Santa Fe Road right-of-way or a new sewer main anticipated to be constructed concurrently with the Camino del Sur right-of-way.

The project also includes on-site storm water conveyance system improvements including storm drains and biofiltration basins.

Construction

Total construction is expected to take approximately 22 months. Construction of the project would include grading, building and garage construction, architectural coatings, paving of sidewalks, landscaping improvements, on-site storm water conveyance system, and construction-related signage and lighting. The analysis contained herein is based on the following assumptions regarding construction phasing (duration of phases is approximate):

- Site Preparation – 7 days
- Grading – 17 days
- Utilities – 2.5 months
- Building Construction (~~phase stage 1~~) – 1.5 years
- Building Construction (~~phase stage 2~~) – 1 year
- Building Construction (~~phase stage 3~~) – 1.5 years
- Site work – 1.5 years
- Paving – 2 months
- Application of Architectural Coating (~~phase application 1~~) – 8 months
- Application of Architectural Coating (~~phase application 2~~) – 1 year
- Application of Architectural Coating (~~phase application 3~~) – 9.5 months
- Landscaping – 6 months

The project would require 127,000 cubic yards of cut at a 40-foot depth, 78,000 cubic yards of fill with a maximum depth fill of 39 feet, and a total export of approximately 49,000 cubic yards of soil. The area of disturbance would be approximately 9.44 net acres of the 10.19-net-acre site (the site is 11.10 gross acres total). During construction activities, construction equipment and materials would be staged on site. A solid waste management plan has been prepared for the project (see Appendix Q) which would identify a site relatively close to the project for transfer of grading waste, which would avoid generating a waste stream to the landfill from on-site grading activities (Appendix Q). Please refer to Section 7.7, Public Utilities, for additional discussion of construction waste management.

3.4 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals that may be needed to implement the project. The anticipated discretionary approvals are summarized below.

3.4.1 LAND USE AMENDMENT

The project proposes a Community Plan Amendment to the Torrey Highlands Subarea Plan to re-designate the project site from Commercial Limited (CL) to Employment Center (EC).

3.4.2 REZONE

A Rezone from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses) (City of San Diego 2008) is also being requested.

3.4.3 PLANNED DEVELOPMENT PERMIT

A Planned Development Permit is required to ensure consistency with the Torrey Highlands Subarea Plan (Table 4-1), per Land Development Code Section 126.0602(a)(1).

3.4.4 SITE DEVELOPMENT PERMIT

The project would require a Site Development Permit as the site contains Environmentally Sensitive Lands in the form of sensitive biological resources, pursuant to City of San Diego Land Development Code Biology Guidelines (City of San Diego 2012) and for development within an Airport Land Use Compatibility Overlay Zone that requests a Rezone or Land Use Plan Amendment, per City of San Diego Land Development Manual Volume I, Chapter 1 (City of San Diego 2017).

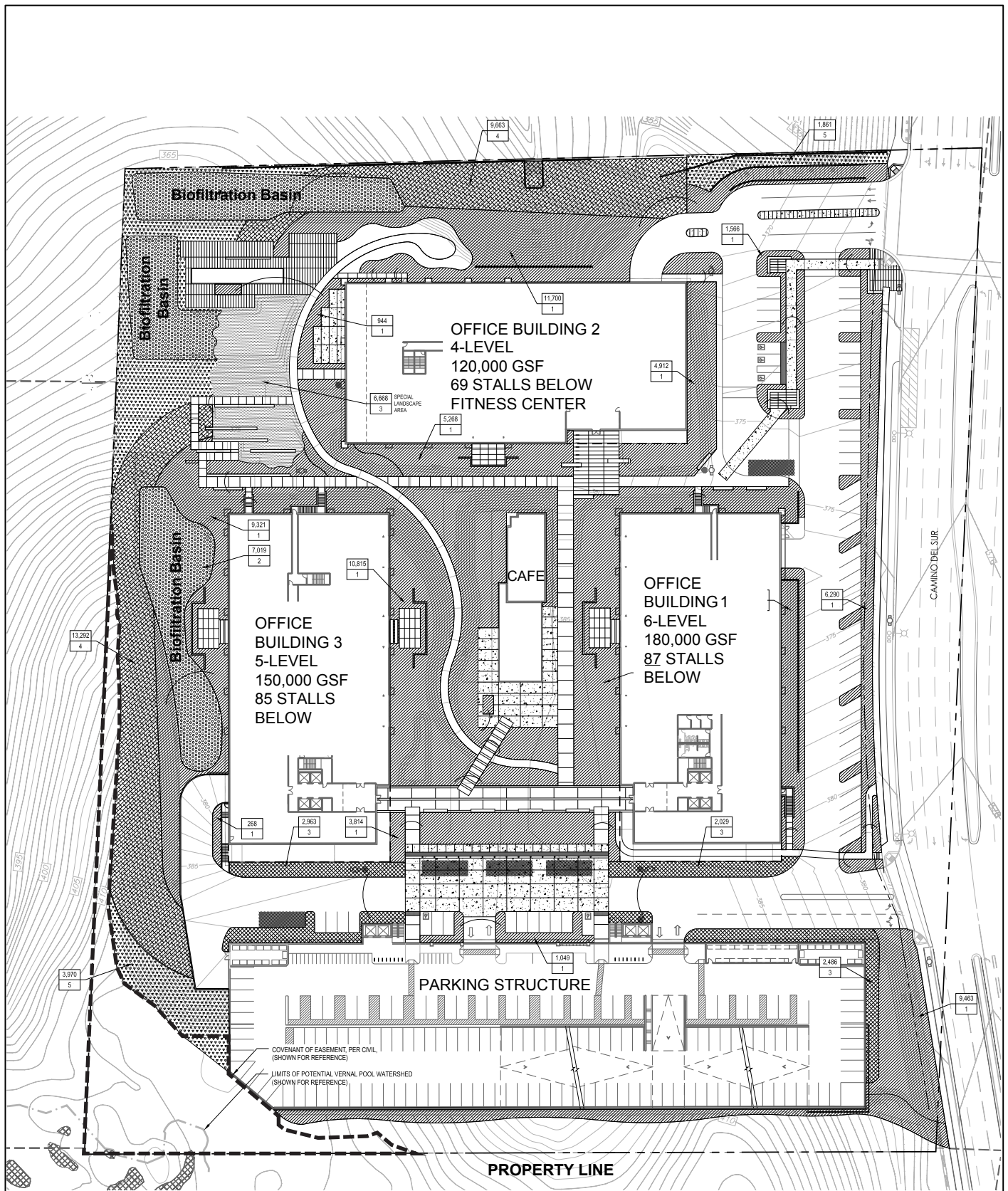
3.4.5 MINISTERIAL APPROVALS

Additional ministerial approvals needed to commence development may include grading, demolition, and building permits.

3.4.6 OTHER AGENCY APPROVALS

The project requires review by the Regional Water Quality Control Board and the Federal Aviation Administration. The project would also require a 404 permit from U.S. Army Corps of Engineers, 401 certification from Regional Water Quality Control Board, and a 1602 streambed alteration agreement from the California Department of Fish and Wildlife. ~~Refer to Sections 5.1, Land Use, Section 5.6, Biological Resources, and 7.7, Public Utilities, for additional details.~~

INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands



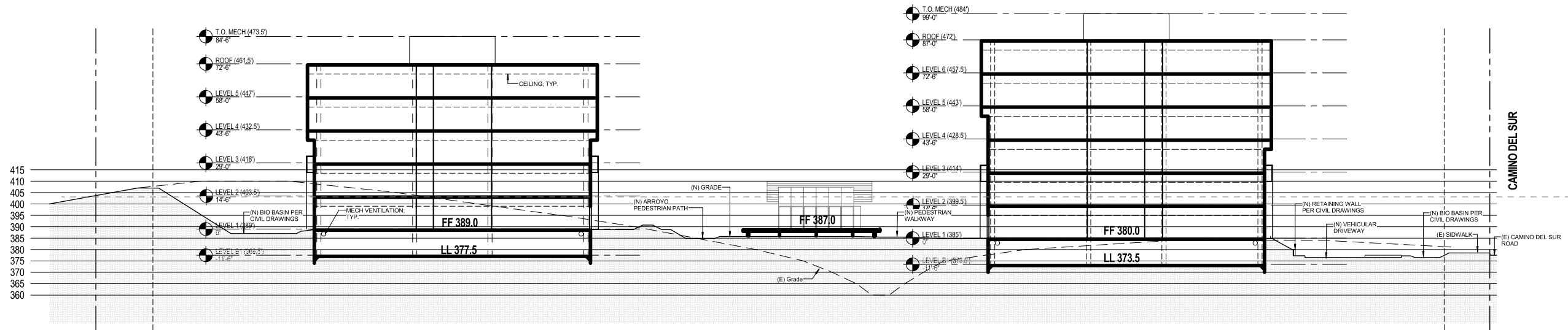
Site Plan

Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

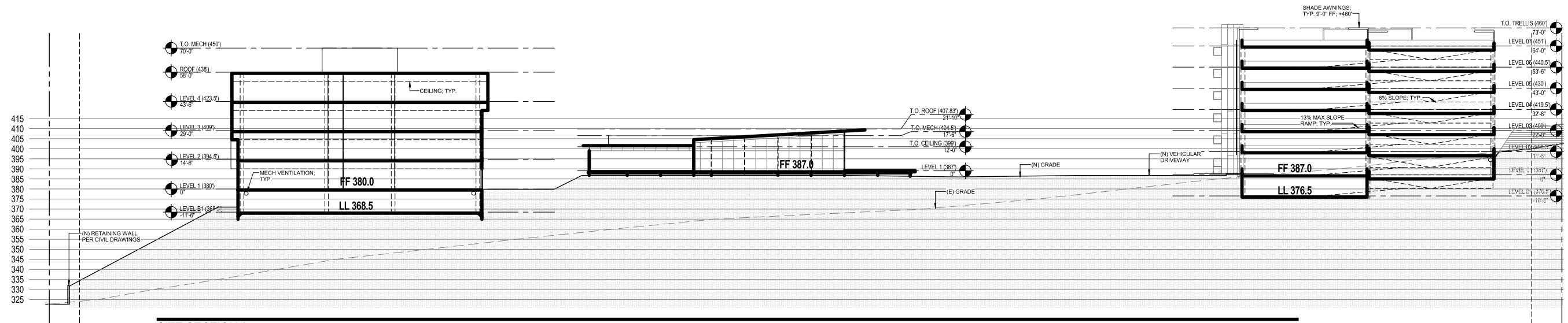
FIGURE
3-1

INTENTIONALLY LEFT BLANK



SITE SECTION 1
SCALE: 1" = 20'-0"

1



SITE SECTION 2
SCALE: 3/16" = 1'-0"

2

LEGEND

- PROPERTY LINE
- SETBACK
- LIMIT OF WORK

The Preserve at Torrey Highlands



SOURCE: Leppert Engineering, 2015

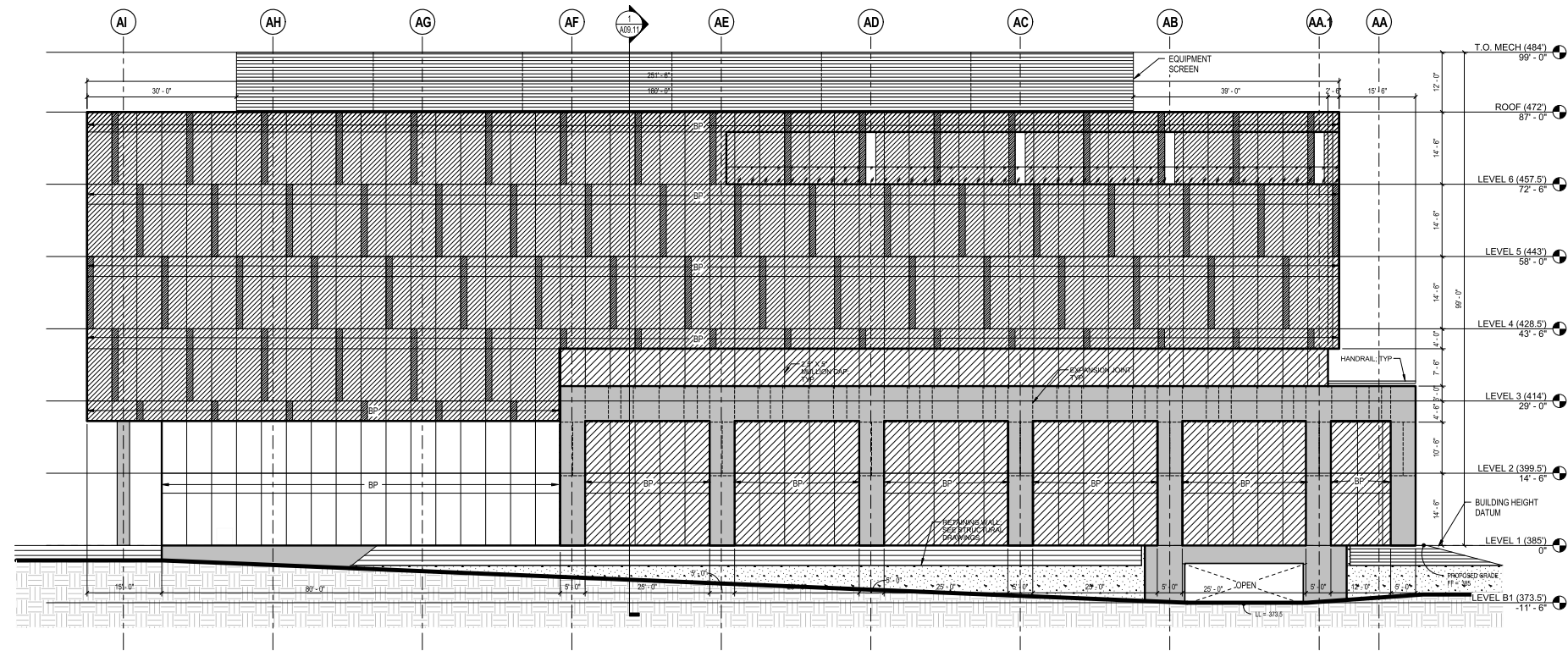
Site Sections

Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

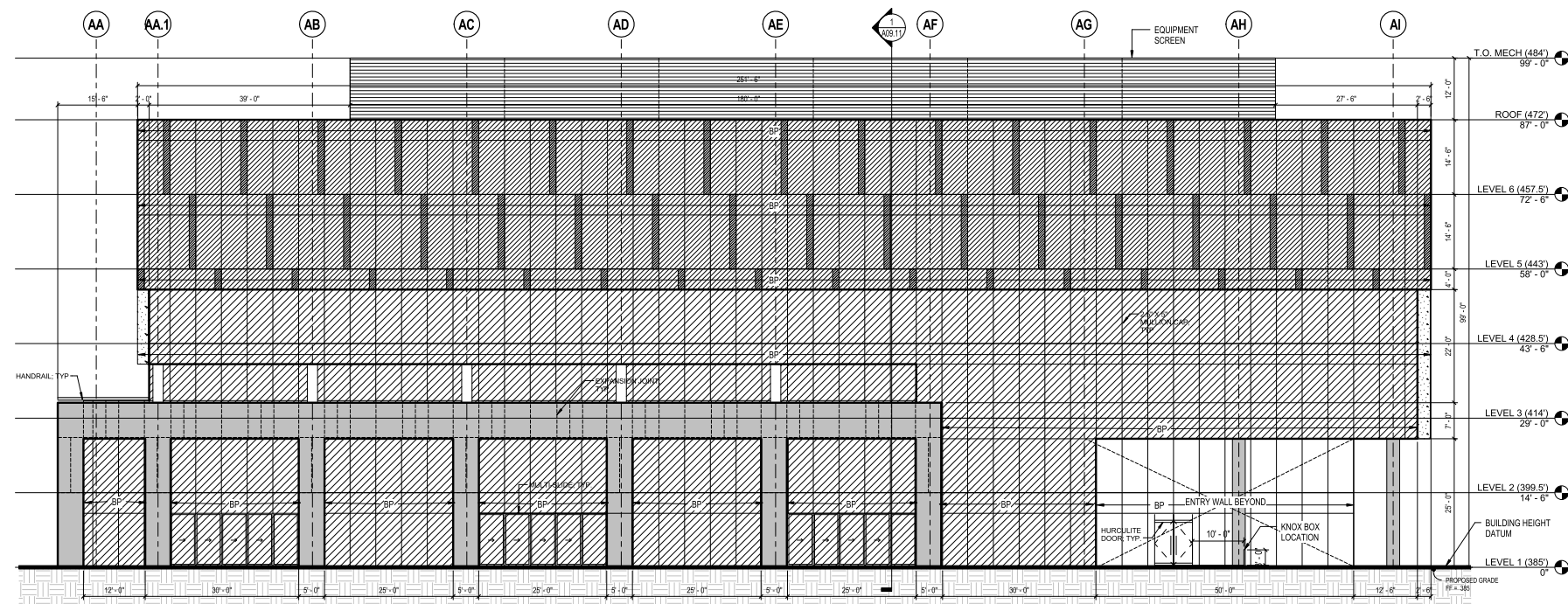
FIGURE
3-2

INTENTIONALLY LEFT BLANK



OFFICE BLDG 1 - EAST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

3



OFFICE BLDG 1 - WEST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

4



SOURCE: Gensler 2011

Building 1 East and West Elevations

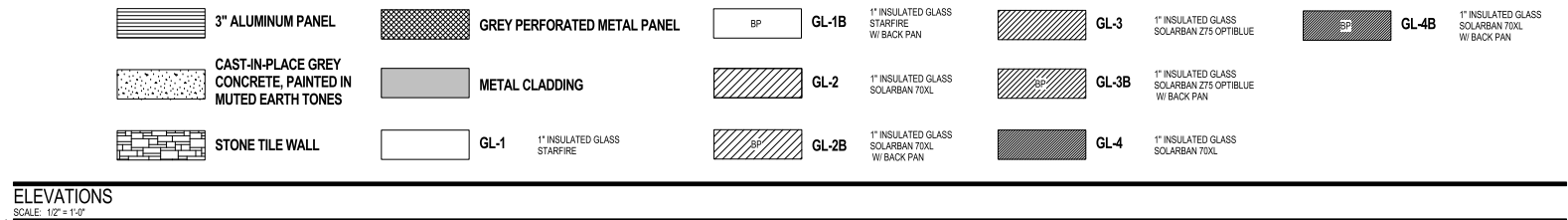
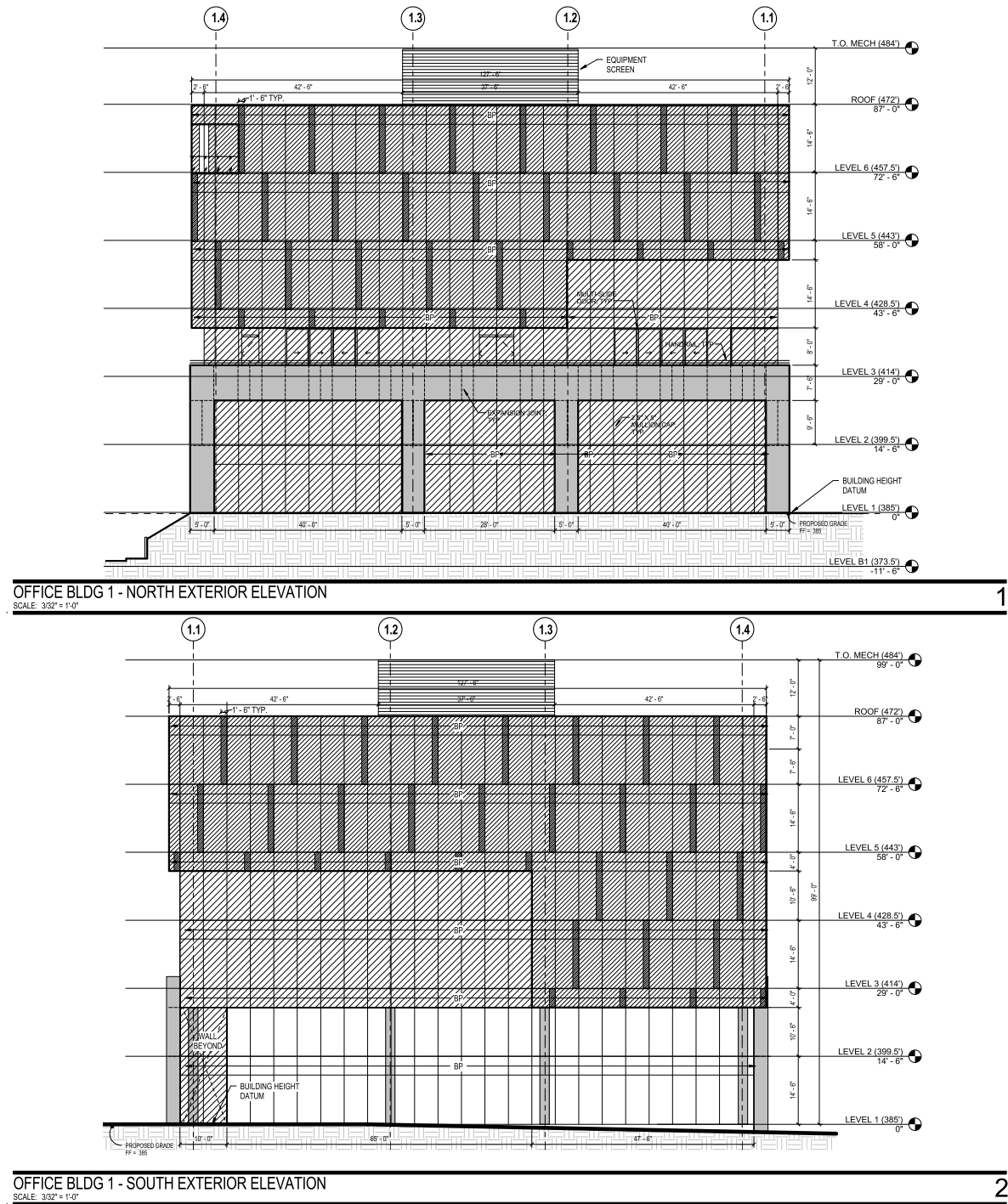
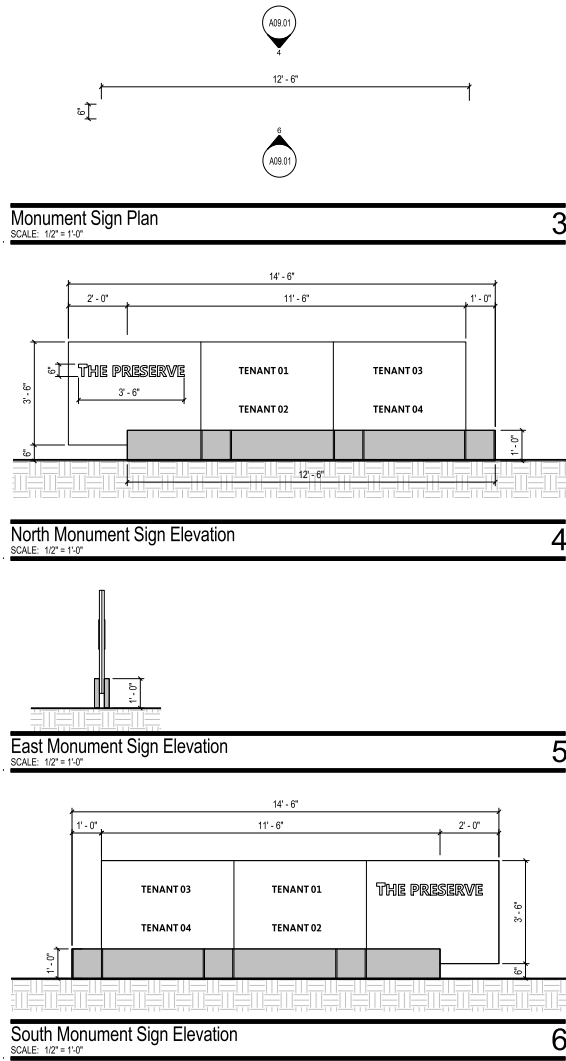
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-3

INTENTIONALLY LEFT BLANK



SOURCE: Gensler 2011

Building 1 North and South Elevations

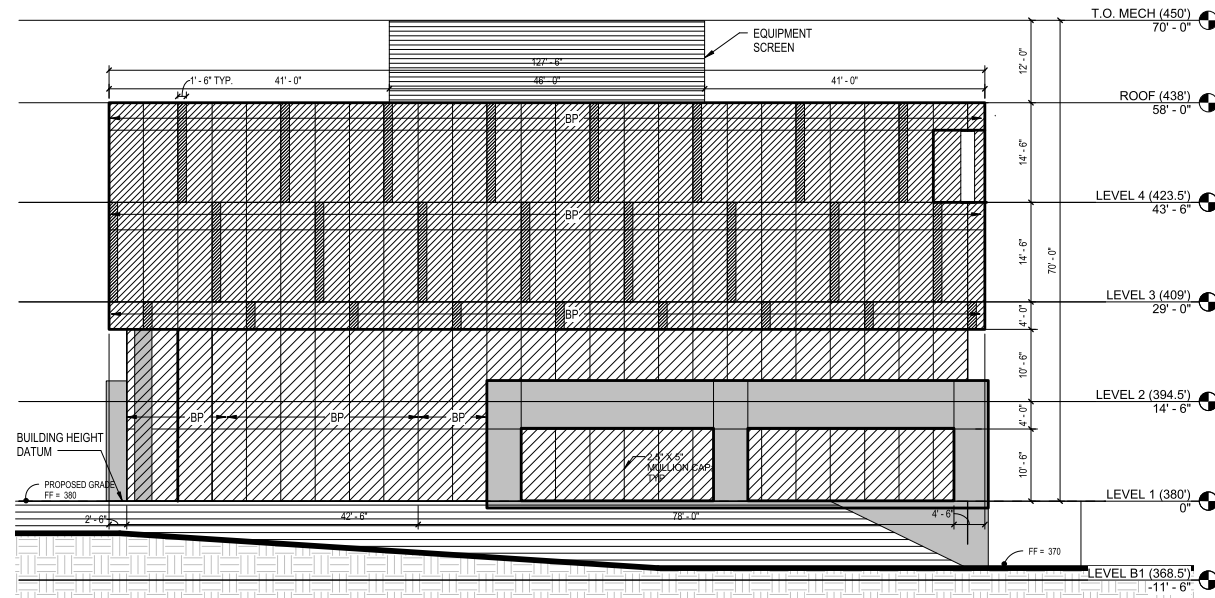
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

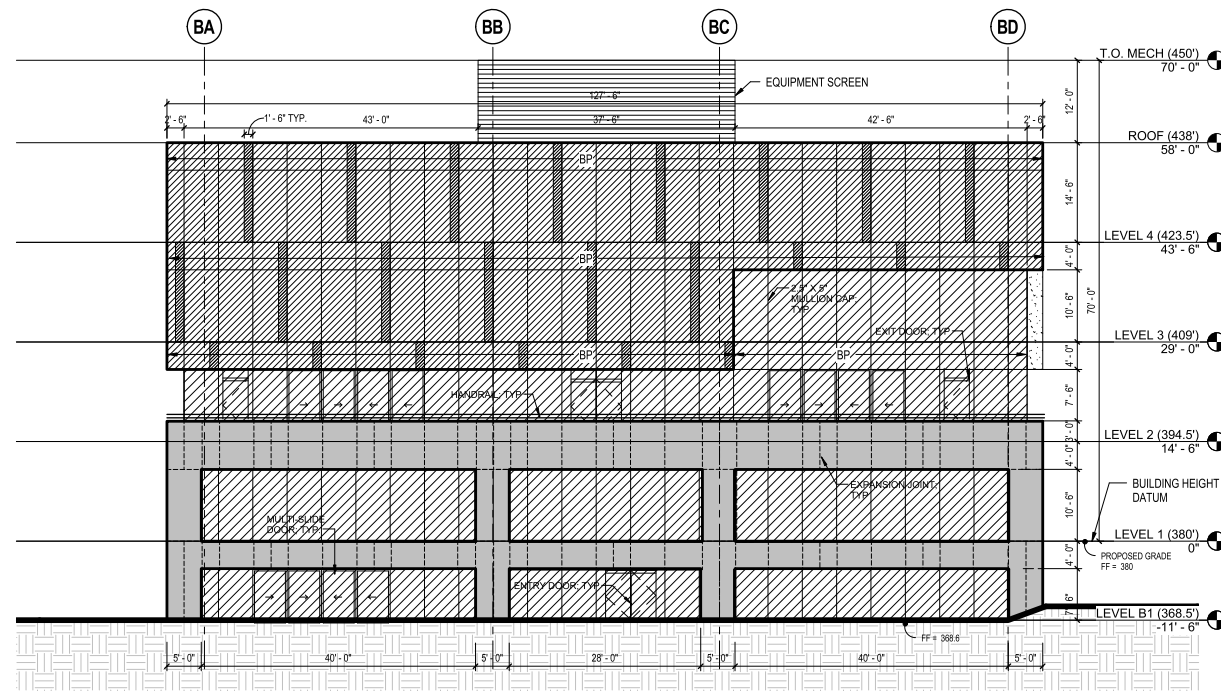
FIGURE
3-4

INTENTIONALLY LEFT BLANK




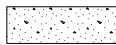
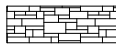


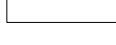
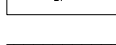
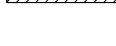
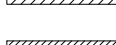




OFFICE BLDG 2 - EAST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

3



OFFICE BLDG 2 - WEST EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

4

-  3" ALUMINUM PANEL
-  CAST-IN-PLACE GREY CONCRETE
-  STONE TILE WALL
-  GREY PERFORATED METAL PANEL
-  METAL CLADDING
-  GL-1 1" INSULATED GLASS STARFIRE
-  GL-1B 1" INSULATED GLASS STARFIRE W/ BACK PAN
-  GL-2 1" INSULATED GLASS SOLARBAN 70XL
-  GL-2B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN
-  GL-3 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE
-  GL-3B 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE W/ BACK PAN
-  GL-4 1" INSULATED GLASS SOLARBAN 70XL
-  GL-4B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN

ELEVATION
SCALE: 1/2" = 1'-0"



SOURCE: Gensler 2011

Building 2 East and West Elevations

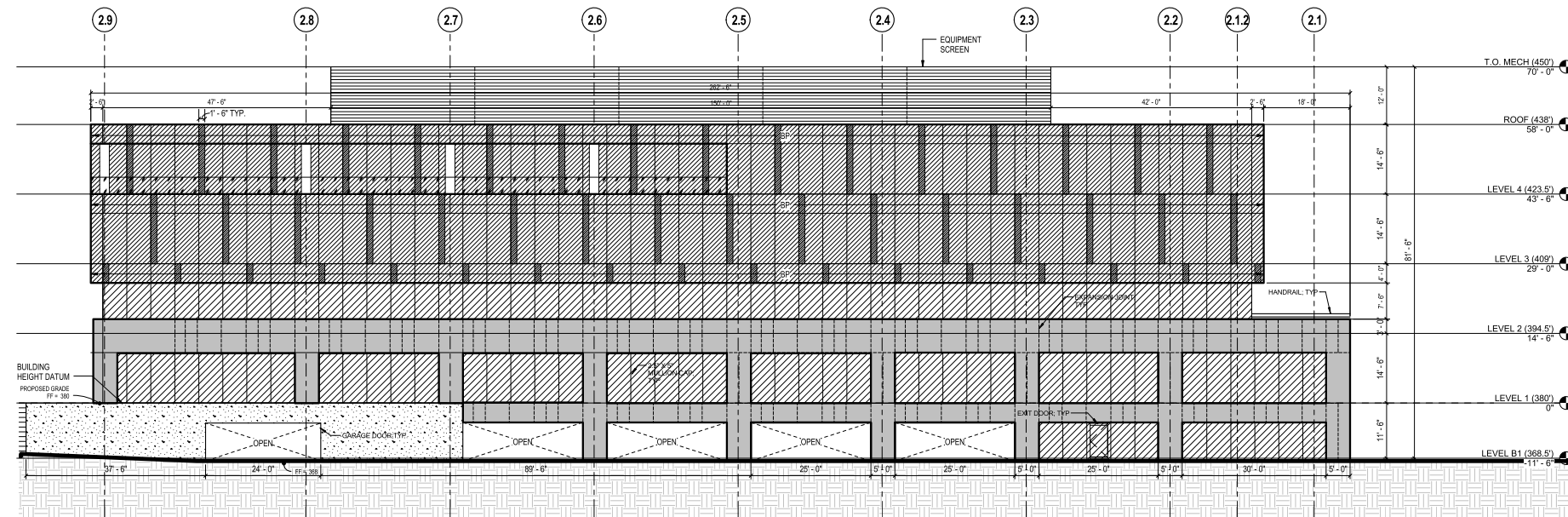
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-5

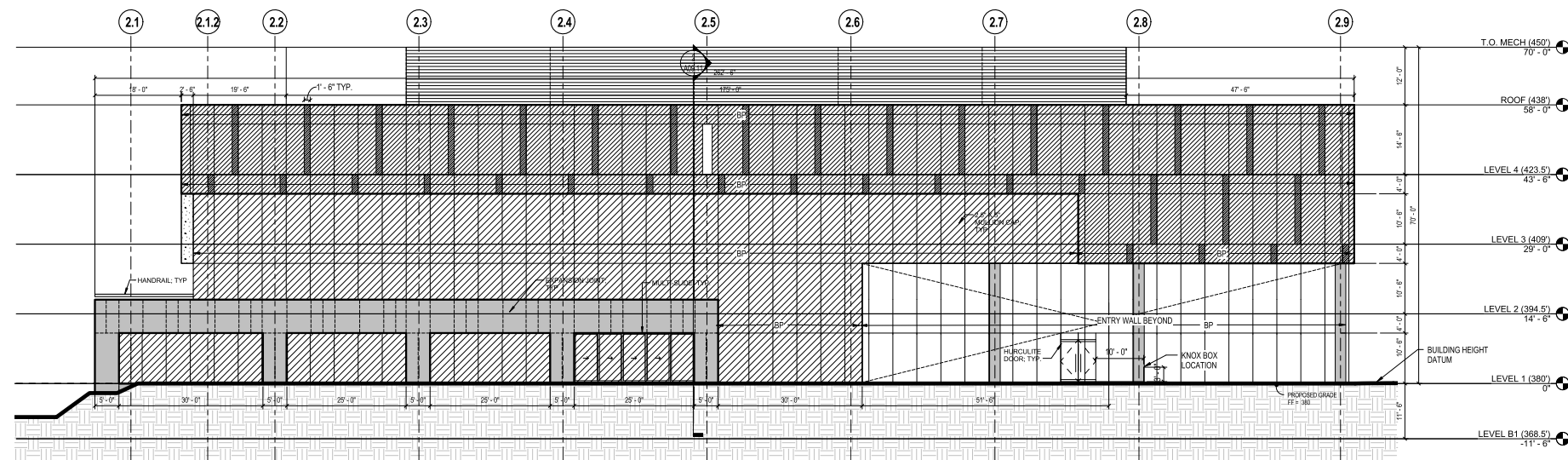
INTENTIONALLY LEFT BLANK



OFFICE BLDG 2 - NORTH EXTERIOR ELEVATION

SCALE: 3/32" = 1'-0"

1



OFFICE BLDG 2 - SOUTH EXTERIOR ELEVATION

SCALE: 3/32" = 1'-0"

2

	3" ALUMINUM PANEL		GL-1B 1" INSULATED GLASS STARFIRE W/ BACK PAN		GL-4B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN
	CAST-IN-PLACE GREY CONCRETE		GL-2 1" INSULATED GLASS SOLARBAN 70XL		
	STONE TILE WALL		GL-2B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN		
	GREY PERFORATED METAL PANEL		GL-3 1" INSULATED GLASS SOLARBAN 275 OPTIBLUE		
	METAL CLADDING		GL-3B 1" INSULATED GLASS SOLARBAN 275 OPTIBLUE W/ BACK PAN		
	GL-1 1" INSULATED GLASS STARFIRE		GL-4 1" INSULATED GLASS SOLARBAN 70XL		

ELEVATION 01

SCALE: 1/2" = 1'-0"

The Preserve at Torrey Highlands



SOURCE: Gensler 2011

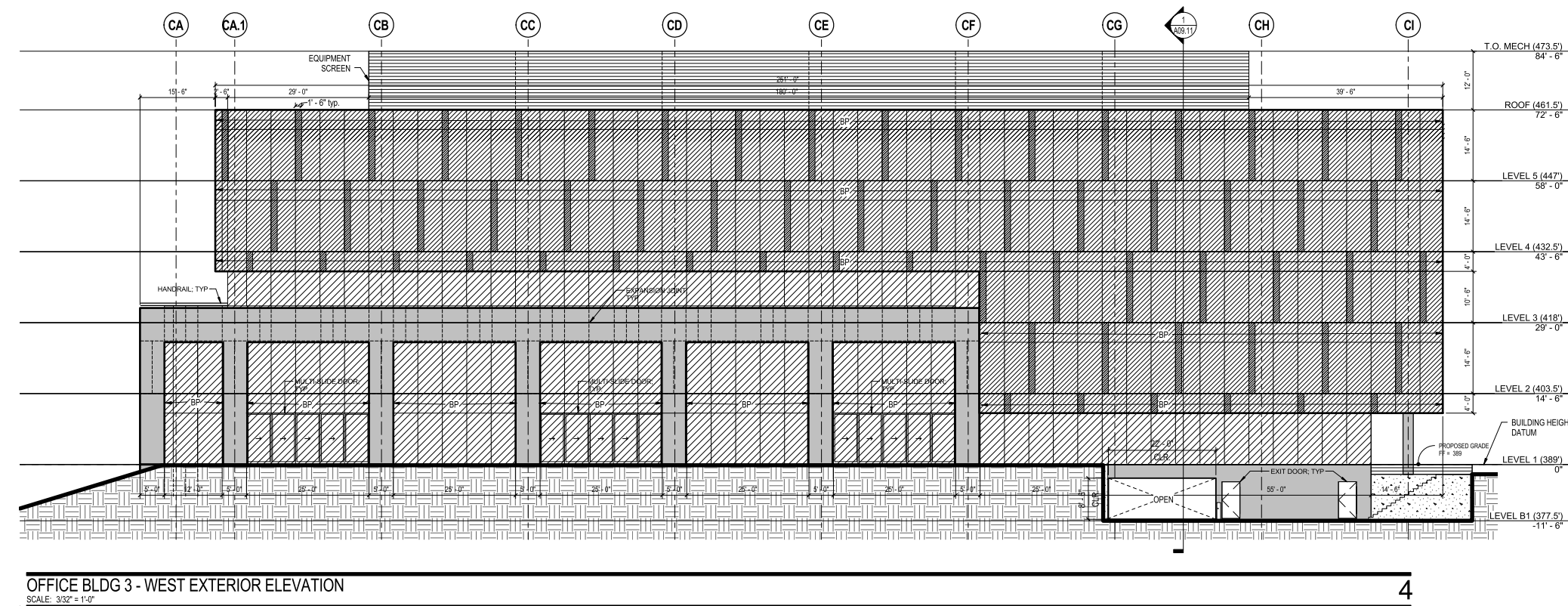
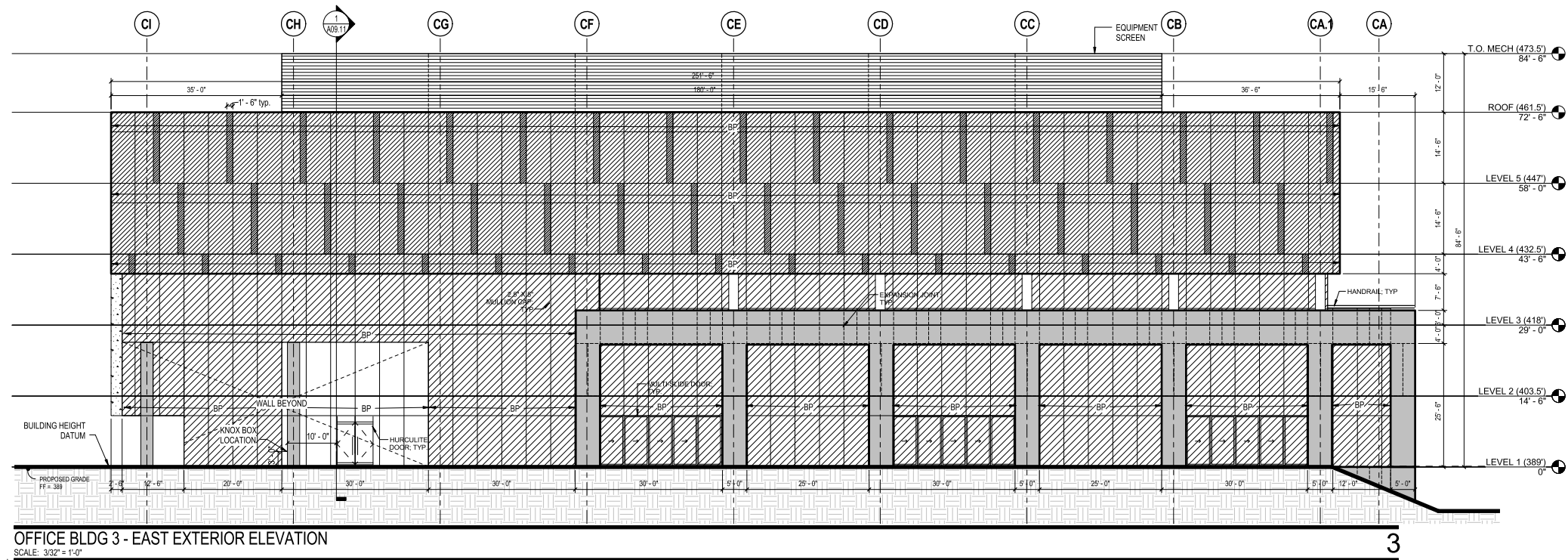
Building 2 North and South Elevations

Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-6

INTENTIONALLY LEFT BLANK



SOURCE: Gensler 2011

Building 3 East and West Elevations

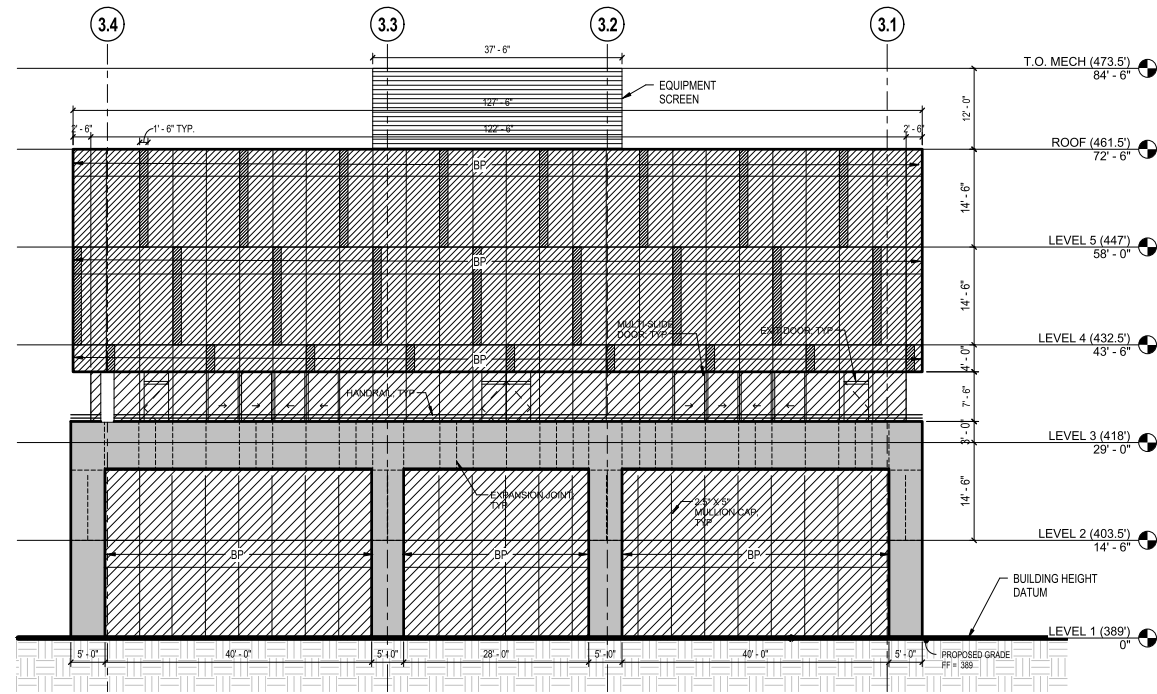
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

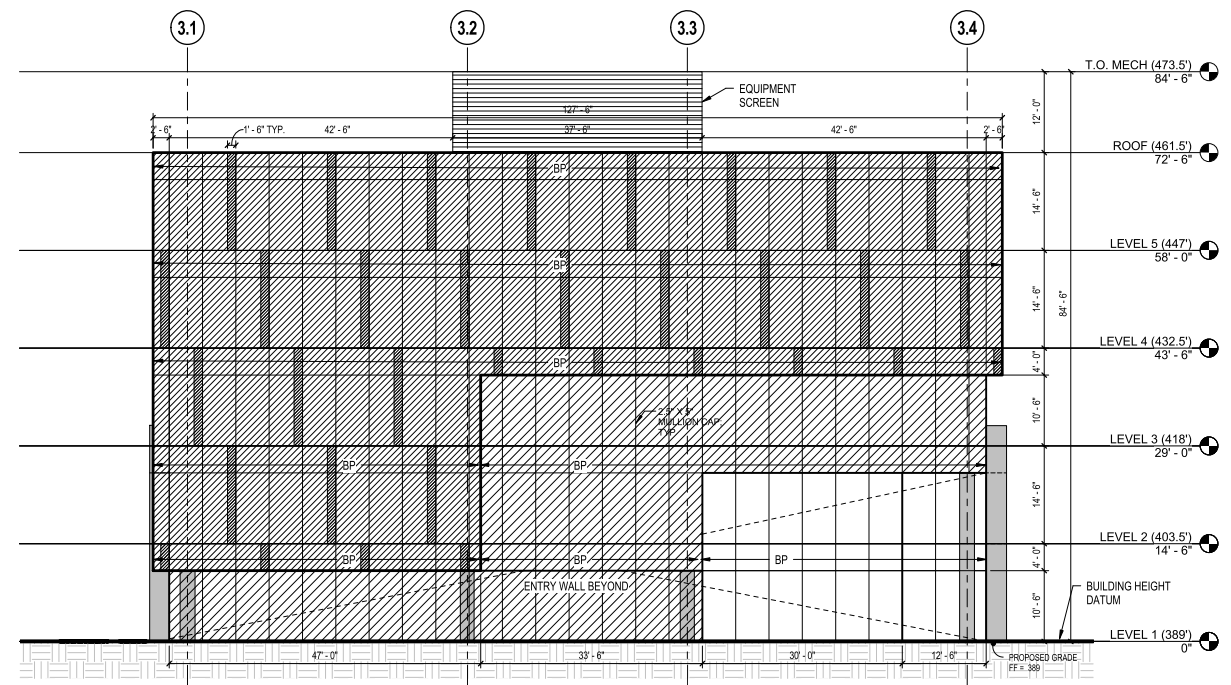
FIGURE
3-7

INTENTIONALLY LEFT BLANK








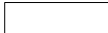
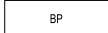






OFFICE BLDG 3 - NORTH EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

1



OFFICE BLDG 3 - SOUTH EXTERIOR ELEVATION
SCALE: 3/32" = 1'-0"

2

-  3" ALUMINUM PANEL
-  CAST-IN-PLACE GREY CONCRETE
-  STONE TILE WALL
-  GREY PERFORATED METAL PANEL
-  METAL CLADDING
-  GL-1 1" INSULATED GLASS STARFIRE
-  GL-1B 1" INSULATED GLASS STARFIRE W/ BACK PAN
-  GL-2 1" INSULATED GLASS SOLARBAN 70XL
-  GL-2B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN
-  GL-3 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE
-  GL-3B 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE W/ BACK PAN
-  GL-4 1" INSULATED GLASS SOLARBAN 70XL
-  GL-4B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN

ELEVATION
SCALE: 1/2" = 1'-0"



SOURCE: Gensler 2011

Building 3 North and South Elevations

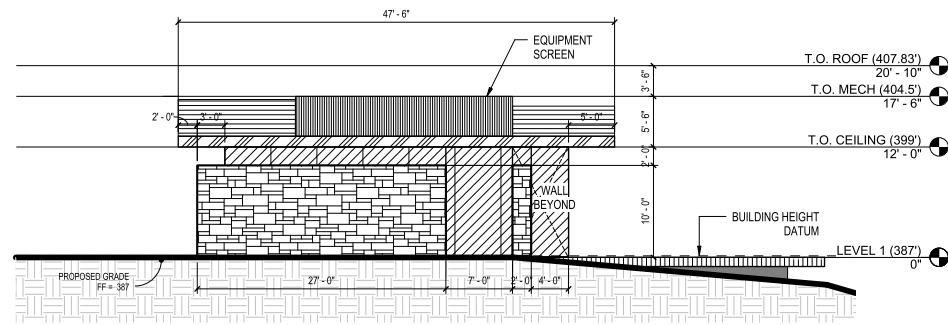
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-8

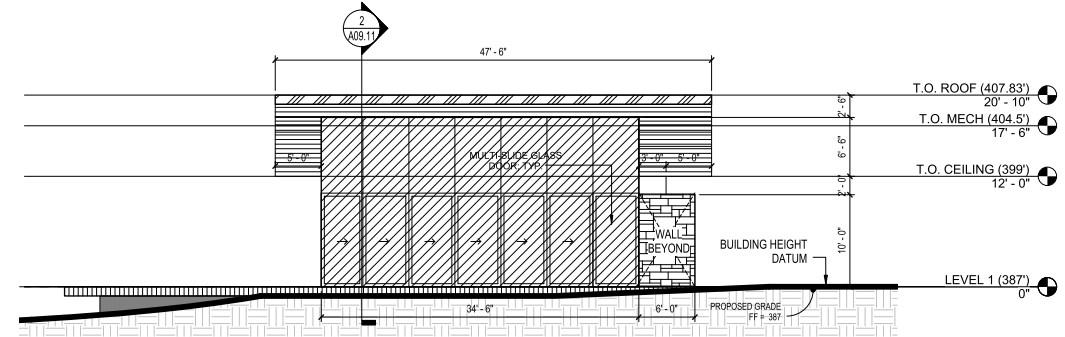
INTENTIONALLY LEFT BLANK



CAFE - NORTH EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

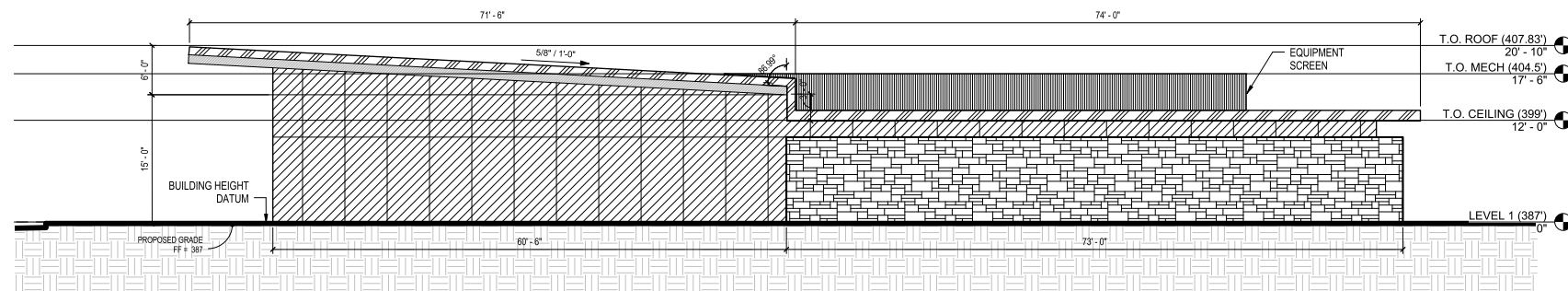
1



CAFE - SOUTH EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

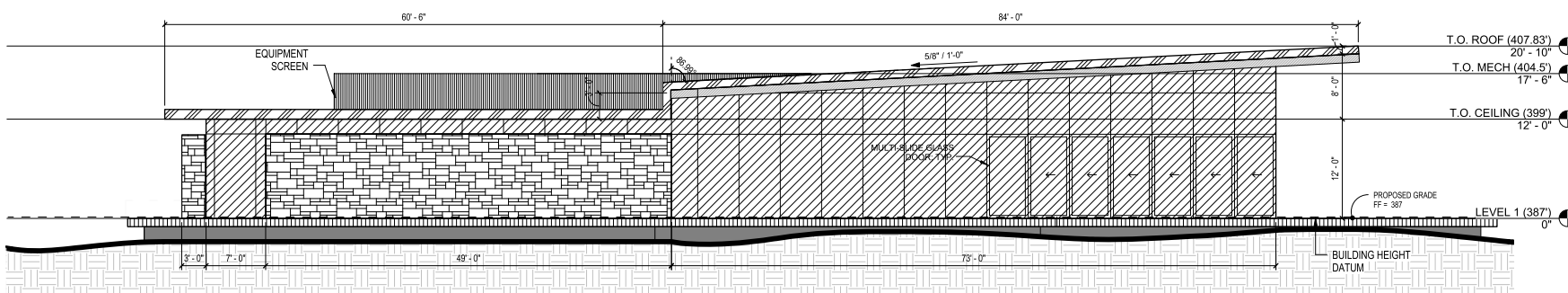
2



CAFE - EAST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

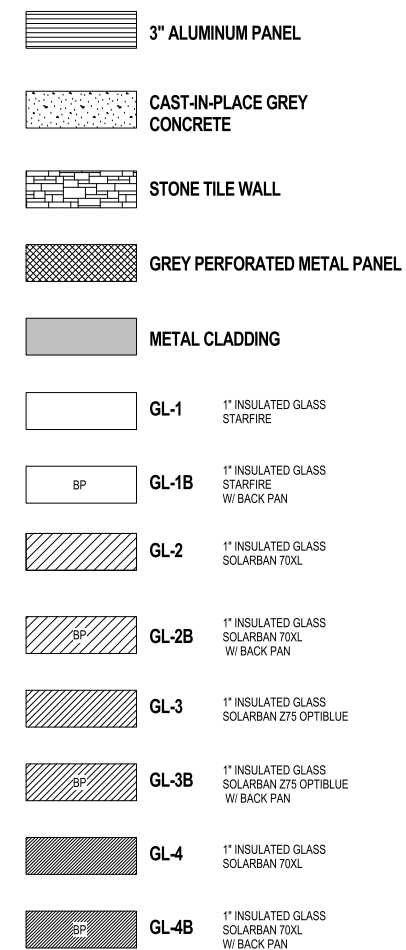
3



CAFE - WEST EXTERIOR ELEVATION

SCALE: 1/8" = 1'-0"

4



ELEVATION

SCALE: 1/2" = 1'-0"



SOURCE: Gensler 2011

Cafeteria Elevations

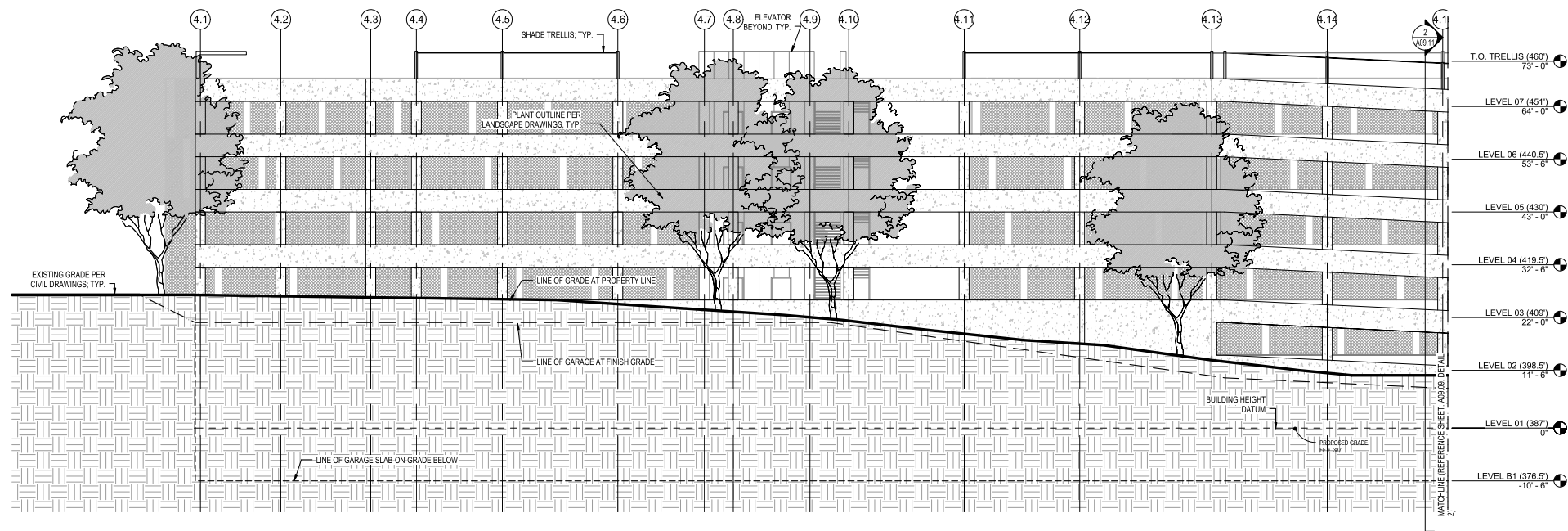
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-9

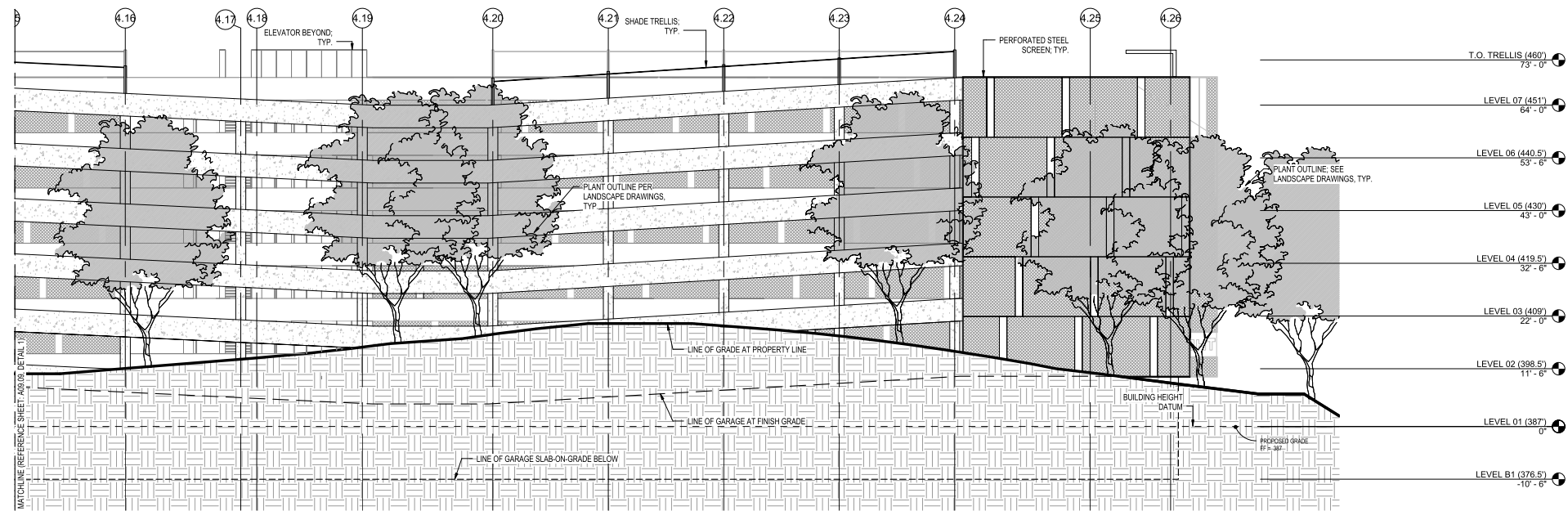
INTENTIONALLY LEFT BLANK



PARKING STRUCTURE - SOUTH EXTERIOR ELEVATION 1

SCALE: 1" = 10'-0"

1



PARKING STRUCTURE - SOUTH EXTERIOR ELEVATION 2

SCALE: 1" = 10'-0"

2

	3" ALUMINUM PANEL		GREY PERFORATED METAL PANEL		GL-1B 1" INSULATED GLASS STARFIRE W/ BACK PAN		GL-3 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE		GL-4B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN
	CAST-IN-PLACE GREY CONCRETE, PAINTED IN MUTED EARTH TONES		METAL CLADDING		GL-2 1" INSULATED GLASS SOLARBAN 70XL		GL-3B 1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE W/ BACK PAN		
	STONE TILE WALL		GL-1 1" INSULATED GLASS STARFIRE		GL-2B 1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN		GL-4 1" INSULATED GLASS SOLARBAN 70XL		

ELEVATIONS

SCALE: 1/2" = 1'-0"



SOURCE: Gensler 2011

Parking Structure South Elevation

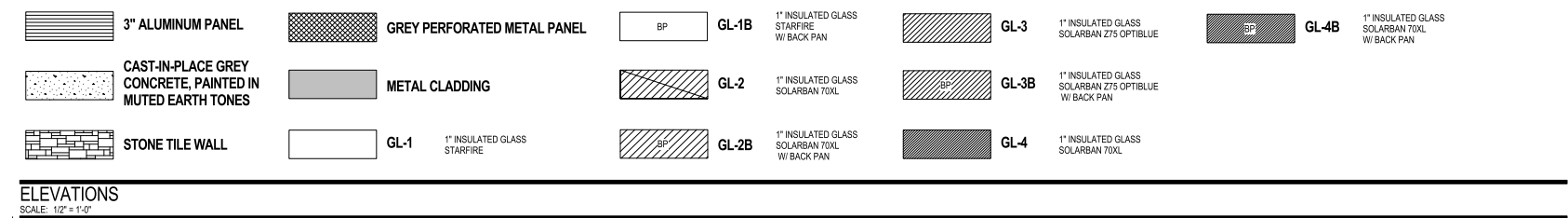
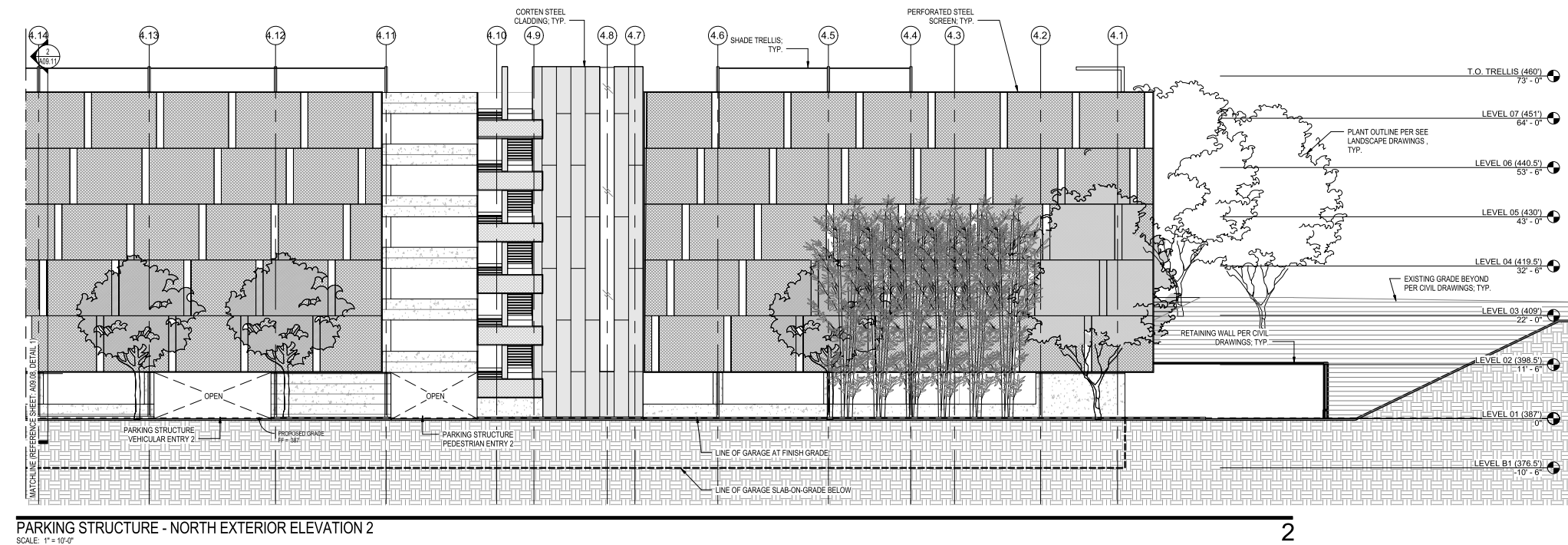
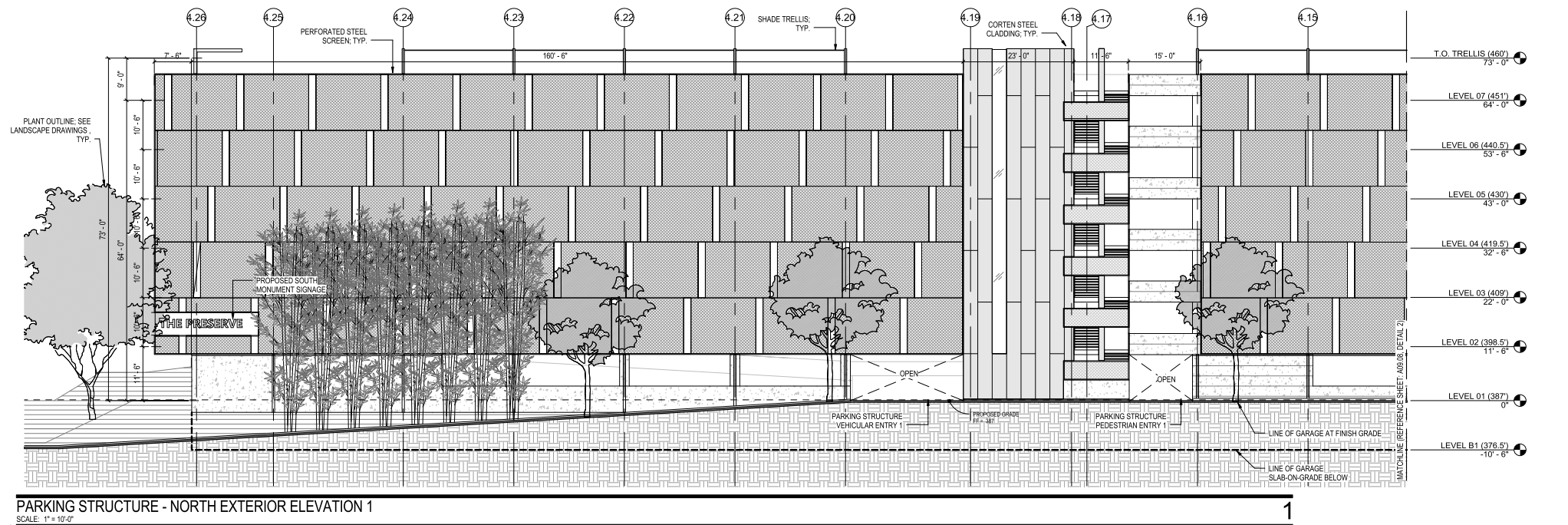
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-10

INTENTIONALLY LEFT BLANK



SOURCE: Gensler 2011

Parking Structure North Elevation

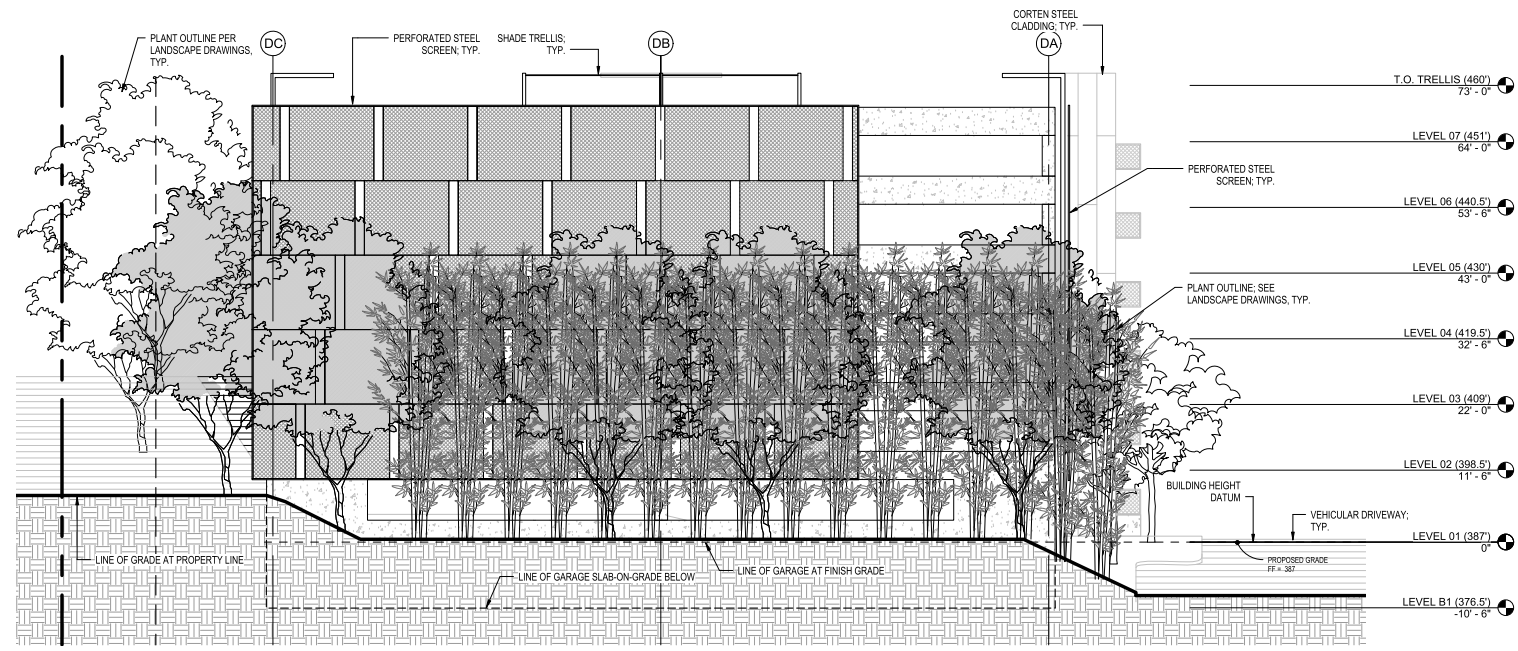
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-11

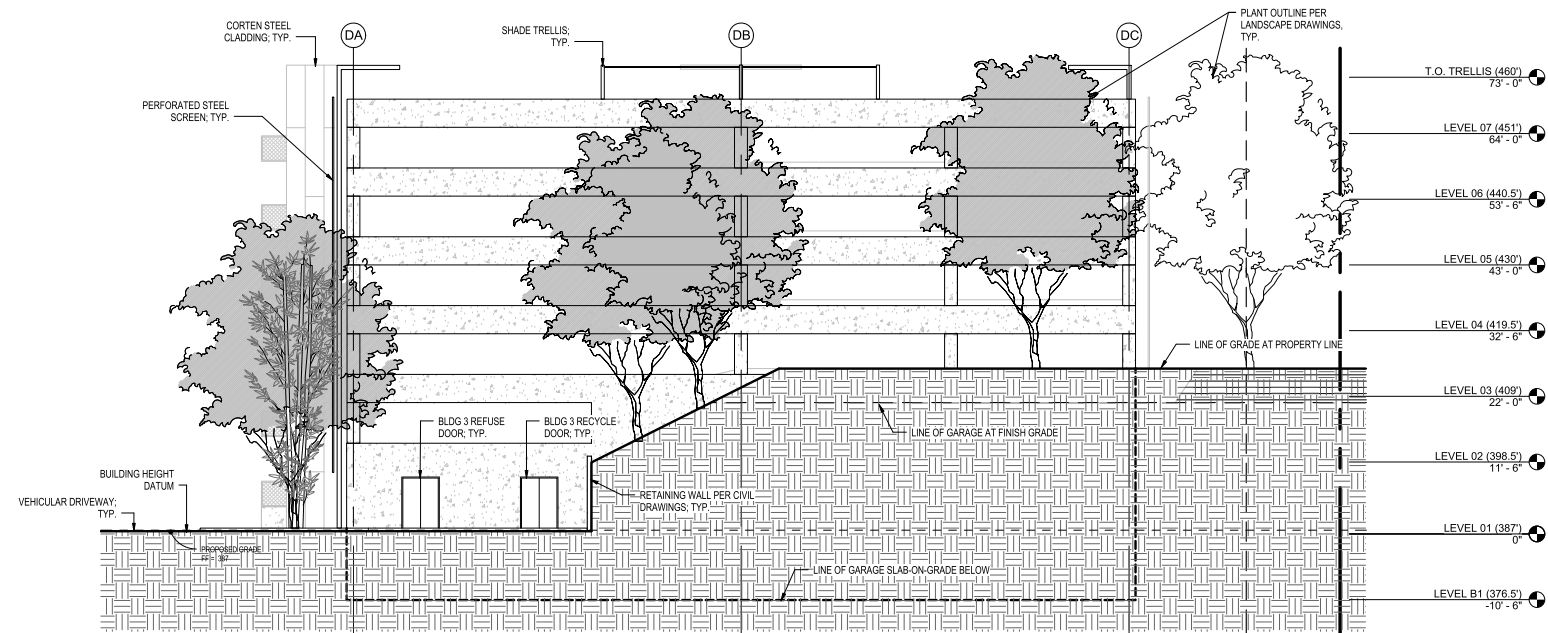
INTENTIONALLY LEFT BLANK



PARKING STRUCTURE - EAST EXTERIOR ELEVATION

SCALE: 1" = 10'-0"

2



PARKING STRUCTURE - WEST EXTERIOR ELEVATION

SCALE: 1" = 10'-0"

1

	3" ALUMINUM PANEL		GREY PERFORATED METAL PANEL		BP		GL-1B	1" INSULATED GLASS STAIRFIRE W/ BACK PAN		GL-3	1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE		BP	GL-4B	1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN
	CAST-IN-PLACE GREY CONCRETE, PAINTED IN MUTED EARTH TONES		METAL CLADDING		GL-2		GL-2B	1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN		BP	GL-3B		BP	GL-3B	1" INSULATED GLASS SOLARBAN Z75 OPTIBLUE W/ BACK PAN
	STONE TILE WALL		GL-1	1" INSULATED GLASS STAIRFIRE		GL-2B	1" INSULATED GLASS SOLARBAN 70XL W/ BACK PAN		GL-4	1" INSULATED GLASS SOLARBAN 70XL					

ELEVATIONS

SCALE: 1/2" = 1'-0"



SOURCE: Gensler 2011

Parking Structure East and West Elevations

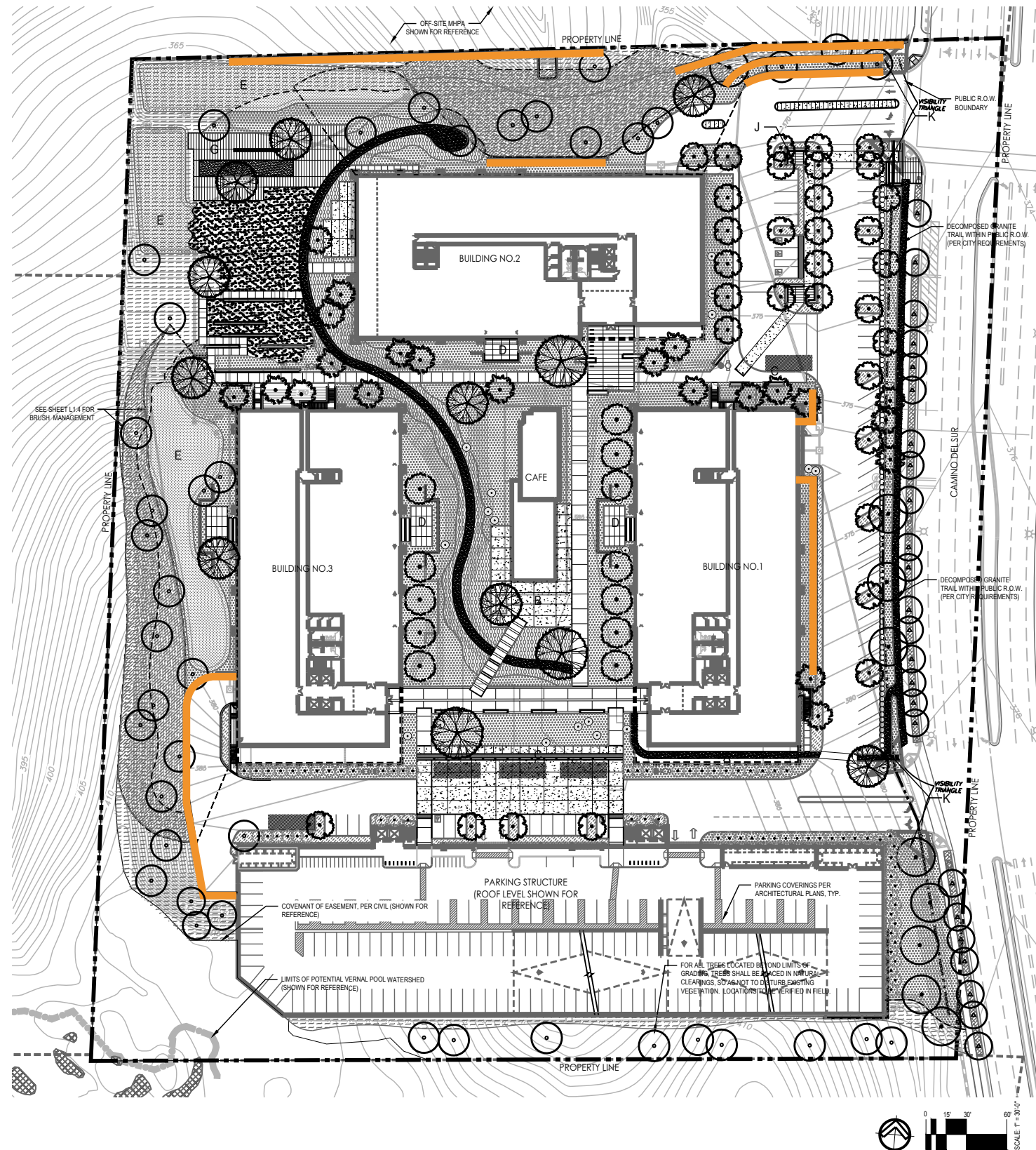
Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
3-12

INTENTIONALLY LEFT BLANK



PLANT MATERIAL LEGEND

See sheet L1.2 for plant species and sizing information

- HERITAGE TREE**
Character defining tree that brings the feeling of the chaparral natural surroundings into the site interior while providing a large canopy of shade
- CANOPY TREE AT PROJECT PERIMETER**
Formal trees arranged in an informal manner to allude to the site's natural character; also provide screening of the parking lot from Camino Del Sur
- CANOPY TREE IN PROJECT INTERIOR**
For shade and to establish a formal plane of vegetation that flanks the architecture
- CANOPY TREE IN PARKING COURTS**
For shade
- PERIMETER SCREEN TREE**
To blend boundaries of site and the adjacent open space
- STREET TREE**
Trees along the public Right-of-Way
- SMALL FLOWERING ACCENT TREE**
Pedestrian scale accents
- BAMBOO GROVE**
To soften architecture of parking structure
- 'ARROYO PATH' PLANTINGS**
- INTERIOR GARDEN SHRUBS AND GROUNDCOVER**
- EVERGREEN HEDGES AT PARKING**
- SPECIMEN GARDEN ACCENTS**
- PARKWAY SHRUBS**
- BIOFILTRATION BASIN PLANTINGS**
- BRUSH MANAGEMENT ZONE 2 PLANTING**
- MHPA BUFFER PLANTINGS**
- TURF GRASS**

NOTE: ALL SHRUBS AND GROUNDCOVERS SHOWN AS HATCHES SHALL BE SPACED IN A TRIANGULAR PATTERN

PAVING FINISH LEGEND

- STANDARD GRAY CONCRETE**
- ENHANCED CONCRETE PAVING:**
SUCH AS INTEGRAL COLOR, SCORING, OR TEXTURE / SEEDING
- DECOMPOSED GRANITE PAVING**

NOTE: Driveway/parking areas that not designated as enhanced concrete are asphalt, typical.

PLAN KEY

- | | |
|---|---|
| A Arroyo path with native chaparral character | F Amphitheater space with staggered seat walls |
| B Cafe Patio with Outdoor Dining | G Outdoor gathering space with bocce ball court |
| C Pedestrian drop-off zone | H Overlook Seating Area |
| D Outdoor collaboration space | J Pedestrian 'nodes' along connection to adjacent multi-use project |
| E Biofiltration Basins, Per Civil Plans | K Visibility Triangles - No landscape over 24" |

Retaining Walls

The Preserve at Torrey Highlands



SOURCE: Gensler 2011

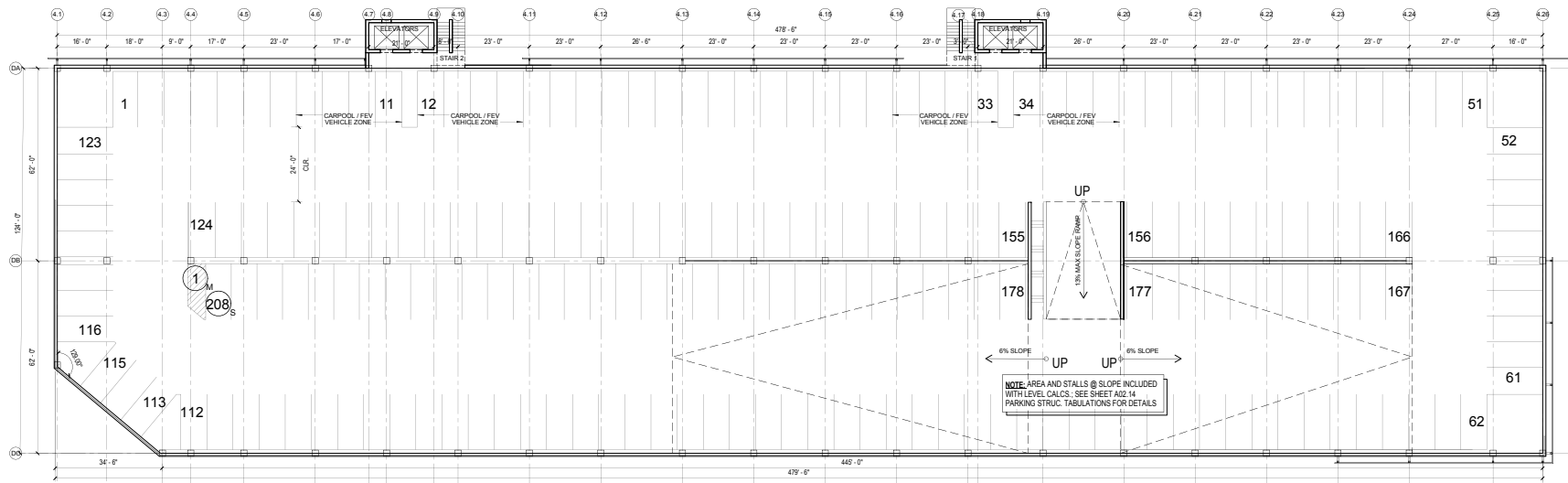
Landscape Plan

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

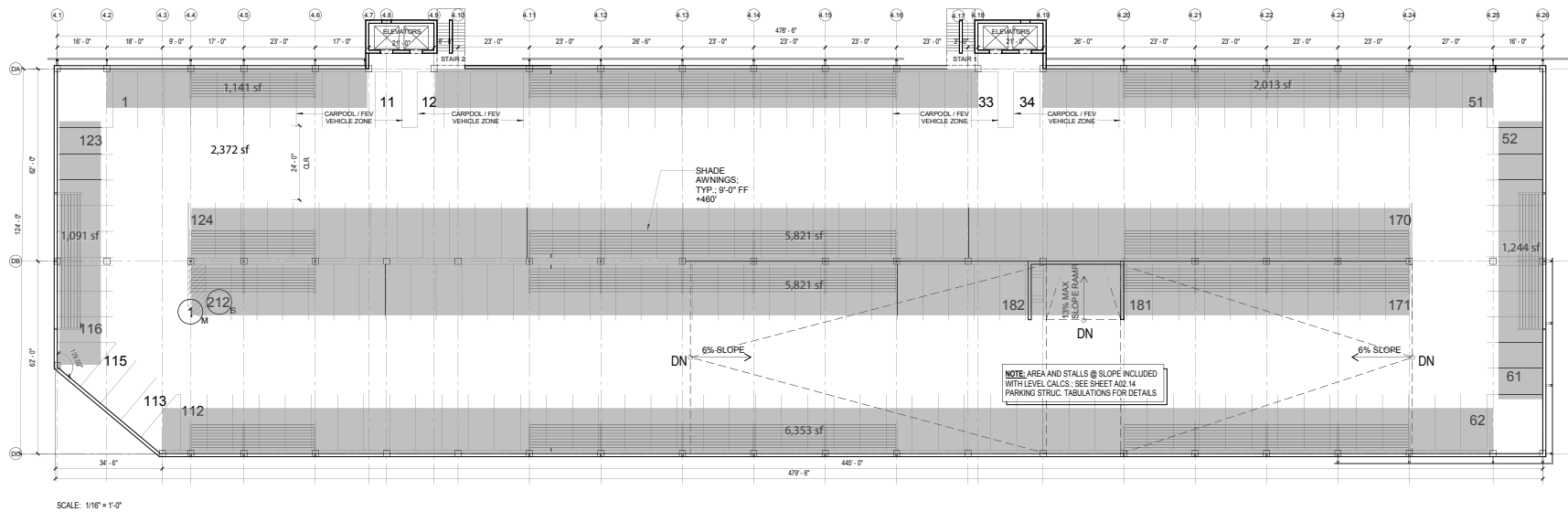
FIGURE
3-13

INTENTIONALLY LEFT BLANK



PARKING STRUCTURE - CONSTRUCTION PLANS LEVEL 6
SCALE: 1/16" = 1'-0"

LEVEL 6 - 59,800 SF | 208 CARS | 288 SF / CAR 1



SCALE: 1/16" = 1'-0"



SOURCE: Gensler, 2017

The Preserve at Torrey Highlands

Parking Garage Rooftop Solar Panels

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-14

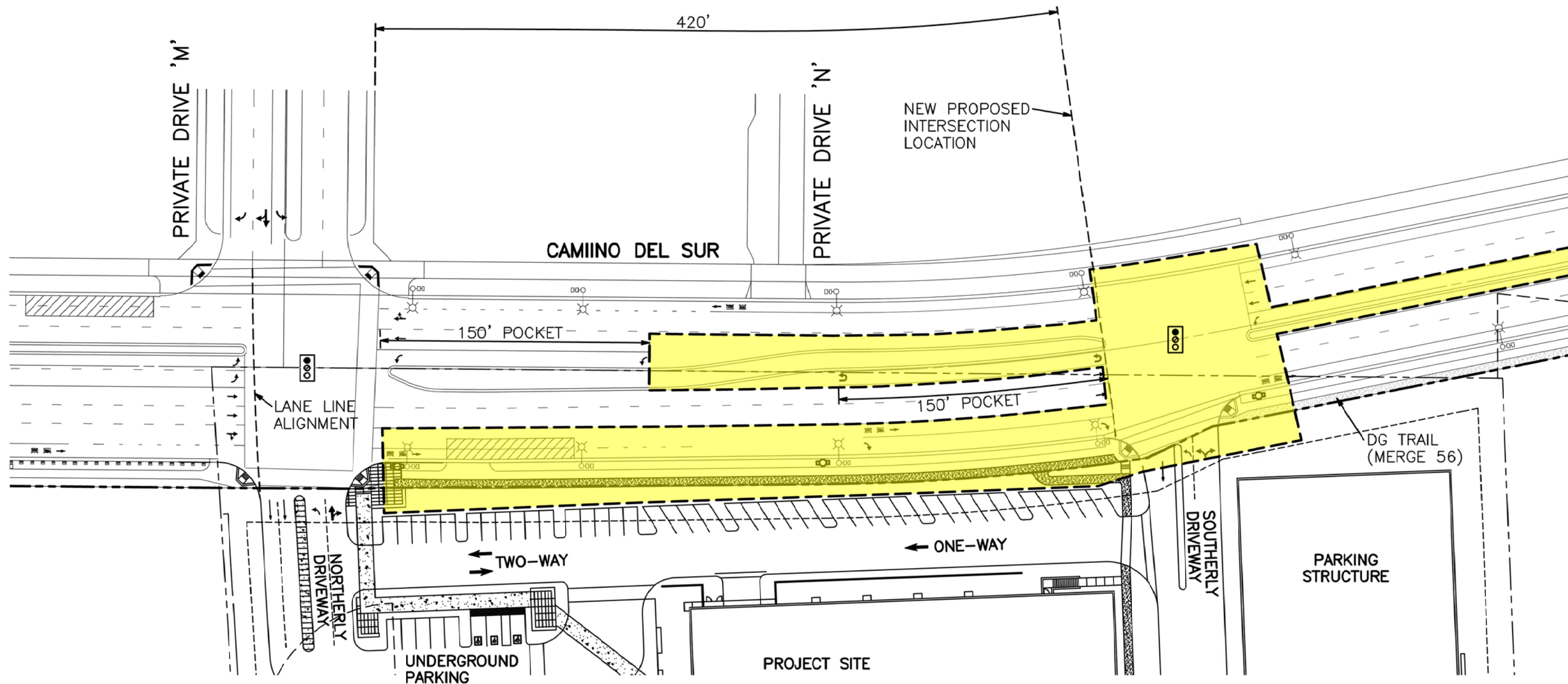
INTENTIONALLY LEFT BLANK





The Reserve at Torrey Highlands
Project Site Access
 Environmental Analysis Section Project No. 442880
 CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-15

INTENTIONALLY LEFT BLANK



- LEGEND**
-  - Traffic Signal
 -  - Proposed changes from adjacent development - (widening along project frontage, raised median modification, and installation of traffic signal).







INTENTIONALLY LEFT BLANK

MHPA Protection: Limiting Human Intrusion

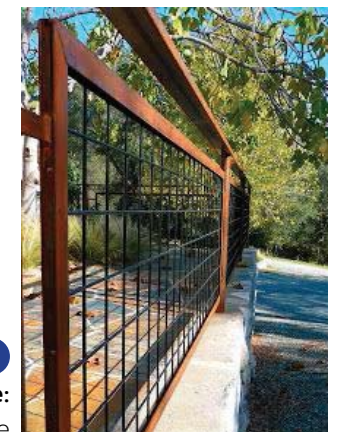
BARRIERS TO PREVENT HUMAN ACCESS

A combination of fences and other barriers are provided along the project perimeter. These will serve to prevent human intrusion into the MHPA area. No public trails have been designated on site. Signage is also provided to further enforce barriers, and direct visitors to proper trailheads.

-  Wire guardrail atop retaining wall, with signage.
-  6' tall barrier fence, with signage.
-  Retaining wall, with signage.
-  Parking structure will include specialty barrier system wherever grades come within 30' of parking deck. Barrier shall extend a minimum of 6' in height.



1
Character Image:
Wire guardrail atop retaining wall



2
Character Image:
6' tall barrier fence



TRAIL SIGNAGE ALONG PERIMETER BARRIERS

Informational signs along perimeter barriers will forbid access and direct visitors to official trailhead on Camino Del Sur.



PARKING SIGNAGE

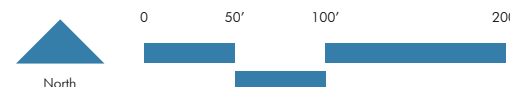
Informational signs at the project entries and parking structure will inform visitors that trail access/parking is strictly forbidden. Violators will be towed.

NIGHTTIME LIGHTING

Any nighttime lighting, such as but not limited to security lighting, will be shielded and directed away from the MHPA per the City's outdoor lighting ordinance so there is no spill of light into the MHPA.

MANUFACTURED SLOPES

All manufactured slopes are contained within the Site Plan and Development Footprint. No manufactured slopes are proposed off site or within the MHPA.



The Preserve at Torrey Highlands



SOURCE: Gensler, Groundlevel, Cisterra Development 2018

Fencing and Barriers

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
3-17

INTENTIONALLY LEFT BLANK

CHAPTER 4 HISTORY OF PROJECT CHANGES

The Preserve at Torrey Highlands project was originally submitted to the City of San Diego (City) in August 2015, and subsequently in March 2016, and May 2017. Based on review comments received from the City, the project has been revised in the following manner:

- To coordinate more closely with the Camino del Sur right-of-way improvements that are part of the Merge 56 development, the following revisions were made to the proposed project's roadway connections:
 - Revised connections to Camino del Sur right-of-way by increasing the median length of the northerly and southerly driveways to improve queuing to Camino del Sur and better align it to the opposite side of the intersection.
 - Revised the northeastern parking lot to reroute pedestrian circulation to the Merge 56 development based on input from the community planning group.
- Omitted the planned trail connection at the northern property line from the Camino del Sur walking path, starting at Torrey Santa Fe Road and Camino del Sur based on input from the community planning group. Community planning group input stated that the proposed trail where the connection would occur is unsanctioned; therefore, the direct connection to the unsanctioned trail was removed. As a result, the proposed trail connection is now included as part of the Merge 56 project. The northerly off-site trail connection would run along the base of the western fill slope of Camino del Sur across a finger of Deer Canyon. From that point it would transition into a 5-foot decomposed granite trail running parallel to the sidewalk along the west side of Camino del Sur and along the project frontage. The project proposes to carry trail access through the site via on-site pedestrian linkages.
- Provided additional right-of-way to accommodate an additional southbound lane on Camino del Sur to provide access to the southerly driveway where the majority of project traffic would be moving toward the parking garage.
- Increased the footprint on the western side of Building 2.
- Removed the detention basin at the southwestern corner of the parking structure to avoid vernal pools.
- Shifted the westernmost edge of the fire lane to the east to reduce the heights of the retaining walls.
- Decreased the total building square footage from 475,341 square feet to 450,000 square feet to return the project square footage to what was originally planned.

INTENTIONALLY LEFT BLANK

CHAPTER 5 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

This section evaluates potential land use impacts associated with the project in relation to land uses and policies that are applicable to the project.

5.1.1 EXISTING CONDITIONS

On-Site Land Uses

The 11.10-acre project site includes Assessor's Parcel Numbers 306-050-16, 306-050-18, 306-050-19, and 306-050-28. The site is comprised of vacant, undeveloped land.

Surrounding Land Uses

Del Mar Mesa Open Space Preserve is located to the north, west, and south of the project site; these lands are within the City of San Diego's Multi-Habitat Planning Area (MHPA). The area immediately to the south, approximately 76 acres, is within the U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge. A gas station is located north of the project site just south of SR-56 and its associated bike trail on the east side of Camino del Sur. Commercial and residential land uses are located north and west of the project site (see Figure 2-3). Specifically, the Kilroy Santa Fe Summit Intuit Corporate Campus is located northwest of the project site and consists of four buildings totaling 480,000 square feet of business office, in addition to a 492,000-square-foot parking structure with 1,674 parking spaces. Located immediately east of the Intuit campus, the Meridian at Santa Fe Summit Campus is entitled to build up to 600,000 square feet of business office space.

The area immediately east has been previously analyzed and entitled under three separate approvals received by the City of San Diego. Public road improvements underwent grade and alignment studies and were approved through Camino Ruiz North Roadway Mitigated Negative Declaration (No. 40-0386/State Clearinghouse (SCH) No. 2001121031) and Camino del Sur South Environmental Impact Report (EIR No. 1902/SCH No. 2001121109). The name of Camino Ruiz North was changed to Camino del Sur on January 14, 2003, by City Council Resolution R-2003-709. The Rhodes Crossing project was subdivided under approvals analyzed in EIR No. 3230/SCH No. 2002121089, that dedicated portions as public right-of-way for Camino del Sur and Carmel Mountain Road. The Rhodes Crossing development, which would consist of low- and medium-density residential, commercial, and self-storage facilities and the extension of Camino del Sur and Carmel Mountain Road under Vesting Tentative Map (VTM 98-0559). The Rhodes Crossing Vesting Tentative Map was approved in 2004 and various units have been sold and developed under separate ownership. The portion of Rhodes Crossing situated closest to the project site is a 42-acre triangular site, on which a development known as Merge 56 (SCH No.

2014091065) is proposed. Merge 56 proposes development of 525,000 square feet of commercial, office, theater, and hotel uses, and 242 residential dwelling units (approximately 47 affordable multifamily units, 111 townhomes, and 84 single-family units). The Merge 56 project also proposes to construct the extensions of Camino del Sur and Carmel Mountain Road right-of-way.

Also covered under the Rhodes Crossing Vesting Tentative Map, KB Homes is currently constructing 94 single-family homes located east of the project site along the existing two-lane portion of Carmel Mountain Road south of Sundance Drive and north of Via Las Lenas and the existing single-family residential community; the KB Homes site straddles SR-56 to the north and south.

5.1.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to land use for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

Federal Aviation Administration Noticing Requirements

The Federal Aviation Administration (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). The project site is not located within the FAA Noticing Area for Marine Corps Air Station (MCAS) Miramar.

State

~~Title 24 of the CCR requires that residential structures, other than detached single-family dwellings, 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) Community Noise Equivalent Level (CNEL) attributable to exterior sources. The California Building Code 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."~~

Local

Regional

San Diego Association of Governments San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) is the federally designated Metropolitan Planning Organization (MPO) for the San Diego region. SANDAG serves as a forum for public decision making on regional issues such as growth, transportation, and land use in San Diego County and consists of representatives from each of the county's local jurisdictions. SANDAG builds consensus, develops strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life (SANDAG 2017). San Diego Forward: The Regional Plan (Regional Plan) is a regional plan that was adopted by the SANDAG Board of Directors in October 2015. The Regional Plan combines the big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality (SANDAG 2015). The Regional Plan is envisioned to merge SANDAG's 2050 Regional Transportation Plan/Sustainable Communities Strategy Plan and SANDAG's Regional Comprehensive Plan (RCP) into one document that will allow growth that has been more strategically planned than in the past.

San Diego Association of Governments Regional Comprehensive Plan

The other component of the Regional Plan is the SANDAG RCP, which is the long-range planning document that was developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs (SANDAG 2004). The City's General Plan is intended to complement the RCP and encourage smart growth principles. Goals of the RCP are to establish a planning framework and implementation actions that increase the region's sustainability and encourage smart growth. The plan seeks to achieve sustainability through planning and development that meets economic, environmental, and community needs, without jeopardizing the ability of future generations to meet these needs. Smart growth principles are provided to create a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities. The RCP contains an incentive-

based approach to encourage and channel growth into existing and future urban areas and smart growth communities that do the following (SANDAG 2004):

- Emphasize pedestrian-friendly design and mixed-use development.
- Provide a variety of travel choices (walking, biking, rail, bus, and automobile).
- Provide employment opportunities near major housing areas.
- Provide a variety of housing types.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, natural beauty, and critical environmental areas.
- Provide adequate infrastructure and strengthen and direct development towards existing communities.
- Encourage community and stakeholder collaboration in development decisions.

San Diego County Regional Airport Authority - Airport Land Use Compatibility Plans

The San Diego County Regional Airport Authority, which serves as the state designated Airport Land Use Commission for San Diego County, adopts Airport Land Use Compatibility Plans (ALUCPs) for all airports in the San Diego region. The ALUCPs serve as a tool for use by the Airport Land Use Commission in conducting reviews of proposed land use in the areas surrounding airports and assists the City, as an affected local land use jurisdiction, in the preparation or amendment of land use plans and ordinances, including the General Plan. Currently, there are five adopted ALUCPs in place within the City land use jurisdiction that include the San Diego International Airport, MCAS Miramar, Brown Field Municipal Airport, and Montgomery Field Municipal Airport (City of San Diego 2011). The project site is located within the ALUCP Overlay Zone for MCAS Miramar (discussed in more detail below).

Senate Bill 18

Senate Bill 18 requires cities and counties to contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space for the purpose of protecting Native American Cultural Places. Following the first contact, tribal representatives have 90 days to request consultation. Prior to the adoption of any amendment to a general plan, including the City's community, precise or specific plans, proposed on or after March 1, 2005, the City is required to conduct consultations with California Native American tribes for the purpose of preserving, or mitigating impacts to, cultural places. This consultation period is intended to establish meaningful discussion between tribal governments and local governments at the earliest possible point in the planning process to avoid conflicts or resolve issues.

City

City of San Diego General Plan

The *City of San Diego General Plan 2008* (General Plan) was unanimously adopted by the City Council on March 10, 2008, with additional amendments approved in December 2010 and January 2012 (City of San Diego 2008).

The General Plan builds upon many of the goals and strategies of the former 1979 general plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, historic preservation, public facilities, recreation, conservation, mobility, housing affordability, economic prosperity, and equitable development. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the City of Villages strategy for each neighborhood. It also outlines the plan amendment process and other implementation strategies, and it considers the continued growth of the City beyond the year 2020 (City of San Diego 2008). Most of the environmental goals relevant to the project are contained within the General Plan's Land Use and Community Planning; Mobility; Urban Design; Public Facilities, Services, and Safety; Conservation; and Noise Elements, as described in the following paragraphs.

Land Use and Community Planning Element: The purpose of this element is to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in the City's communities. The Land Use and Community Planning Element addresses land use issues that apply to the City as a whole. The community planning program is the mechanism to refine citywide policies, designate land uses, and make additional site-specific recommendations as needed. The Land Use and Community Planning Element establishes the structure to respect the diversity of each community and includes policy direction to govern the preparation of community plans. The element also provides policy direction in areas including zoning and policy consistency, the plan amendment process, coastal planning, airport land use compatibility planning, annexation policies, balanced communities, equitable development, and environmental justice.

Mobility Element: This element strives to improve mobility in the City by providing policies that support a balanced, multimodal transportation network, while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that help make walking more viable for short trips, in addition to addressing various other transportation choices in a manner that strengthens the City of Villages land use visions and helps to achieve a sustainable environment.

Urban Design Element: "Urban design" describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design provides the visual and sensory relationship between people and the built and natural environment. The built

environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework. Citywide urban design recommendations are necessary to ensure that the built environment continues to contribute to the qualities that distinguish the City as a unique living environment.

Public Facilities, Services, and Safety Element: This element addresses facilities and services that are publicly managed and have a direct influence on the location of land use. These include fire rescue, police, wastewater, stormwater, water infrastructure, waste management, libraries, schools, information infrastructure, disaster preparedness, and seismic safety. Public Facilities, Services, and Safety Element goals and policies are associated with providing adequate public facilities and services to serve the existing population and new growth. Applicable recommendations include requiring development proposals to fully address impacts to public facilities and services.

Conservation Element: 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. The purpose of this element is to help the City become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich natural resources that help define the City's identity, contribute to its economy, and improve its quality of life.

Noise Element: The purpose of the noise element is to protect people living and working in the City from excessive noise. The Noise Element provides goals and policies to guide compatible land uses and incorporates 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.

Recreation Element: The City has over 38,930 acres of park and open space lands that offer a diverse range of recreational opportunities. The Recreation Element contains goals and policies to address the challenges the City faces to preserve, protect, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City. The purpose of the element is to help manage the increasing demand on existing/remaining usable park and recreation resources/facilities; develop open space lands and resource-based parks for population-based recreational purposes; ensure the distribution and access to parks is achieved equally citywide recognizing the unique differences among communities; and achieve livable neighborhoods and communities.

City of San Diego Zoning

Pursuant to the City's Official Zoning Map, the project is currently designated as AR-1-1, which requires minimum 10-acre lots. The purpose of the AR zone is to accommodate a wide range of agricultural uses while also permitting the development of single-dwelling-unit homes at a very low density. The agricultural uses are limited to those of low intensity to minimize the potential conflicts with residential uses.

The project is located within the City's Very High Fire Hazard Severity Zone, Outdoor Lighting Zone, and Brush Management Zone. Specific details and requirements associated with each of these zoning designations are outlined further as follows.

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.

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). The project site contains sensitive biological resources and therefore a Site Development Permit is required. ~~The environmentally sensitive lands~~ Environmentally Sensitive Lands Regulations regulations included in Chapter 14, Article 3, Division 1 (Section 143.0100) of the City's Land Development Code (City of San Diego 2014) are intended to ensure that development occurs in a manner that protects the overall quality of natural resources and is consistent with sound resource conservation principles, as well as the rights of private property owners. These regulations and accompanying guidelines for biological resources, steep hillside, special flood hazard areas, and coastal bluffs and beaches are intended to serve as standards for the determination of impacts and mitigation under the California Environmental Quality Act (CEQA) and California Coastal Act. ~~The project site is subject to the Environmentally Sensitive Lands Regulations environmentally sensitive lands regulations as since it the site contains environmentally sensitive lands in the form of biological resources, and therefore it requires a site development permit.~~ Site Development Permit. Development that proposes encroachment into environmentally sensitive lands or that does not qualify for an exemption pursuant to Section 143.0110(c) is subject to the following regulations:

- ~~The allowable development area for all proposed subdivisions is based on the existing lot or premises to be subdivided. If no development is proposed on any newly created lot, the future development area of the lot shall be indicated on the required grading plan and included in the maximum allowable development area calculation for the subdivision.~~

~~No building lot shall be created that provides such a small development area that future reasonable development of the lot will require additional encroachment into environmentally sensitive lands beyond the maximum allowable development area of the original, unsubdivided premises. No temporary disturbance or storage of material or equipment is permitted in environmentally sensitive lands, unless the disturbance or storage occurs within an area approved for development~~

~~by a site development permit or unless it can be demonstrated that the disturbance or storage will not alter the landform or cause permanent habitat loss, and the land will be revegetated and restored in accordance with the Biology Guidelines in the Land Development Code (City of San Diego 2014, Section 143.0140(d)).~~

Torrey Highlands Subarea Plan/North City Future Urbanizing Area Subarea IV

The project site is currently designated as Commercial Limited (CL) land use under the existing Torrey Highlands Subarea Plan. The North City Future Urbanizing Area (NCFUA) is a 12,000-acre area stretching easterly from Interstate (I) 5 and Carmel Valley to the Rancho Peñasquitos and Rancho Bernardo communities. The NCFUA Framework Plan, adopted in October 1992, established five subareas. A subarea plan was to be prepared for each subarea; the document was to describe the open space, transportation, development and other definitive aspects of the proposed subarea upon buildout (City of San Diego 1992). The Torrey Highlands Subarea Plan (Subarea IV) consists of 1,134 acres. Torrey Highlands Subarea is surrounded by Rancho Peñasquitos to the east, Los Peñasquitos Canyon Reserve to the southeast, Subarea V to the south, Subarea III to the west, Fairbanks Ranch to the northwest, and Subarea I and Del Mar Mesa Preserve to the north. Fairbanks Highlands, a 386-acre Planned Residential Development is also encompassed within the Torrey Highlands Subarea.

The Torrey Highlands Subarea Plan (City of San Diego 1996) is consistent with the adopted goals and policies of the NCFUA Framework Plan, the City's Progress Guide, the City's General Plan, and is based on the need to do the following:

- Develop a refined land use plan for Subarea IV within the context of the Framework Plan
- Develop alignments for the major circulation element roads (Camino del Sur, Carmel Valley Road, and Carmel Mountain Road)
- Provide for a future alignment for SR-56 ~~–(of which the northernmost was adopted and built)~~
- Define development areas and conservation boundaries consistent with the Resource Protection Ordinance which later morphed into Multi-Habitat Planning Areas under the City's Multiple Species Conservation Program ~~Subarea Plan areas preserve~~
- Locate public facilities
- Designate pedestrian, bicycle, and equestrian trail corridor
- Requires biological mitigation to be carried out consistent with Section 2.5.5., Subarea IV Restoration and Enhancement Plan.– This section outlines options with priority for on-site (within Subarea IV) mitigation. Acquisition and restoration within the MSCP Preserve but outside the Subarea requires ~~twice2x's~~ the mitigation ratio~~n~~ provided under 2.5.4 Mitigation

Ratio Guidelines, but will be waived upon finding that on-site within Subarea IV Preserve Segment is infeasible

The Torrey Highlands Subarea Plan consists of text that sets forth goals, policies, proposals, and recommended actions (City of San Diego 1996). Chapters within the Subarea Plan include Open Space, Circulation, Land Use, Community Design Guidelines, Community Facilities, Housing, and Implementation.

Rancho Peñasquitos Community Plan

The community of Rancho Peñasquitos is located east of the Torrey Highlands Community, west of I-15, north of Los Peñasquitos Canyon Preserve, and south of the community of Rancho Bernardo. State Route 56 traverses east/west through the central portion of the community and it encompasses approximately 6,500 acres including Black Mountain Regional Park. Rancho Peñasquitos is governed by the Rancho Peñasquitos Community Plan (City of San Diego 1993), which is consistent with the adopted goals and policies of the City's Progress Guide and the City's General Plan. Rancho Peñasquitos is identified as a Planned Urbanized community in the City's Progress Guide and General Plan (City of San Diego 2004). Development of the community is nearly complete with only a limited number of sites still available for development. The Community Plan identifies the issues and goals of the community with respect to land use, public facilities, urban design and environmental constraints and the land use plan for the Rancho Peñasquitos Community Plan is based on the need to do the following (City of San Diego 1993):

- Ensure that needed public facilities are provided at the time of need.
- Provide a diversity of housing opportunities for a variety of household types, lifestyles and income levels, while maximizing the health, safety and welfare of the community.
- Provide attractive commercial development to serve the community's day-to-day shopping, service and recreational requirements.
- Provide public parks and recreation facilities as needed, while preserving and maintaining landscaped and natural open space areas.
- Construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the community, while providing adequate access to the larger San Diego region.
- Ensure a pleasant and healthful physical and social environment for Rancho Peñasquitos residents by balancing development with the preservation of the community's natural resources and amenities.
- Provide and maintain a high level of public facilities and services concurrent with community growth and tailored to community needs.

The Rancho Peñasquitos Community Plan consists of text that sets forth goals, policies, proposals, and recommended actions (City of San Diego 1993). Chapters within the Plan include Residential, Commercial, Neighborhood Planning, Industrial, Community Appearance and Design, Transportation, Park and Recreation, Open Space and Resource Management, Education, Public Facilities and Services, Marine Corps Air Station Miramar, and Social Needs. The project area is not within the Rancho Peñasquitos Community Plan and is therefore not subject to its land use designations or goals and policies.

City of San Diego Multiple Species Conservation Program Subarea Plan

The San Diego Multiple Species Conservation Program (MSCP) is a long-term regional conservation plan established to protect sensitive species and habitats in San Diego County. The regional MSCP is divided into subarea plans that are implemented separately from one another (County of San Diego 1997). The entire project site is within the City of San Diego Subarea Plan. This subarea encompasses 206,124 acres and is generally characterized by urban land use. Within the City's MSCP Subarea, a largely contiguous, habitat baseline area or Multi-Habitat Conservation Area (MHPA) of approximately 60,000 acres was identified. At the end of the 50-year permit, the City's final MSCP preserve will consist of 90% or greater conserved lands from the City's MHPA. The MHPA "baseline/hard line" areas were developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups. The MHPA identifies biological core resource areas and corridors targeted for conservation, in which only limited development may occur (City of San Diego 1997). The project site lies within the northern area of the City of San Diego's MSCP boundary; however, the property does not contain any lands designated as part of the City's MHPA. Furthermore, the property is located within Subarea IV of what was previously described as the Northern Future Urbanizing Area of the City, as identified in the City's MSCP Subarea Plan. Per the EIR for Subarea IV, the subject property is located outside of the MHPA and is designated for "industrial/institutional" use (City of San Diego 1996). The MHPA has been planned and/or dedicated and preserved previously through the implementation of the North City Future Urbanizing Area Subarea Plan and various approved tentative maps.

Carmel Mountain Preserve and Del Mar Mesa Preserves Resource Management Plan (RMP)

The Carmel Mountain Preserve and Del Mar Mesa Preserve (Preserves) is a natural open space area that is located north of the Torrey Highlands Subarea. The Preserves harbor sensitive and depleted vegetation communities and species unique to the San Diego region. The primary resources to be protected on the Preserves are vernal pools; southern maritime chaparral; the continuity of habitat for wildlife movement and gene flow and the federally and state listed flora and fauna. The Carmel Mountain Preserve and Del Mar Mesa Preserve Resource Management Plan (RMP) describes the

tasks that will ensure management and maintenance of the Preserves in accordance with the MSCP and the Subarea Plan.

City of San Diego Climate Action Plan

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that the City will undertake to achieve its proportional share of state greenhouse gas (GHG) emission reductions. The CAP includes a variety of potential GHG reduction policies and measures selected to help meet the City's 2050 GHG reduction goals of 80% below the 2010 baseline and meet the City's 2035 interim target that was set based upon the trajectory for meeting the 2050 reductions. Successful implementation of the CAP will (1) prepare for anticipated climate change impacts in the coming decades, (2) help California achieve its reduction target by contributing the City's fair share of GHG reductions, and (3) have a positive impact on the regional economy. The CAP includes a baseline inventory for 2010; emissions forecasts for 2020 and 2035; establishes reduction targets for 2020 and 2035; and identifies federal, state and local measures to reduce emissions that, when totaled, meet or exceed the 2020 and 2035 targets. The CAP also provide an implementation action and phasing for individual goals (City of San Diego 2015b). Each of the City's CAP strategies includes goals to identify ways to reduce GHG emissions.

The CAP includes the following five strategies developed to reduce City-wide GHG emissions and to achieve reduction targets for the years 2020 and 2035 (City of San Diego 2015b):

1. Energy & Water Efficient Buildings
2. Clean & Renewable Energy
3. Bicycling, Walking, Transit & Land Use
4. Zero Waste (Gas & Waste Management)
5. Climate Resiliency

The CAP Consistency Checklist, adopted July 12, 2016, is the primary document used by the City of San Diego to ensure project-by-project consistency with the underlying assumptions in the CAP and that the City would achieve its emission reduction targets identified in the CAP. For a discussion of the project's consistency with the CAP, see the CAP Checklist Consistency Analysis provided in Chapter 5.43, Greenhouse Gas Emissions, of this EIR.

MCAS Miramar ALUCP

The project site is located within the ALUCP Overlay Zone for MCAS Miramar and Review Area 2 of the MCAS Miramar Airport Influence Area. The Airport Influence Area defines the boundaries for the

ALUCP and consists of noise contours, safety zones, airspace protection surfaces, and overflight areas for MCAS Miramar. ALUCPs are adopted by the San Diego County Regional Airport Authority, as the Airport Land Use Commission, to establish land use compatibility requirements to protect the airport from incompatible land uses and provide the City with development criteria that would allow for the orderly growth of the area surrounding the airport. The latest MCAS Miramar ALUCP was adopted by on October 2, 2008. The principle compatibility concerns, as defined in the ALUCP, are related to four specific factors, including noise, safety, airspace protection, and overflight. The ALUCP defines the project site as being located outside of the Accidental Potential Zones (APZ) (see Figure 5.1-1, MCAS Miramar Safety Compatibility Map). There are three accident potential zones: clear zone, APZ I, and APZ II. The potential for aircraft accidents and corresponding need for land use restrictions are greatest within the clear zone and diminish with increased distance from the runway (San Diego County Airport Land Use Commission 2008). The MCAS Miramar ALUCP lists office building land uses as being compatible for aircraft noise levels up to 60 dBA CNEL, and conditionally compatible for aircraft noise levels up to 75 dBA CNEL, provided the building structure is capable of attenuating exterior noise to an interior level of 50 dBA CNEL.

5.1.3 IMPACT: CONSISTENCY WITH GENERAL PLAN OR APPLICABLE COMMUNITY PLAN

Issue 1: Would the proposal result in an inconsistency/conflict with the environmental goals, objectives, and recommendations of the General Plan or community plan in which it is located?

5.1.3.1 Threshold

Per the City's Significance Determination Thresholds, an inconsistency with a plan is not by itself a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA. Land use compatibility impacts may be significant if the project would:

- Conflict or be inconsistent with the environmental goals, objectives, or guidelines of a community or general plan.
- Be substantially incompatible with an adopted plan.

5.1.3.2 Analysis of Impact

The project site is designated as Commercial Employment, Retail and Services in the City's General Plan (City of San Diego 2008), and Commercial Limited within the Subarea Plan (Community Plan) (City of San Diego 1996). The project site is within the Torrey Highlands Subarea IV, which is planned to incorporate wildlife areas, public facilities (schools), and neighborhood-serving uses such as shopping and

employment (City of San Diego 1996). The project is proposing a Community Plan Amendment to redesignate the site from Commercial Limited (CL) to Employment Center (EC) in the Torrey Highlands Community Plan area. Commercial Limited allows religious facilities, trade schools, storage, veterinary clinics, nurseries, and garden centers, whereas Employment Center would allow scientific research, corporate headquarters, research and development, professional and corporate offices, and other limited ancillary uses (City of San Diego 2006). Because the project proposes 450,000 square feet of business office development, including associated amenity building and parking garage, the project would be consistent with the land uses allowed under the Employment Center designation. The project's consistency with pertinent principles, goals, and policies, and recommendations are provided in Tables 5.1-2 and 5.1-3.

The land use consistency analysis takes several factors into consideration such as whether or not the project implements a principle, goal or policy or directly conflicts with the implementation of a principle, goal or policy. Overall, as shown in Tables 5.1-2 and 5.1-3, the project would implement many of the principles, goals, and policies contained within the existing General Plan and Torrey Highlands Subarea Plan.

However, the project proposes a more intensive land use than currently allowed in the Torrey Highlands Subarea Plan under the CL designation, such as religious facilities, trade schools, storage, veterinary clinics, nurseries, and garden centers. Secondary impacts associated with the increase in use intensity on the site are analyzed and addressed in Section 5.2, Transportation/Circulation; Section 5.3, Visual Effects and Neighborhood Character; Section 5.4, Greenhouse Gas Emissions; and Section 5.5, Air Quality and Odor.

5.1.3.3 Significance of Impact

The project would include a Community Plan Amendment to the Torrey Highlands Subarea Plan to increase the intensity of and redesignate the project site from Commercial Limited (CL) to Employment Center (EC) (Appendix B). The project would also rezone the project site from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses) (City of San Diego 2008). The project would be consistent with the intention of the EC and IP-3-1 site designations. The project would not result in an inconsistency or conflict with the goals, objectives, or guidelines of the General Plan, the Torrey Highlands Subarea Plan, or any other applicable plans. Impacts would be less than significant.

5.1.3.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.1.4 IMPACT: DEVIATION OR VARIANCE

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

5.1.4.1 Threshold

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

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

5.1.4.2 Analysis of impact

The site is currently zoned as AR-1-1 that allows for agriculture and residential development requiring 10-acre minimum lots. The project proposes a change of zone to IP-3-1, industrial park. The purpose of the IP-3-1 zone is to provide for high-quality science and business park development. The development standards of this zone are intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping. Restrictions on permitted uses and signs are provided to minimize commercial influence. More specifically, the IP-3-1 zone allows for research and development, office, and residential uses.

Furthermore, the project would be consistent with the IP-3-1 development regulations as the project does not require a deviation or variance.

5.1.4.3 Significance of Impact

The project would not require a deviation or variance that would result in a physical impact on the environment. Therefore, impacts would be less than significant.

5.1.4.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.1.5 IMPACT: CONSISTENCY WITH CITY'S MULTIPLE SPECIES CONSERVATION PROGRAM SUBAREA PLAN OR OTHER STATE HABITAT CONSERVATION PLAN

Issue 3: 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?

5.1.5.1 Threshold

According to the City's Significance Determination Thresholds, land use impacts may be significant if the project would be inconsistent or conflict with adopted environmental plans for an area.

5.1.5.2 Analysis of Impact

MSCP Subarea Plan Consistency

The project is located within the "Northern Area" of the city's MSCP Subarea Plan. While the City's MHPA lands surround the project site on three sides, the site does not contain any lands designated as part of the City's MHPA. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve biodiversity while allowing for reasonable economic growth. The MHPA consists of areas within which the permanent MSCP preserve will be assembled and managed for its biological resources. Areas not located with the MHPA would be available for development proposals. Due to its location outside of the MHPA, development of the site would not directly affect assemblage of the MSCP preserve system.

Given that the project is located adjacent to MHPA lands, the project is required to demonstrate consistency with the MHPA Land Use Adjacency Guidelines. The project is located within the Future Urbanizing Area (FUA) of the MSCP and therefore complies with Specific Guidelines C9, C12, and C13 for the FUA area. The project complies with all General Management Directives applicable to all areas of the City's MSCP Subarea. Compliance with these components of the MSCP are described in detail below.

MSCP-MHPA Land Use Adjacency Guidelines

Pursuant to the City's MSCP Subarea Plan, the project would be required to comply with the MHPA Land Use Adjacency Guidelines outlined in Section 1.4.3 of the Subarea Plan.

The project's conformance with the Land Use Adjacency Guidelines is detailed below with the MHPA guideline identified in italics within each guideline. Project conformance with the guidelines would be made conditions of the Site Development Permit.

- **Drainage**
 - **Guideline:** *All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention*

basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

- **Project Conformance Discussion:** The developed and paved areas within the project would not drain directly into the MHPA; rather, those areas would drain directly to the bio-filtration basins located on site, which prevent the release of toxins, chemicals, petroleum products, and exotic plant materials from draining into the MHPA, as depicted in Appendix F, Biological Technical Report. The biofiltration basins are connected and collect runoff from all hardscape and rooftops via a system of pipes and drains to capture all drainage on site. The biofiltration basins connect via pipeline to the discharge point at the northern edge of the site. Thus, all discharge into the MHPA will have passed through the biofiltration basins prior to discharge.

- **Lighting**

- **Guideline:** *Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.*
- **Project Conformance Discussion:** Any nighttime lighting, such as security lighting, will be shielded and directed away from the MHPA per the City's Outdoor Lighting Ordinance 142.0740 such that there would be no spill of light into the MHPA.

- **Noise**

- **Guideline:** *Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.*
- **Project Conformance Discussion:** Currently, the project is located within an area subject to existing noise from traffic on Highway 56, as depicted in Appendix I, Noise Assessment. Additional noise may be generated during implementation of required brush management practices. Due to the adjacency to the MHPA, the project would be designed to minimize noise impacts. See the following discussion for how noise is addressed with respect to coastal California gnatcatcher (*Polioptila californica californica*). If construction must occur

during the breeding season for the coastal California gnatcatcher, the following measures shall be implemented, as depicted in Appendix F, BTR:

- If California gnatcatchers are found off site within the MHPA during preconstruction surveys, construction within 500 feet shall not commence until temporary noise barrier(s) are placed between the construction area and occupied gnatcatcher habitat. The location of the noise barrier(s) shall be determined by the biologist and acoustician. Construction noise levels shall be monitored at the edge of occupied habitat with the noise barrier(s) in place. Other measures shall be implemented, as necessary, to reduce noise levels to below 60 dB(A), or to the ambient noise level if it already exceeds 60 dB(A) at the edge of the occupied habitat.

Construction noise shall be monitored once weekly to verify that noise at the edge of occupied habitat in the MHPA is maintained below 60 dB(A), or to the ambient noise level if it already exceeds 60 dB(A). If this requirement cannot be met, other measures shall be implemented as necessary, to reduce noise levels to below 60 dB(A) or to the ambient noise level if it already exceeds 60 dB(A). Such measures may include, but are not limited to, placement of construction equipment, and limitations on the simultaneous use of equipment.

- **Barriers**

- **Guideline:** *New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.*
- **Project Conformance Discussion:** A combination of walls, signage, the parking garage, and natural rock/boulder barriers, as illustrated in Figure 3-13, Landscape Plan, and Figure 3-17, Fencing and Barriers, are provided to prevent intrusion into the MHPA area. No public trails have been designated on site or are proposed. As previously discussed and as discussed in Appendix F, BTR, if coastal California gnatcatchers are found off site within the MHPA, construction within 500 feet shall not commence until temporary noise barrier(s) are placed between the construction area and occupied gnatcatcher habitat.

- **Invasives**

- **Guideline:** *No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.*
- **Project Conformance Discussion:** The landscape plan for the project would utilize native species, as depicted in Figure 3-13, Landscape Plan, and as depicted in Appendix F, BTR. No invasive species would be introduced on the project site.

- **Brush Management**

- **Guideline:** *New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 will be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones will not be greater in size that is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area will be the responsibility of a homeowners association or other private party.*
- **Project Conformance Discussion:** All manufactured slopes are contained within the site plan and development footprint and would not encroach into the MHPA. Brush Management Zone (BMZ) 1 and 2 are located within the development footprint and outside of the MHPA. No invasive plants will be used. New planting occurs within the grading areas. BMZ 2 will include only native plant species and no non-native invasive plant species will be used. No brush management is proposed in the MHPA, as described in Appendix F, BTR.

- **Grading/Land Development**

- **Guideline:** *Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.*
- **Project Conformance Discussion:** All manufactured slopes would be contained within the development footprint, as described in Appendix F, BTR. No manufactured slopes are proposed off site or within the MHPA.

The project would be designed to adhere to the City's MHPA adjacency guidelines, to address issues such as drainage, toxics, lighting, noise, barriers, invasive exotics, brush management, and grading/land development. These project design features are presented on the MHPA Adjacency Exhibit attached in the BTR (see Appendix G to Appendix F included in Appendix F, Biological Technical Report, of this EIR). Further, the project would be designed to include a landscape site design that aims to prevent intrusion into the adjacent MHPA sensitive areas. These design measures include native, drought-tolerant landscaping, and no non-native species used in plantings adjacent to the MHPA. Additionally, plantings would be designed to obscure undesirable views (e.g.,

automobiles, storage, utilities areas) and would mimic the off-site natural environment. The landscape site design would also incorporate a combination of walls, signage, the parking garage and natural rock/barriers to adhere to the MHPA adjacency guidelines and prevent intrusion into the adjacent MHPA sensitive areas.

Future Urbanizing Area Specific Guidelines

The project is located within the Future Urbanizing Area (FUA) of the City's MSCP Subarea Plan (City of San Diego 1997). Due to the FUA's proximity to the project site, the project would be required to comply with Specific Guidelines C9, C12, and C13 for the FUA area. The project's conformance with these FUA Specific Guidelines is detailed below, with the Guideline language provided in italics (City of San Diego 1997):

- **Specific Guideline C9:**
 - **Guideline:** *The MHPA excludes golf course greens and fairways, although these areas may provide for some wildlife movement.*
 - **Project Conformance Discussion:** The project does not include the development of golf course greens and fairways, therefore the project is consistent with Specific Guideline C9.
- **Specific Guideline C12**
 - **Guideline:** *Incorporate bridges to facilitate wildlife crossing.*
 - **Project Conformance Discussion:** The project site does not provide for considerable wildlife movement or serve as an important habitat linkage for wildlife species where construction of a bridge would be required.
- **Specific Guideline C13**
 - **Directive:** *Due to its relatively pristine condition and the sensitivity of habitats within it, Deer Canyon should remain free of utilities, facilities and roads.*
 - **Project Conformance Discussion:** The project is not located in Deer Canyon; therefore, the project would not conflict with this Guideline.

General Management Directives

Pursuant to the City's MSCP Subarea Plan, the project would be required to comply with General Management Directives that are applicable to all areas of the City's MSCP Subarea. The General Management Directives are found in Section 1.5.2 of the MSCP Subarea Plan. The project's conformance with the applicable General Management Directives is detailed below, with the Guideline language provided in italics.

- **Mitigation**

- **Directive:** *Mitigation, when required as part of project approvals, shall be performed in accordance with the City of San Diego Environmentally Sensitive Lands Ordinance and Biology Guidelines.*
- **Project Conformance with Directive:** The project mitigation shall be performed in accordance with the City of San Diego Environmentally Sensitive Lands Ordinance and Biology Guidelines.

Public Access, Trails, and Recreation

- **Priority 1:**

1. **Directive:** *Provide sufficient signage to clearly identify public access to the MHPA. Barriers such as vegetation, rocks/boulders or fencing may be necessary to protect highly sensitive areas. Use appropriate type of barrier based on location, setting and use. For example, use chain link or cattle wire to direct wildlife movement, and natural rocks/boulders or split rail fencing to direct public access away from sensitive areas. Lands acquired through mitigation may preclude public access in order to satisfy mitigation requirements.*

Project Conformance with Directive: A combination of walls, signage, the parking garage, and natural rock/boulder barriers, as illustrated in Appendix F, are provided to prevent intrusion into the MHPA area.

2. **Directive:** *Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted, restrain pets on leashes.*

Project Conformance with Directive: Although the project site borders the City's MHPA on three sides, it does not intrude into this natural area. The project proposes to provide outdoor meeting areas and access to walking paths that would connect to outside running and hiking trails planned in the Del Mar Mesa Preserve. Landscaping and architectural elements would be designed to prevent intrusion into the adjacent MHPA sensitive areas.

Adjacency Management Issues

The following management directives are in addition to those outlined in Section 1.4.3, and refer more specifically to management and monitoring requirements.

5.1.5.3 Significance of Impact

The project would not conflict with the provisions of the City's MSCP or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant.

5.1.5.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.1.6 IMPACT: 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?

5.1.6.1 Threshold

According to the City's CEQA Significance Determination Thresholds (City of San Diego 2016), 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 CEQA Significance Determination Thresholds also provide guidance for Airport Noise Impacts, including Table K-3, Impacts from Airport Noise and Table K-4, City of San Diego Noise Land Use Compatibility Chart. As depicted in Table K-4, the City considers noise levels of up to 60 db CNEL for office buildings as being acceptable (City of San Diego 2016).

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.

5.1.6.2 Analysis of impact

Airport Land Use Plan Compatibility

MCAS Miramar is located approximately 5.6 miles from the project site. The project site is located within the Airport Influence Area for MCAS-Miramar – Review Area 2, which consists of locations that are within the airspace protection and/or overflight areas as depicted in the MCAS Miramar ALUCP (City of San Diego 2011). Although the project site is not located within the overflight area for MCAS Miramar, the project would be subject to Federal Aviation Administration aeronautical study under the provisions of 49 U.S.C, Section 44718 and Title 14 Part 77, and received a Determination of No Hazard to Air Navigation (Appendix L).

Additionally, the project was reviewed for consistency with the MCAS Miramar ALUCP by the Airport Land Use Commission, which issued an official consistency determination that the project conforms to all ALUCP policies and applicable provisions of the State Aeronautics Act and would not conflict with the MCAS Miramar ALUCP (Appendix L). The Airport Land Use Commission consistency determination found that the project is in compliance with the ALUCP airspace protection surfaces because the proposed increases in zoning height limits do not penetrate any airspace protection surfaces. The project submitted a notice to the FAA and the FAA responded with a “Determination of No Hazard”. The project site is also not located within the MCAS Miramar Safety Zone; 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 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 proposes uses that would attract wildlife such as birds that would interfere with aircraft operations.

For the above-stated reasons, the project would not conflict with the ALUCP for MCAS Miramar.

Aircraft Noise

The project site is located outside of MCAS Miramar’s 60 dBA CNEL noise contour (City of San Diego 2011). Therefore, the project would be compatible with the applicable standards and guidelines related to aircraft noise.

5.1.6.3 Significance of Impact

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, impacts associated with airport land use compatibility and impacts from aircraft would be less than significant.

Aircraft Noise

The project site is located outside of MCAS Miramar's 60 dBA CNEL noise contour; therefore, impacts related to aircraft noise would be less than significant.

5.1.6.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.1.7 IMPACT: CONSISTENCY WITH GENERAL PLAN NOISE ELEMENT

Issue 6: Would the proposal expose sensitive receptors to current or future noise levels that exceed the standards established in the Noise Element of the General Plan?

5.1.7.1 Threshold

According to the City's CEQA Significance Determination Thresholds, a project would have a significant noise impact if it would result in exposure of people to traffic-generated noise that exceeds Table NE-3, Land Use - Noise Compatibility Guidelines, in the Noise Element of the City's General Plan (Table 5.1-1) (City of San Diego 2008). As shown in Table 5.1-1, the City considers outdoor noise levels of up to 75 dB CNEL for offices and commercial services as being conditionally compatible, provided that interior noise levels of 50 dBA CNEL can be maintained.

Table 5.1-1
City of San Diego Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
<i>Parks and Recreational</i>					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports; Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					

Table 5.1-1
City of San Diego Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
<i>Agricultural</i>					
Crop Raising and Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintenance and Keeping; Commercial Stables					
<i>Residential</i>					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units; <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. and NE-D.3.</i>		45	45*		
<i>Institutional</i>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45			
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45		
Cemeteries					
<i>Retail Sales</i>					
Building Supplies/Equipment; Food, Beverages, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical and Convenience Sales; Wearing Apparel and Accessories			50	50	
<i>Commercial Services</i>					
Building Services; Business Support; Eating and Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly and Entertainment (includes public and religious assembly); Radio and Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
<i>Offices</i>					
Business and Professional; Government; Medical, Dental and Health Practitioner; Regional and Corporate Headquarters			50	50	
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries					

Table 5.1-1
City of San Diego Land Use – Noise Compatibility Guidelines

Land Use Category				Exterior Noise Exposure (dBA CNEL)				
				60	65	70	75	
Research and Development							50	
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.					
		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 for occupied areas. Refer to Section I.					
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.					
	Incompatible	Indoor Uses	New construction should not be undertaken.					
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.					

Source: City of San Diego 2015a, Table NE-3.

5.1.7.2 Analysis of impact

The City requires that interior noise levels not exceed a CNEL of 50 dBA within office commercial type land uses. Typically, with windows closed, building shells of commercial structures provide a minimum of approximately 25 dBA of noise reduction, as shown in Table 5.1-24.

Table 5.1-24
Outside-to-Inside Noise Attenuation (dBA)

Building Type	Open Windows	Closed Windows ^a
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/offices/hotels	17	25
Theaters	17	25

Source: Transportation Research Board, National Research Council 2000.

^a As shown, structures with closed windows can attenuate exterior noise by a minimum of 25–30 dBA.

Therefore, rooms exposed to an exterior CNEL greater than 75 dBA could result in an interior CNEL greater than 50 dBA.

The data provided in Section 5.10, Noise, indicates that the future on-site traffic noise level would be 68 dBA CNEL at the façades of the office buildings adjacent to Camino del Sur. The interior noise level in the offices would thus be approximately 42 dBA CNEL or lower.

Additionally, as previously described in Table 5.1-1, the City considers outdoor noise levels of up to 75 dB CNEL for offices and commercial services as being conditionally compatible, provided that interior noise levels of 50 dBA CNEL can be maintained. Since the interior noise levels are anticipated to be approximately 42 dBA CNEL or lower and the exterior noise levels would not exceed 70 dBA, as indicated previously, the project would not result in an exceedance of the City's adopted noise ordinance and would be consistent with Table NE-3, Land Use - Noise Compatibility Guidelines, in the Noise Element of the City's General Plan (Table 5.1-1 as presented in Section 5.1.2) (City of San Diego 2008).

5.1.7.3 Significance of Impact

The interior noise levels are anticipated to be approximately 42 dBA CNEL or lower and the exterior noise levels would not exceed 70 dBA; therefore, the project would not result in an exceedance of the City's adopted noise ordinance and would be compatible with Table 5.1-1, City of San Diego Land Use – Noise Compatibility Guidelines; therefore, impacts would be less than significant.

5.1.7.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.1.8 IMPACT: PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

Issue 7: Would the proposal physically divide an established community?

5.1.8.1 Analysis of Impact

The project site is currently vacant and undeveloped. Del Mar Mesa Open Space Preserve is located to the north, west, and south of the project site and the area immediately to the south is within the USFWS National Wildlife Refuge. A gas station is located north of the project site just south of SR-56 and its associated bike trail on the east side of Camino del Sur. Commercial and residential land uses are located north and west of the project site (see Figure 2-3). Specifically, the Kilroy Santa Fe Summit Intuit Corporate Campus is located northwest of the project site. Located immediately east of the Intuit campus, the Meridian at Santa Fe Summit Campus is entitled for an expansion in the future to build an additional 600,000 square feet of business office space. Therefore, given the undeveloped nature of the site and surrounding land uses, implementation of the project would be compatible with existing uses and would not divide an established community.

5.1.8.2 Significance of Impact

The project would not divide an established community; therefore, impacts would be less than significant.

5.1.8.3 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Land Use and Community Planning Element</i>			
Policy LU-A.1b	Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high-density residential uses with employment uses (see also Economic Prosperity Element).	The project would provide employment opportunities in a high-quality office campus as a means to create a balance between the existing and proposed housing.	The project would be consistent with this policy.
Policy LU-A.6	Recognize that various villages may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature.	The project would locate additional high-quality employment uses within the sub-regional area of the community to take advantage of the Camino del Sur and State Route 56 (SR-56) freeway interchange and provide the critical mass that supports planned multimodal transportation linkages.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
General Plan Land Use Category Goal	Land use categories and designations that remain consistent with the general plan land use categories as community plans are updated and/or amended.	The project would be consistent with the General Plan land use category.	The project would be consistent with this goal.
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.	The project would provide a cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity.	The project would be consistent with this policy.
General Plan Land Use Plan Amendment Process Goals	Approve plan amendments that better implement the General Plan and community plan goals and policies. Allow for changes that will assist in enhancing and implementing the community's vision.	The project is consistent with the General Plan land use, but would require an amendment to the Community Plan. The project is consistent with the General Plan land use plan amendment process.	The project would be consistent with this goal.
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, or diagrams.	The project proposes a Community Plan Amendment to be consistent with the Torrey Highlands Community Plan.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy LU-D.3	Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the planning commission or city council for consideration.	The project includes a plan amendment initiation application that was presented to the planning commission and approved on September 19, 2013.	The project would be consistent with this policy.
Policy LU-D.12	Evaluate specific issues that were identified through the initiation process as well as any additional community-specific amendment evaluation factors.	As part of the City's Staff Report to the Planning Commission regarding the plan amendment initiation, community-specific evaluation factors were addressed. These issues (visual impacts, trails, circulation, biology) are further addressed in this EIR.	The project would be consistent with this policy.
Policy LU-D.13	Address the 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.	The project addresses all plan amendment issues.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
General Plan Land Use Consistency Goal	Adopt zoning concurrently with community plan updates and amendments to ensure consistency with community plan land use designations.	The project proposes a rezone of the project site from AR-1-1 to IP-3-1.	The project would be consistent with this goal.
Policy LU-F.1	Adopt and implement Land Development Code regulations to implement the policy recommendations of the General Plan; land use designations of the community plans; other goals and policies of the community plans; and community-specific policies and recommendations, through tailored use and development regulations.	The project adheres to Land Development Code regulations and the goals and policies of the General Plan and Torrey Highlands Community Plan.	The project would be consistent with this policy.
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.	The project implements the required land use, design guideline, and other policies related to the General Plan and Torrey Highlands Community Plan.	The project would be consistent with this policy.
Environmental Justice Goals	Ensure a just and equitable society by increasing public	The project has included community residents and Native	The project would be consistent

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>outreach and participation in the planning process.</p> <p>Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.</p>	<p>American tribes in the planning process.</p> <p>The project will meet, at a minimum, Leadership in Energy and Environmental Design (LEED) Silver certification or equivalent and implement sustainable design features.</p>	<p>with these goals.</p>
Policy LU-I.1	<p>Ensure environmental justice in the planning process through meaningful public involvement.</p> <p>a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health and that the concerns of all participants involved will be considered in the decision-making process.</p> <p>b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community.</p> <p>c. Consult with California Native American tribes to</p>	<p>The project would be consistent with all applicable notification process requirements associated with CEQA. In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated March 8, 2016, to interested agencies, groups, and individuals. The 30-day public scoping period ended April 7, 2016. In addition, a public scoping meeting was held on March 30, 2016, at the Rancho</p>	<p>The project would be consistent with this policy.</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places.	Peñasquitos Library, to gather additional public input. Comments received during the NOP public scoping period and meeting were considered during the preparation of this EIR. The NOP and Scoping Letter comments are included as Appendix A of this EIR.	
Policy LU-I.14	Create appropriate buffer zones to help alleviate or minimize potential hazards of certain types of land uses.	The project adheres to the City of San Diego's MHPA adjacency guidelines and include a landscape site design that is designed to prevent intrusion into the adjacent MHPA sensitive areas.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Mobility Element</i>			
A) Walkable Community Goals	Create a safe and comfortable pedestrian environment. Greater walkability achieved through pedestrian-friendly street, site and building design.	The project would be served by a bus stop, crosswalk, running path, and bike lanes constructed by the separate Camino del Sur and Merge 56 projects. The project also includes walking paths throughout the site and provides security lighting around the perimeter of the proposed buildings and along the walkways.	The project would be consistent with these goals.
Policy ME-A.2.f	Provide adequate levels of lighting for pedestrian safety and comfort.	The project would provide security lighting around the perimeter of the proposed buildings.	The project would be consistent with this policy.
Policy ME-A.4	Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards.	All proposed sidewalks and street crossings would be constructed in accordance with all federal, state, and local safety requirements.	The project would be consistent with this policy.
Policy ME-A.5.b	Consider pedestrian impacts when designing the width and number of driveways within a street segment.	The project would design driveways in consideration of pedestrian impacts.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy ME-A.6.b	Link sidewalks, pedestrian paths and multipurpose trails into a continuous region-wide network where possible.	The project proposes on-site pedestrian walking paths that would connect to outside running and hiking trails planned in the Del Mar Mesa Preserve.	The project would be consistent with this policy.
Policy ME-A.6.e	Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.	The project proposes on-site pedestrian walkways to promote walkability.	The project would be consistent with this policy.
Policy ME-A.7	<p>Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.</p> <p>b. Design site plans and structures with pedestrian-oriented features (see also Urban Design, Policies UD-A.6, UD-B.4, and UD-C.6).</p> <p>e. Implement traffic-calming measures to improve walkability in accordance with Policy ME-C.5.</p>	<p>b) The project would include pedestrian walkways, landscaping, and lighting to encourage safety for pedestrians traveling from parking areas.</p> <p>e) Parking areas are easily accessible to vehicles, thereby improving vehicle circulation on site.</p>	The project would be consistent with this policy.
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	The project would provide an employment base as a means to create a balance between the existing/proposed housing and the	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	number of short trips to be made by walking.	creation of places where those residents may work, jobs/housing balance.	
C. Street and Freeway System Goals	Vehicle congestion relief	The project will provide a Transportation Demand Management (TDM) plan as a benefit to both the future tenants and the community. The goal of this plan is to reduce and/or remove single-occupant vehicle trips out of the peak hours, thereby relieving congestion.	The project would be consistent with this goal.
E. Transportation Demand Management Goals	Expanded travel options and improved personal mobility.	The project would support vehicle, bus, and bicycle transit, and provide on-site amenities that aim to decrease vehicle emissions.	The project would be consistent with this goal.
Policy ME-E.3	Emphasize the movement of people rather than vehicles.	Parking areas are easily accessible for vehicles, thereby reducing vehicle circulation on site. In addition the design of the project includes landscaped	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		pedestrian walkways to promote walking.	
Policy ME-E.4	Promote the most efficient use of the City's existing transportation network.	The project area is located approximately 0.25 mile south of SR-56 along the west side of the planned extension of Camino del Sur. The project would take advantage of the Camino del Sur and SR-56 freeway interchange and the planned multimodal transportation linkages.	The project would be consistent with this policy.
Policy ME-E.6.	Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities, that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	The project proposes an amenity building, which would include a private café linked to walking paths, outdoor seating, and meeting/ collaboration areas. The project campus would also include a fitness center with shower facilities. Project parking facilities would include handicap accessible spaces, car pool/van-pool designated spaces, bicycle parking, and	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		electrical vehicle charging facilities.	
G. Parking Management Goal	New development with adequate parking through the application of innovative citywide parking regulations.	The project proposes both surface parking spaces and a subterranean and above-ground parking garage to meet the parking requirements of the City.	The project would be consistent with this goal.
Policy ME-G.2	Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.	The project proposes both surface parking and a subterranean and above-ground parking garage to meet the parking requirements of the City. Also, the project is providing bicycle, car pool/van-pool, electrical vehicle, and disabled accessible parking spaces.	The project would be consistent with this policy.
Policy ME-G.2.b	Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking, while still providing appropriate levels of parking.	The project proposes a subterranean and above-ground parking garage with shared parking options for office tenants.	The project would be consistent with this policy.
<i>Urban Design Element</i>			
A. General Urban Design Goal	A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for	The project would provide commercial office space for the nearby suburban	The project would be consistent with this goal.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	social interaction, and that respects desirable community character and context.	office and residential land uses.	
B. General Urban Design Goal	Utilization of landscape as an important aesthetic and unifying element throughout the City.	The project has incorporated a landscape plan into the project design.	The project would be consistent with this goal.
Policy UD-A.1	Preserve and protect natural landforms and features. a. Protect the integrity of community plan designated open spaces b. Continue to implement the Multiple Species Conservation Program (MSCP) to conserve San Diego's natural environment and create a linked open space system. Preserve and enhance remaining naturally occurring features such as wetlands, riparian zones, canyons, and ridge lines.	The project site is surrounded on three sides by the City's MHPA, but the project is not within the preservation area. The project is designed to adhere to the City's MHPA adjacency guidelines and includes a landscape site design that is designed to prevent human and invasive species intrusion into the adjacent MHPA sensitive areas. See Section 5.6, Biological Resources, for further details.	The project would be consistent with this policy.
Policy UD-A.3.g and h	Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of	The project's landscaping plan would include drought-tolerant and native vegetation, particularly in areas adjacent to the MHPA. Trees would	The project would be consistent with these policies.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.</p> <p>Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guidance must be balanced with a need to clear natural vegetation for fire protection and ensure public safety in some areas.</p>	<p>also be used to mimic the off-site natural environment and screen the MHPA from the project and associated open spaces. Plantings would be designed to obscure undesirable views of the project and add interest to the site. In addition, walls, signage, parking garage, and natural rock/barriers would be designed to adhere to the MHPA adjacency guidelines.</p>	
Policy UD-A.4	Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.	The project would achieve LEED Silver certification or equivalent by implementing a series of sustainable and environmentally friendly design features, techniques, and materials. These features include but are not limited to on-site solar installations; exceedance of Title 24, Part 6, energy requirements; energy efficient lighting, appliances,	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		and ventilation strategies; high-efficiency plumbing and landscaping; and cool roofing materials.	
Policy UD-A.5	<p>Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.</p> <p>a. Relate architecture to San Diego's unique climate and topography.</p> <p>b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well-established, distinctive character.</p> <p>c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character.</p> <p>d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.</p> <p>e. Provide architectural interest to discourage the appearance of blank walls for development. This</p>	<p>a. The entire project has been orchestrated to maximize the users' enjoyment of San Diego's temperate climate. Numerous patios at grade, and balconies on the upper floors, have been incorporated into the design. The existing topography of the adjacent arroyo has been extended in to the heart of the project, linking the built environment to the natural preserve.</p> <p>b-e) The building massing on every side of each building has been carefully designed to avoid the</p>	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height, or texture to provide visual interest.</p> <p>f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest at the pedestrian level.</p> <p>g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street.</p> <p>h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments.</p> <p>i. Maximize natural ventilation, sunlight, and views.</p>	<p>perception of large masses. Warm-colored Corten cladding has been chosen for the first two floors emphasizing the pedestrian scale. The glazing and balconies above have been articulated to emphasize horizontal proportions, to further reduce the scale of the buildings to match the surrounding neighborhood. All materials will be of high quality and no wall planes will be left blank.</p> <p>f-h) The massing of the first two floors have been heavily articulated to create a sense of depth and visual interest at the pedestrian level. This strategy has been employed on all</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.	<p>elevations, including those at the rear of the project. No existing buildings exist on the site, but the design team has worked with the local planning group to relate the project to nearby development.</p> <p>i) The design has maximized the natural ventilation, daylighting, and views to the greatest extent possible while complying with code mandated energy performance (Title 24).</p> <p>j) As requested by the community planning group, the connection between the public street and the building entrances has been significantly enhanced to provide a safe, enjoyable</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		pedestrian experience.	
Policy UD-A.8	<p>Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.</p> <ul style="list-style-type: none"> a. Maximize the planting of new trees, street trees, and other plants for their shading, air quality, and livability benefits (See also Urban Forestry section of Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Encourage water conservation through the use of drought-tolerant landscape. c. Use landscape to support stormwater management goals for filtration, percolation, and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages, and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the 	<ul style="list-style-type: none"> a) New tree plantings would be strategically located throughout the site, including the interior courtyard space to enhance the outdoor pedestrian experience and provide shaded areas, as shown on Figure 3-13, Landscape Plan. In addition, trees would be placed along the southern wall of the parking structure to screen public views of the parking garage building façade. b) The planting palette for the site includes drought-tolerant and native vegetation, as well as new tree plantings designed to mimic the off-site natural environment. 	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>neighborhood (See also Conservation Element, Section J).</p> <p>f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and at intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.</p> <p>h. Shade paved areas, especially parking lots.</p> <p>j. Use landscaped walkways to direct people to proper entrances and away from private areas.</p>	<p>c) To address issues of storm water treatment from increased runoff, the project design would include on-site biofiltration and hydromodification features implemented in accordance with the California Regional Water Quality Control Board (RWQCB) for the San Diego region municipal stormwater National Pollutant Discharge Elimination System (NPDES) permit (Municipal Separate Storm Sewer System (MS4) Permit). Three on-site biofiltration basins are proposed on site. Two basins would be located at the northwestern portion of the site, and the third would be located</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>at the west of the site.</p> <p>d) The Preserve at Torrey Highlands will serve to bridge the gap between the existing open space and built environment through the project's landscape design scheme. Specifically, the northeast corner includes a small gathering space with pedestrian connection across Camino Del Sur. This feature provides both a physical and visual link between the project site and the adjacent planned development. Landscape treatment along the street frontage will relate to the project's internal vegetative treatments while</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>connecting it to the adjacent development. The landscape plan has been designed to treat the outer edges of the project site as a transitional space from the built environment to the natural MHPA open space.</p> <p>e) The landscape design would be unique to the project site and would complement the character of the surrounding area. Landscaping would include native plantings compatible with adjacent habitat surrounding the site, and new tree plantings, such as <i>Quercus agrifolia</i>, which would bring the feeling of the natural surroundings into the project site. Trees plantings would be installed</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>to provide the feeling of the natural surroundings into the site's interior while providing a large canopy of shade. Canopy trees would be planted at the project perimeter to provide natural character to the site while providing screening of the parking garage from Camino del Sur.</p> <p>f) As shown on Figure 3-13, Landscape Plan, new tree plantings would be designed to obscure undesirable views (e.g., parking garage, storage, utility areas) and add visual interest to the site through a variety of plant types and materials. Additionally, as shown on Figure 3-13, new tree</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>plantings and landscaping elements would be incorporated throughout the courtyard common areas as well as along sidewalks and pedestrian corridors to provide visual interest and enhance the pedestrian experience.</p> <p>h) The proposed rooftop parking spaces of the parking structure would be shaded by shade structures. Solar panels would be mounted on top of parking garage shade structures to generate on-site renewable energy.</p> <p>j) As shown in the proposed landscape plan, the project would be landscaped to enhance proper entrances and would direct</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		pedestrians throughout the project site.	
Policy UD-A.11	<p>Encourage the use of underground or aboveground parking structures, rather than surface parking lots, to reduce land area devoted to parking. (See also Mobility Element, Section G.)</p> <p>b. Design safe, functional, and aesthetically pleasing parking structures.</p> <p>c. Design structures to be of a height and mass that are compatible with the surrounding area.</p> <p>d. Use building materials, detailing, and landscape that complement the surrounding neighborhood.</p> <p>e. Provide well-defined, dedicated pedestrian entrances.</p> <p>f. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.</p> <p>g. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking</p>	<p>The project proposes an above- and below-ground subterranean parking garage.</p> <p>b) The parking structure would be safe and functional, providing access to each building via pedestrian-limited pathways to and from the parking structure. New tree plantings would be located along the south-facing wall of the parking structure to screen views of the building façade.</p> <p>c) The project would construct a 450,000-square-foot business office development with one four-story and one six-story building along with a seven-story parking garage. The project would</p>	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>structure and create an active streetscape.</p> <p>h. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.</p>	<p>be consistent in height and mass with the existing 480,000-square-foot Kilroy Santa Fe Summit office campus and planned expansion located to the northwest.</p> <p>d) The proposed building materials and landscaping have been included to complement the surrounding natural areas and nearby existing and proposed development. These materials include natural-colored and textured concrete paving and decomposed granite paving on walkways and patios throughout the site. Landscaping materials would include canopy trees, arroyo path plantings and garden groundcover.</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		<p>e) Well-defined pedestrian entrances would be provided on the east side of the project site from Camino del Mar as shown on Figure 3-1, Site Plan.</p> <p>f-h) The parking garage is proposed above and underground. The site also includes appropriate pedestrian lighting and security cameras to promote safety and security.</p>	
Policy UD-A.13.	<p>Provide lighting from a variety of sources at appropriate intensities and qualities for safety.</p> <p>a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.</p> <p>b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.</p> <p>c. Use lighting to convey a sense of safety while minimizing glare and contrast.</p>	<p>a) Pedestrian lighting would be provided to increase on-site safety, visibility, and wayfinding throughout the site during nighttime hours.</p> <p>b) The proposed vehicular lighting would not overwhelm the quality of pedestrian lighting by</p>	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>d. Use vandal-resistant light fixtures that complement the neighborhood and character.</p> <p>e. Focus lighting to eliminate spill-over so that lighting is directed and only the intended use is illuminated.</p>	<p>directing the lighting downward and only providing the amount of lighting necessary for vehicular safety.</p> <p>c) Security lighting would be provided within the parking areas and structures. In addition, lighting would be provided throughout the project, especially along the pedestrian walkways. To minimize glare and contrast, safety lighting would be directed downward and would only be provided to the level necessary for the safety of pedestrians and vehicles.</p> <p>d) All outdoor light fixtures would be shielded and consist of vandal-resistant features.</p> <p>e) All outdoor lighting would be</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		shielded to prevent spill-over and glare to adjacent land uses. It is also important to note that there are no sensitive receptors in the vicinity of the project site.	
Policy UD-A.14.	Provide comprehensive project sign plans to effectively utilize sign area. a. Design signs as a means to communicate a unified theme and identity for the project. b. Include pedestrian-oriented signs to acquaint users with various aspects of a development. Place signs to direct vehicular and pedestrian circulation. c. Post signs to provide directions and rules of conduct where appropriate behavior control is necessary. d. Design signs to minimize negative visual impacts.	a) The signs would be designed to be harmonious with the project design. b) Signs would be incorporated throughout the project site to provide clear direction and rules. c) The proposed signs would also direct pedestrian and vehicular circulation. d) The signs would be designed to be harmonious with the project design.	The project would be consistent with this policy.
Policy UD-A.17.	Incorporate crime prevention through environmental design measures, as necessary, to	a) Proposed structures would include windows and doors along	The project would be consistent

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>reduce incidences of fear and crime, and design safer environments.</p> <p>a. Design projects to encourage visible space and “eyes on the street” security that will serve as a means to discourage and deter crime through the location of physical features, activities, and people to maximize visibility.</p> <p>b. Define clear boundaries between public, semi-public/private, and private spaces.</p>	<p>the street frontages that provide a sense of visibility on the streets and deter crime.</p> <p>Additionally, as shown in Figure 5.3-11, Architectural Renderings, all proposed office structures would consist primarily of glass, which would look down into courtyard common area to provide increased visibility.</p> <p>Moreover, a café is proposed within the courtyard common area which would encourage pedestrian and passive use of the space providing additional “eyes on the street.”</p> <p>b) The boundary of the project would be clearly defined through signage directing employees and</p>	<p>with this policy.</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		visitors at the north and south entrances and exits leading drivers to passenger drop-off areas and the parking garage. Landscape plantings would be used to enhance circulation and provide clearly defined boundaries between the office building structures and publicly accessible common spaces such as the café and courtyard areas.	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
D. Office and Business Park Development Goal	<p>Promote the enhanced visual quality of office and industrial development.</p> <p>Provide increased pedestrian- and transit-orientation within office and industrial developments.</p>	The project provides a cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity. The project would also develop a high-quality office campus to provide an employment base to serve residents and create a jobs/housing balance.	The project would be consistent with this goal.
Policy UD-D.1	Provide expanded opportunities for local access and address the circulation needs of pedestrians within and among office and business park developments.	The project would provide business office space to support the nearby suburban office and residential land uses. The project would include trails, pedestrian walkways, landscaping, and lighting to encourage safety for pedestrians traveling from parking areas. Additionally, the project would include pedestrian path and trail linkages to the proposed Merge 56 project east of Camino del Mar and other surrounding	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		proposed developments in the immediate area.	
Policy UD-D.2	Assure high quality design of buildings and structures.	The project provides a high-quality, cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity.	The project would be consistent with this policy.
Policy UD-D.3	Assure high-quality design in parking areas, which often provide the first impression and identification of a project to a client, employee, or resident. a. Utilize a combination of trees and shrubs at the edge of parking areas to screen parking lots and structures from the street. b. Distribute landscape areas between the periphery and interior landscaped islands. c. Design landscape to break-up large paved areas.	The landscape site design incorporates a combination of walls, signage, natural rock/barriers and dense, evergreen foliage to obscure undesirable views of parking and storage areas and add interest to the site. Landscape designs would also incorporate new tree plantings throughout the site to break up paved areas and larger structures.	The project would be consistent with this policy.
<i>Public Facilities, Services, and Safety Element</i>			
Policy PF-C.1	Require development proposals to fully address impacts to public facilities and services:	The applicant has coordinated with public facility providers to identify the project's demand	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<ul style="list-style-type: none"> a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period. 	on services and their potential impacts. The project would not significantly impact any public facilities serving the project area. See Chapter 7 of this EIR for additional information.	
Policy PF-D.5	Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.	The applicant has coordinated with fire rescue providers to ensure that adequate service levels would be maintained with the implementation of the project.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy PF-E.7	Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.	The applicant has coordinated with police service providers to ensure that adequate service levels would be maintained with the implementation of the project.	The project would be consistent with this policy.
F. Wastewater Goal	Implement environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater. Increased use of reclaimed water to supplement the region's limited water supply.	The applicant has coordinated with water and wastewater providers to ensure that adequate service levels would be available with the implementation of the project. The project would also use recycled water instead of potable water for irrigation.	The project would be consistent with this goal.
Policy PF-F.4	Maintain conveyance and treatment capacity.	The project would be adequately served by either the outfall sewer main located within Torrey Santa Fe Road or a proposed sewer main located within the proposed Camino del Sur right-of-way. The project would also implement water conservation measures in site/building design	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		and landscaping as a part of LEED Silver certification.	
Policy PF-F.6	Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.	The applicant has coordinated with water and wastewater providers to ensure that adequate service levels would be available with the implementation of the project. Additionally, high-efficiency plumbing fixtures and fittings, as well as other water conservation measures, would be implemented by the project as a part of LEED Silver certification.	The project would be consistent with this policy.
G. Stormwater Infrastructure Goals	Protect beneficial water resources through pollution prevention and interception efforts.	The project would implement best management practices (BMPs) to ensure the protection of beneficial water resources. To address issues of storm water treatment from increased runoff, the project design would include on-site biofiltration and hydromodification features implemented	The project would be consistent with this goal.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		in accordance with the California RWQCB for the San Diego region municipal stormwater NPDES permit (MS4 Permit). Three on-site biofiltration basins are proposed on site. Two basins would be located at the northwestern portion of the site, and the third would be located at the west of the site. On-site runoff would be directed to these biofiltration basins. All roof drains are plumbed directly to biofiltration areas and hydromodification control. These biofiltration basins would be used for both pollutant and hydromodification control (Appendix R).	
Policy PF-G.2	Install infrastructure that, where feasible, includes components to capture, minimize, and prevent pollutants in urban runoff from reaching receiving waters and our potable water supplies.	The project would implement BMPs to prevent pollutants from reaching potable water supplies. To address issues of water pollution from on-site runoff, the project design would include on-site biofiltration and	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		hydromodification features implemented in accordance with the California RWQCB for the San Diego region municipal stormwater NPDES permit (MS4 Permit). Three on-site biofiltration basins are proposed on site. Two basins would be located at the northwestern portion of the site, and the third would be located at the west of the site. On-site runoff would be directed to these biofiltration basins. All roof drains are plumbed directly to biofiltration areas and hydromodification control. These biofiltration basins would be used for both pollutant and hydromodification control (Appendix R).	
Policy PF-G.3	Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.	The project design would protect water quality by including on-site biofiltration and hydromodification features including biofiltration basins,	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		which would be implemented in accordance with the California RWQCB for the San Diego region municipal stormwater NPDES permit (MS4 Permit).	
Policy PF-G.5	Identify and implement BMPs for projects that repair, replace, extend, or otherwise affect the stormwater conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	The project would implement BMPs to prevent pollutants from reaching potable water supplies. To address issues of water pollution from on-site runoff, the project design would include on-site biofiltration and hydromodification features implemented in accordance with the California RWQCB for the San Diego region municipal stormwater NPDES permit (MS4 Permit). Three on-site biofiltration basins are proposed on site. Two basins would be located at the northwestern portion of the site, and the third would be located at the west of the site. On-site runoff would be directed to these biofiltration basins. All roof drains are plumbed directly to biofiltration areas and	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		hydromodification control. These biofiltration basins would be used for both pollutant and hydromodification control (Appendix R).	
H. Water Infrastructure Goal	Ensure a safe, reliable, and cost-effective water supply for San Diego.	The applicant has coordinated with the City Water Department to ensure that adequate water supplies are available with the implementation of the project.	The project would be consistent with this goal.
Policy PF-H.3	Coordinate land use planning and water infrastructure planning with local, state, and regional agencies to provide for future development, maintain adequate service levels, and ensure adequate water supply during emergency situations.	The applicant has coordinated with the City Water Department to ensure that adequate water supplies are available with the implementation of the project.	The project would be consistent with this policy.
I. Waste Management Goals	Maximize diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The project would comply with all state and local laws regarding solid waste and recycling with the preparation of a Waste Management Plan. In addition, waste reduction, recycling, and management	The project would be consistent with this goal.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		programs would be implemented as a part of LEED Silver certification.	
Policy PF-I.2	Maximize waste reduction and diversion (see also Conservation Element, Policy CE-A.8).	The project would comply with all state and local laws regarding solid waste and recycling with the preparation of a Waste Management Plan. In addition, waste reduction, recycling, and management programs would be implemented as a part of LEED Silver certification.	The project would be consistent with this policy.
Policy PF-1.2.a	Conveniently locate facilities and informational guidelines to encourage waste reduction, diversion, and recycling practices.	The project would implement waste reduction by improving management and recycling programs, both during and after construction, provide permanent, adequate and convenient space for individual building occupants to collect refuse and recyclable material, and provide a recyclables collection area that serves the entire building. Facilities for	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials would be provided as a feature of the project.	
Policy PF-1.2.d	Maximize the separation of recyclable and compostable materials.	The project would provide facilities for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials.	The project would be consistent with this policy.
Policy PF-1.2.f	Reduce and recycle construction and demolition (C&D) debris to the extent feasible.	The project would implement waste reduction by improving management and recycling programs during and after construction.	The project would be consistent with this policy.
Policy PF-M.4.d	For projects, in particular large-scale developments (such as those requiring redevelopment plans, community plan updates, general plan amendments), consult and coordinate with all appropriate public utilities early on to determine the type, size, and location of facilities that are needed to accommodate the project's increased demand.	The project has coordinated with the applicable public utilities providers and will be adequately served. Additionally, in adherence to its LEED Silver certification, the project would implement a series of sustainable and	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		environmentally friendly design features to reduce energy demand, water and resource consumption, and solid waste disposal, as well as generating renewable energy on-site.	
Q. Seismic Safety Goals	Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions. Development that avoids inappropriate land uses in identified seismic risk areas.	Due to the project site's proximity to seismically active faults, seismic design parameters would be implemented. These parameters, in accordance with the 2013 California Building Code and ASCE 7-10 (July 2013 errata) Minimum Design Loads for Buildings and Other Structures, would ensure people or structures related to the project are not exposed to geologic hazards.	The project would be consistent with this goal.
Policy PF-Q.1	Protect public health and safety through the application of effective seismic, geologic, and structural considerations. a. Ensure that current and future community planning and other	a, c) The geotechnical report prepared for the project provides geologic recommendations to be incorporated into the project. This	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the CEQA document accompanying a discretionary action.</p> <p>c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.</p> <p>g. Adhere to state laws pertaining to seismic and geologic hazards.</p>	<p>report considered seismic and other geologic hazards. The findings of this report have been summarized in Chapter 7 of this EIR.</p>	
Policy PF-Q.2	<p>Maintain or improve integrity of structures to protect residents and preserve communities.</p> <p>b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.</p>	<p>The City has reviewed the geotechnical investigation report prepared for the project.</p>	<p>The project would be consistent with this policy.</p>
<i>Recreation Element</i>			
A. Park and Recreation Guidelines- Goals	<p>An equitable citywide distribution of and access to</p>	<p>The project proposes to provide access to walking paths,</p>	<p>The project would be</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	parks and recreation facilities.	outdoor meeting areas, and a fitness center.	consistent with this goal.
Policy RE-C.9	Determine strategies that accommodate both lands for residential, commercial, and industrial use with the needs for parkland and open space uses.	Although the project site borders the City's MHPA on three sides, it does not intrude into this natural area. The project would ensure that all landscape planting adjacent to the MHPA would be composed of native and non-invasive species, including species from the Torrey Highlands recommended plant list, in adherence to the City's MHPA adjacency requirements. Additionally, overall landscaping and architectural elements would be designed to prevent intrusion into the adjacent MHPA sensitive areas.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Conservation Element</i>			
A. Climate Change & Sustainable Development Goal	<p>To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.</p> <p>To be prepared for, and able to adapt to adverse climate change impacts.</p> <p>To become a city that is an international model of sustainable development and conservation.</p>	<p>The project aims to meet, at a minimum, LEED Silver certification or equivalent. The project would achieve LEED Silver certification by implementing a series of sustainable and environmentally friendly design features, techniques and materials. These features would reduce energy demand, water and resource consumption, and environmental waste, and would generate renewable energy on-site. For full detail of sustainability measures, see Chapter 3, Project Description, of this EIR.</p>	<p>The project would be consistent with this goal.</p>
Policy CE-A.2	<p>Reduce the City's carbon footprint and develop and adopt new or amended regulations, programs and incentives as appropriate to implement the goals and policies set forth related to climate change.</p>	<p>The project would be inconsistent with the City's approved CAP because the project proposes growth not projected in the CAP. For full detail of the CAP consistency list, see Chapter 5.3, Greenhouse Gas Emissions, of this EIR.</p>	<p>The project would be inconsistent with this policy.</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy CE-A.5	Employ sustainable or "green" building techniques for the construction and operation of buildings.	The project would implement sustainability measures and techniques during construction by using Tier 4 Final equipment for a portion of the construction fleet which would reduce air pollutant emissions. The project site is currently vacant, and therefore no demolition would be required and would avoid producing construction waste. During operation, the project would implement a variety of features that would reduce energy demand, water and resource consumption, waste generation, and would generate renewable energy on site. For more details on these measures please refer to Chapter 3, Project Description.	The project would be consistent with this policy.
Policy CE-A.7	Construct and operate buildings using materials,	In addition to other health and	The project would be

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	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.	sustainability measures, the project would utilize non-chlorofluorocarbon based air conditioning units and low volatile organic compound products and materials specified throughout.	consistent with this policy.
Policy CE-A.8	Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I-2, or by renovating or adding on to existing buildings, rather than constructing new buildings where feasible.	The project would implement waste reduction by improving management and recycling programs during and after construction. Additionally, the project would comply with the applicable regulations in regard to construction and demolition waste with the implementation of a Waste Management Plan.	The project would be consistent with this policy.
Policy CE-A.10	Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. a. Provide permanent, adequate, and convenient space for individual building occupants to	The project would provide permanent, adequate and convenient space for individual building occupants to collect refuse and recyclable material and provide a recyclables collection area that	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<p>collect refuse and recyclable material.</p> <p>b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection, and storage of paper, glass, plastic, metals, yard waste, and other materials as needed.</p>	<p>serves the entire building. Facilities for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials.</p>	
Policy CE-A.11	<p>Implement sustainable landscape design and maintenance, where feasible.</p> <p>a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.</p> <p>c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities.</p> <p>d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.</p>	<p>a. The project would reduce the use of pesticides, herbicides, and synthetic fertilizers for pest management.</p> <p>c. The project would maximize pervious surfaces wherever feasible, and installation of native and drought-tolerant landscaping to reduce stormwater runoff and maintain pervious surface area at the site.</p> <p>d. The project would install new tree plantings to provide shade and reduce heat island effect. Native and drought-tolerant vegetation would be</p>	<p>The project would be consistent with this policy.</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	<ul style="list-style-type: none"> f. Strive to incorporate existing trees and native vegetation into site designs. g. Minimize the use of landscape equipment powered by fossil fuels. h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the need of development project to the maximum extent feasible. 	<p>implemented throughout the site.</p> <p>f. Landscaping would include native plantings compatible with adjacent habitat surrounding the site, and new tree plantings, such as <i>Quercus agrifolia</i>, which would bring the feeling of the natural surroundings into the project site.</p> <p>g. Use electric landscape equipment instead of gasoline or diesel-powered landscape equipment.</p> <p>h. and i. High-efficiency plumbing fixtures and fittings would be installed in all structures. Landscaping with non-invasive drought-tolerant native species would be planted throughout the project site. Recycled water would be used instead of potable water for irrigation of landscaping.</p>	

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy CE-E.3	Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.	As discussed in Chapter 7, Section 7.4, Hydrology, the project would prepare a stormwater pollution prevention plan that specifies BMPs to be implemented during project construction to prevent pollutants from contacting stormwater and to control erosion and sedimentation, in conformance with the National Pollutant Discharge Elimination System permit.	The project would be consistent with this policy.
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.	The project's landscape plan incorporates drought tolerant, native vegetation compatible with the surrounding vegetation and habitat areas. New tree plantings would also be compatible with native vegetation and habitat in the area. Additionally, any vegetation removal and new landscape plantings, including	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		new trees, have been accounted for in the project's carbon sequestration analysis (provided in Section 5.4, Greenhouse Gas Emissions).	
Policy CE-F.6	Encourage and provide incentives for the use of alternative to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.	The project would provide incentives for alternatives to single-occupancy vehicle use, including car pool/van-pool designated spaces, bicycle parking, and electrical vehicle charging facilities.	The project would be consistent with this policy.
Policy CE-G.1	Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.	The project would adhere to the City of San Diego's MHPA Land Use Adjacency Guidelines and include a landscape site design that aims to prevent intrusion into the adjacent MHPA sensitive areas.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
I. Sustainable Energy Goal	Implement an increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally sound, sustainable, and reliable.	The project would implement sustainable building design measures in compliance with LEED Silver Certification Standards or equivalent. For further detail on the project's sustainability and LEED Silver certification measures, see Chapter 3, Project Description.	The project would be consistent with this policy.
Policy CE-I.4	Maintain and promote water conservation and waste diversion programs to conserve energy.	The project would implement sustainability measures to decrease water and resource consumption, including high-efficiency plumbing fixtures and fittings and landscaping with non-invasive drought-tolerant native species. Additionally, waste reduction and recycling programs would be implemented to divert waste.	The project would be consistent with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy CE-I.5	Support the installation of photovoltaic panels, and other forms of renewable energy production.	The project design would include generating renewable energy on site. Parking garage rooftop space (25,856 square feet) would be allocated for the installation of solar panels to offset electricity demand of the project.	The project would be consistent with this policy.
<i>Noise Element</i>			
A. Noise and Land Use Compatibility Goal	Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	A noise assessment report was prepared for the project and addressed existing and potential future noise levels generated by the project. It was determined that the project would not expose people to excessive noise levels.	The project would be consistent with this goal.
Policy NE-A.1	Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.	The nearest noise-sensitive receptors are single-family residences located to the east of the project site (<u>see Figure 5.1-2</u>). Additionally, the planned Merge 56 project would result in new residential uses located within approximately 200	The project would be consistent with this goal.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		feet of parking lot activities. As described in Sections 5.1.7.3 and 5.10.3.3, operational noise at these sensitive receptors would be less than significant.	
Policy NE-A.2	Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.	The project is an appropriate development to be located adjacent to the existing and proposed suburban office and residential land uses.	The project would be in conformance with this policy.
Policy NE-A.3	Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.	The project is not located in an area known to have high levels of noise, nor does it propose noise-sensitive land uses.	The project would be in conformance with this policy.
Policy NE-A.4	Require an acoustical study consistent with acoustical study guidelines (Table NE-4) 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), so that noise mitigation measures can be	A noise assessment report for the project was prepared by Dudek; see Appendix I and Section 5.10, Noise, of this EIR. Impacts related to noise would be less than significant and the project is consistent with the land use-noise compatibility matrix.	The project would be in conformance with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	included in the project design to meet the noise guidelines.		
Policy NE-A.5	Prepare noise studies that address existing and future noise levels from noise sources that are specific to a community when updating community plans.	A noise assessment report was prepared for the project and addressed existing and potential future noise levels generated by the project.	The project would be in conformance with this policy.
B. Motor Vehicle Traffic Noise Goal	Create minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	The ambient noise in the project area would be primarily generated by traffic along the proposed Camino del Sur and the on-site parking lot. However, the noise generated from these uses would not impact nearby residential or other sensitive land uses.	The project would be in conformance with this goal.
Policy NE-B.1	Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.	The project is located adjacent to an existing interstate system. The project would be consistent with the existing and surrounding uses and provides project features and mitigation measures to reduce potential impact to sensitive noise receptors and	The project would be in conformance with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		would comply with the City's noise ordinance.	
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.	The project would provide incentives for alternatives to single-occupancy vehicle use, including car pool/van-pool designated spaces, bicycle parking, and electrical vehicle charging facilities.	The project would be in conformance with this policy.
NE-D-1	Encourage noise-compatible land use within airport influence areas in accordance with federal and state noise standards and guidelines.	Pursuant to the noise assessment report, the project would be compatible with the City's applicable standards and guidelines related to aircraft noise.	The project would be in conformance with this policy.
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 areas and areas abutting residential areas.	The project would comply with the requirements set forth in the City's noise ordinance, including limiting construction activity to 7a.m. to 7p.m. Further, as described in Section 5.10, Noise, construction noise levels would not exceed the City's 12-hour average noise standard for	The project would be in conformance with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		nearby and potential residential uses.	
I. Typical Noise Attenuation Methods Goal	Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.	The project's setbacks and intervening landscaping provide noise attenuation. Pursuant to the noise assessment report, the project would comply with the requirements set forth in the City's noise ordinance.	The project would be in conformance with this goal.
Policy NE-I.3	Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.	Noise attenuation measures have been incorporated into the project design to reduce noise levels to sensitive receptors to acceptable noise levels.	The project would be in conformance with this policy.
<i>Economic Prosperity Element</i>			
B. Commercial Land Use Goals	Encourage new commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.	The project would adaptively use a vacant site by developing additional high-quality commercial office campus to provide an employment base as a means to create a	The project would be in conformance with this goal.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
		balance between existing/proposed housing and the creation of places where those residents may work. The project would also take advantage of the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages.	
Policy EP-B.3	Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.	The project would be located nearby the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages.	The project would be in conformance with this policy.
Policy EP-B.7	Promote and facilitate shared parking facilities including parking structures as part of commercial revitalization activities.	The project would provide adequate shared surface and structure parking spaces for the multitenant office campus.	The project would be in conformance with this policy.
C. Regional Center and Subregional Employment Areas Goal	Encourage development of a city where new employment growth is encouraged in the	The project would take advantage of the planned Camino	The project would be in

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	existing regional center and subregional employment areas connected by transit to minimize the economic, social, and environmental costs of growth.	del Sur and SR-56 freeway interchange and provide support for planned multimodal transportation linkages.	conformance with this goal.
E. Employment Development Goals	Support a broad distribution of economic opportunity throughout the City. Encourage development of a city with an increase in the number of quality jobs for local residents, including middle-income employment opportunities and jobs with career ladders.	The project would provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work. The project would also locate additional high-quality employment uses within the sub-regional area of the community to take advantage of the Camino del Sur and SR-56 freeway interchange.	The project would be in conformance with these goals.
Policy EP-E.1	Encourage the retention and creation of middle-income employment by: <ul style="list-style-type: none"> • Encouraging the development of measures that facilitate expansion of high technology business facilities that have the potential to create middle-income jobs likely to be filled by local residents. 	The project would develop a high-quality employment center for occupancy by research and development, and office uses.	The project would be in conformance with this policy.

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy EP-E.3	Support the creation of higher quality jobs with advancement opportunities and self-sufficient wages.	The project would provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work.	The project would be in conformance with this policy.
F. Business Development Goals	Support development of a city: <ul style="list-style-type: none"> • able to retain, attract, and maintain the type of businesses likely to contribute positively to the local economy. These industries contribute to a diverse economic base, maintain environmental quality, and provide high quality employment opportunities. • focused on promoting local entrepreneurship to build locally based industries and businesses that can succeed in local, national, and international markets. • with thriving businesses, particularly in existing urban areas. • with opportunities for growth and expansion of small businesses. 	The project would develop a high-quality employment center for occupancy by research and development, and office uses.	The project would be in conformance with these goals.
<i>Historic Preservation Element</i>			

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
Policy HP-A.2	<p>Fully integrate the consideration of historical and cultural resources in the larger land use planning process.</p> <ul style="list-style-type: none"> a. Promote early conflict resolution between the preservation of historical resources and alternative land uses. b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. c. Include historic preservation concepts and identification of historic buildings, structures, objects, sites, neighborhoods, and non-residential historical resources in the community plan update process. e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to 	<p>According to the <i>Historical Resources Inventory Report</i> prepared by Dudek (included as Appendix G to this EIR), implementation of mitigation measures would prevent impacts to cultural or historical resources on the project site. Additionally, all federal, state, and local regulatory standards were followed during the preparation of this EIR (see Section 5.7, Historical Resources, for additional details).</p>	<p>The project would be consistent with these policies.</p>

Table 5.1-32
Project's Consistency with City of San Diego's 2008 General Plan

Goal/Recommendation Number	Goal/Recommendation	Project	Project Consistency/ Inconsistency
	the extent legally permissible.		

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Open Space</i>		
Goal: Contribute to a multipurpose open space system that promotes regional resource protection and provides a critical connection to adjacent community open space.	The project design would adhere to the City's MHPA Land Use Adjacency Guidelines and includes a landscape site design that aims to prevent intrusion into the adjacent MHPA sensitive areas.	The project would be consistent with this goal.
Implementing Principle 1: Comply with RPO (or successor regulations), as well as the adopted MSCP and implementing ordinances, policies, regulations or alternative compliance provisions within development areas to maintain natural resources such as mature stands of native trees, seasonal stream courses, wetlands and significant landforms.	The project site lies within the northern area of the City of San Diego's MSCP boundary; however, the property does not contain any lands designated as part of the City's MHPA. Per the EIR for Subarea IV, the subject property is located outside of the MHPA and is designated for "industrial/institutional" use (see Section 5.6, Biological Resources, for additional detail).	The project would be consistent with this principle.
Implementing Principle 2: Conserve biological resources consistent within the Multiple Species Conservation Program (MSCP) Preserve through the development of interconnected and viable habitat reserves, habitat restoration and enhancement.	The project site lies within the northern area of the City of San Diego's MSCP boundary; however, the property does not contain any lands designated as part of the City's MHPA. The project would adhere to adjacency guidelines and includes a landscape site design that aims to prevent	The project would be consistent with this principle.

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

Goal/Recommendation	Project	Project Consistency/ Inconsistency
	intrusion into the adjacent MHPA sensitive areas.	
Implementing Principle 6: Utilize mitigation concepts consistent with State of California guidelines to help ensure the conservation and enhancement of resource lands.	The project would implement mitigation measures to ensure that impacts to natural resources would be less than significant (see Section 5.6, Biological Resources, for additional detail).	The project would be consistent with this principle.
<i>Circulation</i>		
Goal: Ensure a safe and efficient transportation system that integrates within the existing regional system and minimizes impacts to residential neighborhoods and environmentally sensitive areas.	The project would assist increasing and improving public vehicular access by locating additional high-quality employment uses within the sub-regional area of the community. The project would also take advantage of the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages.	The project would be consistent with this goal.
Implementing Principle 2: Provide a system of trails, bikeways and pedestrian facilities that is the focal point of the community, links community activity centers and encourages alternatives to automobile use.	The project design includes walking paths that link outdoor seating and meeting areas throughout the project site.	The project would be consistent with this principle.

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

Goal/Recommendation	Project	Project Consistency/ Inconsistency
<i>Land Use</i>		
Goal: Create a community that is a step toward implementing the concept of a neo-traditional community as described in the Framework Plan, incorporating planning, design and transportation principles to promote multimodal transportation option, and which is designed around a functional open space system.	The project would assist increasing and improving public vehicular access by locating additional high-quality employment uses within the sub-regional area of the community. The project would also take advantage of the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages. Parking on the project site would incorporate handicap accessible spaces, car pool/van-pool designated spaces, bicycle parking, and electrical vehicle charging facilities.	The project would be consistent with this goal.
Implementing Principle 3: Provide an employment center as a means to create a balance between the provision of new housing and the creation of places where those residents may work.	The project would develop a high-quality office campus to provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work.	The project would be consistent with this principle.
Implementing Principle 5: Incorporate the City of San Diego Transit Oriented Design Guidelines to reduce the dependency on private automobiles and encourage alternative forms to transportation such as walking, bicycles, equestrian and possibly mass transit.	The project would assist increasing and improving public vehicular access by locating additional high-quality employment uses within the sub-regional area of the community. The project would also take advantage of the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages. Parking on the project site would incorporate handicap accessible spaces, car pool/van-pool designated	The project would be consistent with this principle.

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

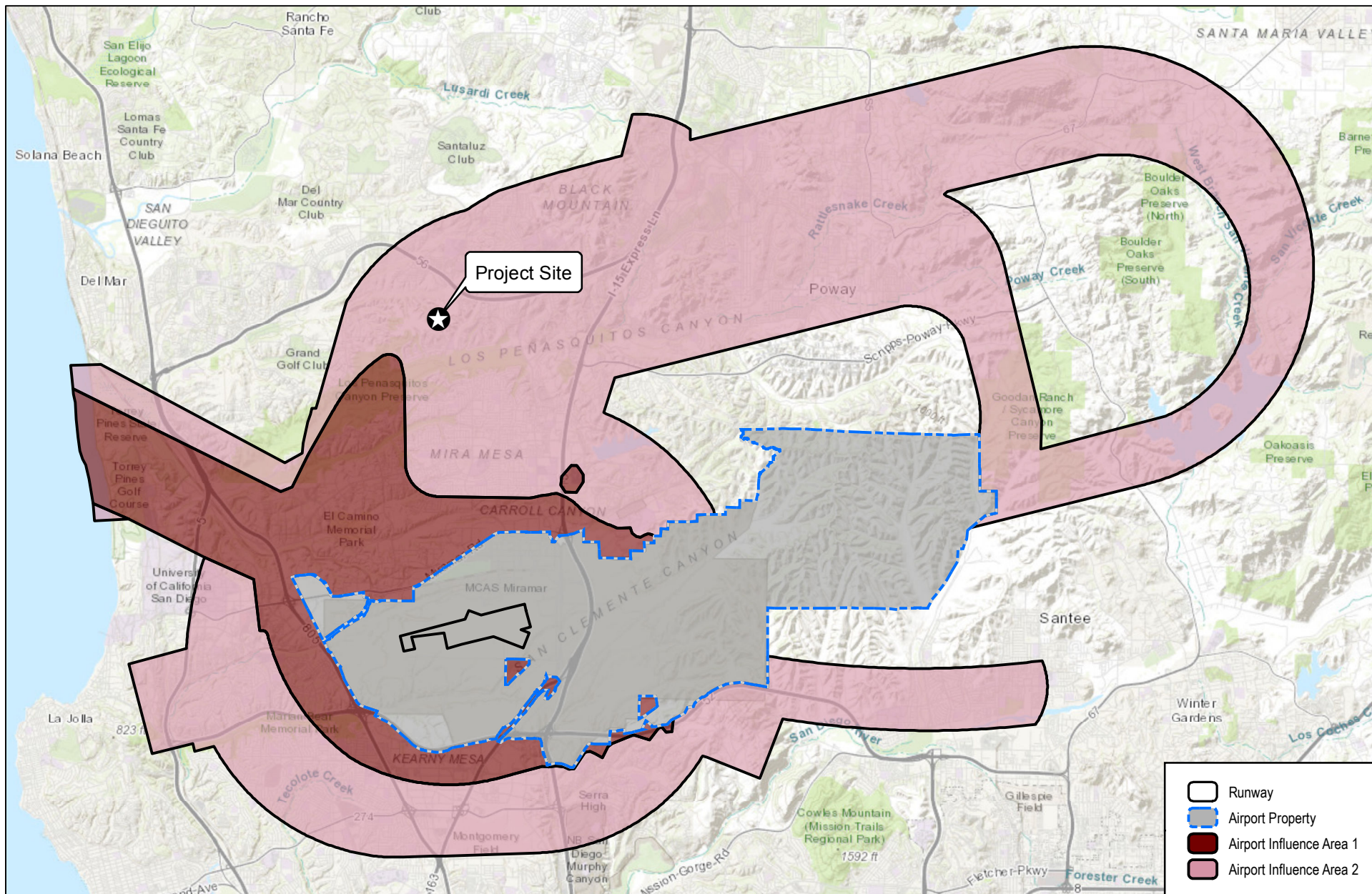
Goal/Recommendation	Project	Project Consistency/ Inconsistency
	spaces, bicycle parking, and electrical vehicle charging facilities.	
<i>Community Design Guidelines</i>		
Goal: Develop Torrey Highlands as a traditional community of distinct yet complementary neighborhoods that emphasize: pedestrian-oriented design with close proximity and access to institutional, retail and employment center land uses; variegated residential product types from single-family estate to LMXU [Local Mixed-Use Center] density multifamily attached in a fine-grained pattern; and unified open space elements.	The project would provide high-quality office campus and employment opportunities within close proximity to existing and proposed suburban office and residential land uses.	The project would be consistent with this goal.
Implementing Principle 1: Employ sensitive landform alteration concepts throughout Torrey Highlands that will guide grading design, including contour grading, variable slope rations and revegetation with native plant materials.	Prior to site development, all existing on-site vegetation would be removed and new landscaping would be incorporated as part of the site design. The project's landscape plan would include drought-tolerant and native vegetation. All plantings adjacent to the MHPA would be composed of native and non-invasive species, including species from the Torrey Highlands recommended plant list, in adherence to City of San Diego's MHPA adjacency requirements (see Figure 3-13 additional detail).	The project would be consistent with this principle.
Implementing Principle 2: Vary building scale, architectural detail and landscape treatments in residential, commercial and Employment Center areas to create	The project would implement a landscape and architectural design that would create an aesthetically pleasing environment for employees utilizing the project and its	The project would be consistent with this principle.

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

Goal/Recommendation	Project	Project Consistency/ Inconsistency
an interesting and lively pedestrian environment.	interconnected walkways and outdoor meeting spaces.	
Implementing Principle 4: Facilitate convenient non-motorized transportation access within the Torrey Highlands community through a multimodal circulation system that incorporates direct, multipurpose streets, as well as a trail system which accommodates bicycle, equestrian, electric vehicle and pedestrian access throughout the community.	The project would facilitate convenient vehicular and non-motorized access by locating additional high-quality employment uses within the sub-regional area of the community. The project would also take advantage of the Camino del Sur and SR-56 freeway interchange and provide the critical mass that supports planned multimodal transportation linkages. Parking on the project site would incorporate handicap accessible spaces, car pool/van-pool designated spaces, bicycle parking, and electrical vehicle charging facilities.	The project would be consistent with this principle.
<i>Community Facilities</i>		
Goal: Assure provision of safe and efficient public services concurrent with need.	The project would provide an employment base to balance the existing and proposed housing by creating places where these residents may work.	The project would be consistent with this goal.
Implementing Principle 2: Ensure that facilities are designed to complement community architecture and landscape.	Project landscape and architectural design would serve to mimic the off-site natural environment and create a pleasing aesthetic environment.	The project would be consistent with this principle.
<i>Implementation</i>		
Goal: Provide for the comprehensive development of Torrey Highlands consistent with City procedures and assure the provision of adequate public facilities and services to serve residential, commercial and institutional uses in a timely manner.	As described in detail in Chapter 7, Section 7.7, Public Utilities, the project would be consistent with City procedures and would be adequately provided public services and utilities by existing or proposed service facilities.	The project would be consistent with this goal.
Implementation Principle 2: Phase development in a manner which	Per applicant's request, the project includes a condition that the	The project would be

Table 5.1-43
Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan
for North City Future Urbanizing Area Subarea IV

Goal/Recommendation	Project	Project Consistency/ Inconsistency
considers the marketplace, the available community and transportation facilities and the development in surrounding communities.	extensions of Camino del Sur and Carmel Mountain Road would be completed and open to traffic prior to issuance of first occupancy. The construction of Camino del Sur and Carmel Mountain Road provide access to the project site and other surrounding uses such as the Merge 56 project.	consistent with this principle.
Implementation Principle 4: In implementing this Plan, uphold the goals and principals embodied in the General Plan and City Council policies, as reflected in the objectives and proposals of this Plan.	As previously described, the project would be consistent with all applicable Subarea Plan goals and implementing principles.	The project would be consistent with this principle.



The Preserve at Torrey Highlands

MCAS Miramar Airport Influence Area

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

5.1-1

INTENTIONALLY LEFT BLANK



File: 050517 - LANDLORD DOCUMENTS - Environmental Analysis - 5.1-2 Measured and Modeled Receivers



SOURCE: SANDAG, 2014

The Preserve at Torrey Highlands

Measured and Modeled Receivers

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.1-2

INTENTIONALLY LEFT BLANK

5.2 TRANSPORTATION/CIRCULATION

Introduction

The section evaluates potential traffic-related impacts associated with The Preserve at Torrey Highlands (project). The following discussion is based on the Traffic Impact Analysis prepared by Linscott, Law & Greenspan and included as Appendix D of this Environmental Impact Report (EIR).

5.2.1 EXISTING CONDITIONS

The project is located west of the planned extension of Camino del Sur and south of State Route (SR) 56 in the City of San Diego (City). The project site is located within the Torrey Highlands Community Plan area. The project study area also includes roadways within the Rancho Peñasquitos Community Plan area.

Existing Roadway Network

The principle roadways in the project study area are described briefly below. Functional roadway classifications were determined from a review of the City Street Design Manual (City of San Diego 2002) and field observations performed by LLG. Ultimate classifications were based on a review of the Torrey Highlands and Rancho Peñasquitos Community Plans. Figure 5.2-1, Existing Conditions Diagram, illustrates the existing transportation conditions.

SR-56 is an east/west, four-lane freeway between Interstate (I) 5 and I-15 providing two travel lanes in each direction. The San Diego Association of Government's (SANDAG's) 2050 Regional Transportation Plan (RTP) calls for upgrading the route to a six-lane freeway (Caltrans 2015). The improvement is planned to be completed by year 2040. SR-56 is planned to be widened to six lanes in the future; however, funding is not yet identified for this improvement, and widening is not programmed in SANDAG's Regional Transportation Plan until 2040 (SANDAG 2011). Caltrans and the City of San Diego are currently working on a preliminary engineering study, referred to as the SR-56 Project Study Report – Project Development Support (PSR-PDS), to investigate the feasibility of a phased implementation of the proposed improvements (Caltrans 2015).

Camino del Sur is classified as a six-lane major road on the Torrey Highlands Subarea Plan (i.e., Community Plan) (City of San Diego 1996) from Carmel Valley Road to Carmel Mountain Road. From Carmel Valley Road to Highlands Village Place it is constructed as a four-lane divided roadway. From Highlands Village Place to the SR-56 westbound ramps, additional lanes are provided for turning movements at the Camino del Sur intersections with Highlands Village Place and the westbound ramps increasing the capacity along this portion of the roadway. Between the SR-56 ramps there are three travel lanes in the southbound direction and two

northbound. From the SR-56 eastbound ramps to its current terminus at Torrey Santa Fe Road, this 350-foot segment provides two northbound lanes with an auxiliary right-turn lane onto eastbound SR-56 and in the southbound direction provides one channelized turn lane onto Torrey Santa Fe Road and one into the gas station to the east. The roadway has reserved paved width to stripe additional lanes meeting the standards for a six-lane major arterial. The posted speed limit is 45 miles per hour (mph). Parking is not permitted, there are no bus stops located along the roadway, and bike lanes are provided.

Camino del Sur currently terminates at Torrey Santa Fe Road. According to the Rancho Peñasquitos Community Plan (City of San Diego 1993), Camino del Sur is planned from the northern community boundary at Carmel Mountain Road to be connected to just north of Dormouse Road as a four-lane major road. As part of the Merge 56 development, Camino del Sur will be constructed as a four-lane major road with intersection enhancements from Torrey Santa Fe Road to the intersection with Private Drive 'M' (and the project's Northerly Driveway). South of Private Drive 'M,' it is proposed to be constructed to four-lane major road standards connecting to Carmel Mountain Road. From Carmel Mountain Road to the existing terminus just north of Dormouse Road, the roadway is proposed to be constructed as a two-lane modified collector with a 14-foot-wide raised center median. Camino del Sur is currently classified as a six-lane major road on the Torrey Highlands Community Plan from Carmel Valley Road to its current terminus at Torrey Santa Fe Drive. From Carmel Valley Road to Highlands Village Place it is built as a four-lane divided roadway. The Merge 56 project is seeking a Community Plan Amendment (CPA) to downgrade Camino del Sur to two lanes between Carmel Mountain Road and Dormouse Road.

Carmel Mountain Road is classified as a four-lane major road in the Torrey Highlands Subarea Plan (City of San Diego 1996) from the Rancho Peñasquitos community boundary on the east to Camino del Sur. It is currently built to its four-lane major road classification from Sundance Avenue to Cloudbreak Avenue where it then narrows to two lanes at the SR-56 overpass to Via Panacea. Bike lanes are provided and curbside parking is not permitted. No posted speed limit was observed along the section of the roadway between Via Panacea and Sundance Avenue. From Sundance Avenue to Paseo Montalban, it is classified and currently built as a four-lane major road, according to the Rancho Peñasquitos Community Plan (City of San Diego 1993). The posted speed limit is 40 mph. Parking is not permitted and bike lanes are provided. Bus stops are located intermittently along Carmel Mountain Road northeast of Rancho Peñasquitos Boulevard.

Carmel Mountain Road currently originates south of SR-56 at Via Panacea within the project area. According to the Torrey Highlands Subarea Plan (City of San Diego 1996), Carmel Mountain Road is planned to be connected to the future extension of Camino del Sur as a four-lane major road. As part of the Merge 56 project, Carmel Mountain Road is proposed to be constructed as a two-lane modified collector with a 14-foot-wide raised center median from SR-56 to Camino del Sur. The

Merge 56 project is seeking a CPA to downgrade the roadway to two lanes. The intersection of Carmel Mountain Road at Camino del Sur is planned to be signalized.

Black Mountain Road is classified as a Four-Lane Major Road in the Rancho Peñasquitos Community Plan (City of San Diego 1993) from Carmel Valley Road to Twin Trails Drive. The roadway is classified as a six-lane primary arterial from Twin Trails Drive south to the Community Plan boundary. It is currently built as a four-lane divided roadway for its entirety. The posted speed limit ranges between 40–45 mph. Parking is not permitted, there are no bus stops located along the roadway, and bike lanes are provided.

The Black Mountain Road segment from Twin Trails Drive to the Community Plan boundary just north of Mercy Road is in the process of being downgraded on the Rancho Peñasquitos Community Plan to maintain its current configuration as a four-lane major road. A CPA to the Rancho Peñasquitos Community Plan to downgrade this roadway classification was initiated on February 27, 2014, by Black Mountain Ranch LLC and is currently under review by City staff.

Sundance Avenue is an unclassified roadway in the Rancho Peñasquitos Community Plan (City of San Diego 1993). It is currently built as a two-lane undivided roadway measuring 40 feet from curb-to-curb and providing curbside parking along both sides of the roadway. Residential roadways that primarily serve the residences located along them as feeder roads to the adjacent residential communities are not typically analyzed using the volume-to-capacity method. However, there have been concerns in the past over the use of Sundance Avenue and Twin Trails Drive as a cut-through route between Carmel Mountain Road and Black Mountain Road. Because of this, the traffic report provides a level of service (LOS) analysis of the road as a “Two-Lane Collector.” LOS is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions (see Section 5.2.3, Analysis Methodology, for a more detailed discussion of LOS). Traffic along the roadway is controlled by several stop signs that have effectively reduced the amount of cut-through traffic from Black Mountain Road to Carmel Mountain Road. There are currently no bus stops or bike lanes along the roadway, and the posted speed limit is 25 mph.

Park Village Road is classified and currently built as a four-lane major road in the Rancho Peñasquitos Community Plan (City of San Diego 1993) for the majority of its length. A portion of the roadway between Rumex Lane and Darkwood Road functions as a four-lane collector with lanes separated by a striped median. The posted speed limit is 45 mph. Parking is not permitted, and bike lanes are provided.

Mercy Road from Black Mountain Road to I-15 is classified and currently built as a four-lane major road in the Mira Mesa Community Plan (City of San Diego 1994). Curbside parking is not permitted and bike lanes are provided. The posted speed limit is 50 mph.

Existing Transit Conditions

Route 20 travels between the Del Lago Transit Station in Escondido and downtown San Diego. In the study area, Route 20 serves only the Carmel Mountain Road/Peñasquitos Drive intersection, which is approximately 3 miles from the project site. Service is Monday through Sunday with peak-hour frequencies of around 15 minutes and off-peak frequencies between 30 and 60 minutes. No other public transit serves the 92129 zip code encompassing the study area.

Existing Bicycle Network

According to the City's Bicycle Master Plan, there are existing Class II bike lanes provided on the entire length of most study area roadways: Camino del Sur, Black Mountain Road, and Park Village Road. There are no bike lanes provided on Sundance Avenue. On Carmel Mountain Road, Class II bike lanes are provided, with the exception of the segments of the roadway south of Sundance Avenue (western intersection) and from Paseo Montalban to Rancho Peñasquitos Boulevard, which is designated as a Class III bike route. The SR-56 Bike Path is a Class I separated bikeway that runs between I-5 and I-15 adjacent to and south of SR-56 (City of San Diego 2013).

The Bicycle Master Plan also proposes Class II or III bikeways on the portions of Carmel Mountain Road and Camino del Sur in the project vicinity that are not yet constructed (City of San Diego 2013).

Existing Pedestrian Conditions

Contiguous or non-contiguous sidewalks are generally provided on all study area street segments.

5.2.2 REGULATORY SETTING

Federal

There are no federal regulations related to transportation that are applicable to the project.

State

California Department of Transportation

The California Department of Transportation (Caltrans) has jurisdiction over the state highway system. It manages over 50,000 miles of California highway and freeway lanes, provides inter-city rail

services, and permits more than 400 public-use airports and special-use hospital heliports. Caltrans establishes acceptable freeway on- and off-ramp operations and publishes uniform policies and procedures for highway design in the Highway Design Manual. Caltrans also uses the fifth edition of the Transportation Research Board's Highway Capacity Manual (Transportation Research Board 2010) for methodologies that engineers and planners use to assess the traffic and environmental effects of highway projects.

Regional

San Diego Association of Governments 2050 Regional Transportation Plan

A component of the Regional Transportation Plan (RTP) is the 2050 RTP/Sustainable Communities Strategy (2050 RTP/SCS). SANDAG is the Regional Transportation Commission for the San Diego region, and in its role as the Regional Transportation Commission, SANDAG adopted the 2050 RTP/SCS on October 28, 2011 (SANDAG 2011). The 2050 RTP/SCS is a blueprint for the regional transportation system, serving existing and projected residents and workers within the San Diego region over the next 34 years. The 2050 RTP/SCS looks 40 years ahead, accommodating another 1.2 million residents, half a million new jobs, and nearly 400,000 new homes by providing a long-range plan for highways, major bus routes, Bus Rapid Transit, the Trolley, rail lines, streets, bicycle travel, pedestrian traffic, and goods movement. The RTP contains public policies, strategies, and investments to maintain, manage, and improve the transportation system in the region. The 2050 RTP/SCS envisions most of the new jobs and homes developed in the next 40 years to be situated in sustainable communities, conducive to transit, walking and bicycling. To achieve this, future growth will be more compact in nature, focused in the western portion of the region and along major transit and transportation corridors.

San Diego Forward: The Regional Plan

SANDAG is the regional authority that creates regional-specific documents to provide guidance to local agencies. SANDAG's San Diego Forward: The Regional Plan (SANDAG 2015) combines two of the region's existing planning documents: The 2004 Regional Comprehensive Plan (RCP) (SANDAG 2004) and the 2050 RTP/Sustainable Communities Strategy (SCS) (SANDAG 2011). The RCP laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The RCP covered eight policy areas: urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity (SANDAG 2015). These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan (SANDAG 2015).

The Regional Plan aims to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. It meets the

requirements of 23 Code of Federal Regulations (CFR) 450.320 for compliance with the federal congestion management process, including performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single occupant vehicle analysis, land use impact analysis, congestion management tools, and integration with the regional transportation improvement program process. The final Regional Plan was adopted by the SANDAG Board of Directors on October 9, 2015 (SANDAG 2015).

Riding to 2050, the San Diego Regional Bike Plan

SANDAG's San Diego Regional Bike Plan was developed to implement the strategy for making riding a bicycle a useful form of daily transportation. The Regional Bike Plan Supports the Regional Plan, which calls for more transportation choices and a balanced regional transportation system that supports smart growth and a more sustainable region. Implementation of the Regional Bike Plan will help the San Diego region to reduce greenhouse gas emissions and improve mobility (SANDAG 2010).

Local

City of San Diego Traffic Impact Study Manual

The City of San Diego's Traffic Impact Study Manual establishes procedures for determining the type of traffic impact study needed (computerized or non-computerized) and requirements for performing traffic impact studies. Its intent is to ensure consistency among traffic impact consultants and maintain conformance with all applicable local and state regulations. The manual provides City thresholds for acceptable roadway and intersection operations and further guidance on the City's internal review process (City of San Diego 1998).

City of San Diego Street Design Manual

The City of San Diego Street Design Manual (City of San Diego 2017) provides information and guidance for the design of the public right-of-way, recognizing the many and varied purposes that streets serve. The manual assists implementation of the City's General Plan, Transit-Oriented Development Design Guidelines, and Land Development Code. It is also intended to assist in the implementation of special requirements established in community plans, specific plans, precise plans, and other City-adopted policy and regulatory documents.

City of San Diego Bicycle Master Plan

The City of San Diego Bicycle Master Plan (City of San Diego 2013) provides a framework for making cycling a more practical and convenient transportation option for a wide variety of San Diegans with different riding purposes and skill levels. The Bicycle Master Plan is a 20-year policy document that

guides the development and maintenance of the City's bicycle network. The 2013 update reflects changes in user needs and changes to the City's bicycle network and overall infrastructure.

City of San Diego Pedestrian Master Plan

The City of San Diego Pedestrian Master Plan was initiated with a comprehensive analysis of each of community's existing pedestrian conditions and needs with an emphasis on community input. The Pedestrian Master Plan provides guidelines for pedestrian improvement projects with the intent to enhance pedestrian safety, walkability, mobility, and neighborhood quality. The City uses the Pedestrian Master Plan program as a resource when seeking grant funding needed to implement pedestrian improvement projects (City of San Diego 2006).

City of San Diego General Plan

The City of San Diego General Plan contains a Mobility Element that seeks to further the attainment of a balanced, multi-modal transportation network that minimizes environmental and neighborhood impacts. The element contains policies that will help walking become more viable for short trips, and for transit to more efficiently link highly frequented destinations, while still preserving auto-mobility. In addition to addressing walking, streets, and transit, the Mobility Element also includes policies related to regional collaboration, bicycling, parking, goods movement, and other components of our transportation system. Taken together, these policies advance a strategy for congestion relief and increased transportation choices. The General Plan has a Land Use and Street System map that identifies all freeways, prime arterials, major arterials and collector streets. The Mobility Element also has maps identifying all existing and planned transit service. Planned higher frequency rail (Trolley and Coaster) and Bus Rapid Transit routes represent the regional transit service from the adopted SANDAG RTP and the SR-56 transit route from the unconstrained network (City of San Diego 2015a).

Torrey Highlands Subarea Plan Circulation Elements

The Torrey Highlands Subarea Plan, Chapter 3, Circulation, establishes goals and principles to ensure a safe and efficient transportation system that integrates with the existing regional system and minimizes impacts to residential neighborhoods and environmentally sensitive areas. The Torrey Highlands Subarea Plan, Chapter 3, Circulation, provides circulation maps and roadway classifications for the Torrey Highlands area, and provides circulation policies, transportation alternatives, trails policies, and transit system policies (City of San Diego 1996).

Rancho Peñasquitos Community Plan Transportation Element

The Transportation Element of the Rancho Peñasquitos Community Plan includes a goal to construct and maintain an adequate system for vehicular, bicycle and pedestrian circulation within the Rancho

Peñasquitos community, while providing adequate access to the larger San Diego region. The Transportation Element provides policy recommendations for circulation, public transportation, and non-motorized transportation, as well as providing circulation maps and roadway classifications for the Rancho Peñasquitos area (City of San Diego 1993).

5.2.3 ANALYSIS METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A through F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized, unsignalized intersections, and roadway segments, as described below.

Intersections

Signalized intersections were analyzed under AM and PM peak-hour conditions. Average vehicle delay was determined using the methodology found in Chapter 16 of the 2000 Highway Capacity Manual (HCM) (Transportation Research Board 2000), with the assistance of the Synchro (version 8) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. City and Caltrans location-specific signal timing information such as minimum greens, cycle lengths, splits for the freeway interchanges and real-time peak-hour field observations were included in the analysis, where available.

Unsignalized intersections were analyzed under AM and PM peak-hour conditions. Average vehicle delay and LOS was determined based upon the procedures found in Chapter 17 and 18 of the 2000 HCM (Transportation Research Board 2000), with the assistance of the Synchro (version 8) computer software.

Roundabout intersections were analyzed under AM and PM peak-hour conditions along Private Drive 'M.' Average vehicle delay and LOS was determined based upon the procedures found in Chapter 21 of the 2010 HCM (Transportation Research Board 2010), with the assistance of the aaSIDRA INTERSECTION computer software.

Street Segments

Street segment functional classifications were based on field observations and ultimate classifications were taken from the Torrey Highlands Subarea Plan Circulation chapter and Rancho

Peñasquitos Community Plan Circulation Element. Street segment analysis is based on the comparison of daily traffic volumes (ADT) to the City's Roadway Classification, Level of Service, and ADT Table in the Traffic Impact Study Manual (City of San Diego 1998). This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. A copy of the individual Community Plan Circulation Element maps and the City roadway classification table are attached in Appendix D.

Freeway Mainline Segments

LOS analysis is based on the procedure developed by Caltrans District 11 based on methods described in the HCM (Transportation Research Board 2010). The procedure involves comparing the peak-hour volume of the mainline segment to the theoretical capacity of the roadway (V/C). V/C ratios are then compared to V/C thresholds to determine the LOS of each segment.

Freeway Ramp Meters

As previously mentioned, there are metered freeway on-ramps in the Project study area where the Project adds more than 20 peak hour trips. For these locations, ramp delays and queues were calculated using a calculated delay and queue methodology. For determining the high-occupancy vehicle (HOV) rate at on-ramps, a review of Caltrans PeMS data at SR-56 on-ramps identified an average carpool rate of 15% at the Carmel Valley Road westbound on-ramp. This ramp was selected due to a 100% "healthy" sensor reading for the most recent available data. PeMs HOV data was not readily available at the Camino del Sur and Black Mountain Road ramps. Therefore, a 15% HOV percentage was applied to the ramp meter analysis. The calculated delay and queue approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic entering the freeway. The calculated delay and queue approach generally tends to produce unrealistic queue lengths and delays. The results are theoretical and based on the most restrictive (rate code F) ramp meter rate. Furthermore, the fixed rate approach does not take into account driver behavior and trip diversion due to high ramp meter delays.

As a City standard of practice, ramp meter observations were conducted at the SR-56 interchanges with Camino del Sur and Black Mountain Road. The data was collected in June 2015 during typical commuter peak periods. However, since the observations were conducted during the summer season, they may not accurately reflect school traffic that typically traverses this corridor. To account for the atypical conditions, a seasonal adjustment factor was applied to the observed data. According to the Caltrans Highway PeMS: Instructions for Updates Including the HPMS Monitoring System, which is a program used by Caltrans that defines the standards for data collection, seasonal urban factors generally vary by less than 10%. However, a 15% growth factor was added to the summer counts to provide for a

conservative increase. The maximum demand and queues were observed for the single-occupancy vehicle (SOV) lanes and are provided for the existing analyses (Caltrans 2007).

The purpose of the observations is to help understand the operations and calibrate the existing ramp meter analysis. The standard, non-calibrated ramp meter analysis tends to produce unrealistic results using the most restrictive discharge rates. In the near-term, both the non-calibrated and calibrated rates were used in the ramp meter analysis. The long-term analysis remains non-calibrated since it is difficult to predict future operations based on existing performance.

5.2.3.1 Traffic Study Area

The study area was based on the criteria identified in the City's Traffic Impact Study Manual (City of San Diego 1998). Based on these criteria, a traffic study shall evaluate all adjacent intersections plus the first major signalized intersection in each direction of the site. In addition, the study area must include "all regionally significant arterial system segments and intersections, including mainline freeway locations, and on/off ramp intersections, where the project will add 50 or more peak-hour trips in either direction to the adjacent street traffic" (City of San Diego 1998). In addition, there are metered freeway on-ramps in the Project study area. Per regionally adopted San Diego Traffic Engineer's Council/Institute of Transportation Engineers (SANTEC/ITE) guidelines, the threshold to conduct ramp meter analysis is 20 peak hour trips.

Using the above criteria, the project study area consists of the following locations:

Intersections

1. Camino del Sur/Carmel Valley Road
2. Camino del Sur/Watson Ranch Road
3. Camino del Sur/Wolverine Way/Fallhaven Road
4. Camino del Sur/Torrey Meadows Drive
5. Camino del Sur/Highlands Village Place
6. Camino del Sur/SR-56 Westbound Ramps
7. Camino del Sur/SR-56 Eastbound Ramps
8. Camino del Sur/Torrey Santa Fe Road
9. Camino del Sur/Dormouse Road
10. Camino del Sur/Park Village Road
11. Carmel Mountain Road/Via Las Lenas

12. Carmel Mountain Road/Sundance Avenue
13. Carmel Mountain Road/Sedorus Street
14. Carmel Mountain Road/Entreken Way
15. Carmel Mountain Road/Sparren Avenue
16. Carmel Mountain Road/Twin Trails Drive
17. Black Mountain Road/SR-56 Westbound Ramps
18. Black Mountain Road/SR-56 Eastbound Ramps
19. Black Mountain Road/Park Village Road
20. Black Mountain Road/Mercy Road
21. Camino del Sur/Northern Project Driveway/Private Drive 'M' (Planned Intersection)
22. Camino del Sur/Southern Project Driveway (Planned Intersection)
23. Carmel Mountain Road/Camino del Sur (Planned Intersection)

Street Segments

Camino del Sur

1. Carmel Valley Road to Wolverine Way
2. Wolverine Way to Torrey Meadows Drive
3. Torrey Meadows Drive to SR-56 Westbound Ramps
4. SR-56 Eastbound Ramps to Torrey Santa Fe Road
5. Torrey Santa Fe Road to Northern Project Driveway/Private Drive 'M' (Planned Segment)
6. Northern Project Driveway/Private Drive 'M' to Southern Project Driveway (Planned Segment)
7. Southern Project Driveway to Carmel Mountain Road (Planned Segment)
8. Carmel Mountain Road to Dormouse Road (Planned Segment)
9. Dormouse Road to Park Village Road

Carmel Mountain Road

1. Camino del Sur to Via Las Lenas (Planned Segment)
2. Via Las Lenas to Sundance Avenue
3. Sundance avenue to Sedorus Street

4. Sedorus Street to Entreken Way
5. Entreken Way to Sparren Avenue
6. Sparren Avenue to Twin Trails Drive

Sundance Avenue

1. Carmel Mountain Road to Twin Trails Drive

Park Village Road

1. Camino del Sur to Ragweed Street
2. Ragweed Street to Black Mountain Road

Black Mountain Road

1. SR-56 Eastbound Ramps to Park Village Road
2. Park Village Road to Mercy Road

Mercy Road

1. Black Mountain Road to Interstate (I)-15 Southbound Ramps

Freeway Mainline Segments

SR-56

1. Carmel Valley Road to Camino del Sur
2. Camino del Sur to Black Mountain Road
3. Black Mountain Road to Rancho Peñasquitos Boulevard
4. Rancho Peñasquitos Boulevard to I-15

Freeway Ramp Meter Locations

SR-56

1. Camino del Sur – Westbound On-Ramp (AM peak hour)
2. Camino del Sur – Eastbound On-Ramp (PM peak hour)
3. Black Mountain Road – Westbound On-Ramp (AM peak hour)
4. Black Mountain Road – Eastbound On-Ramp (PM peak hour)

5.2.3.2 Existing Transportation Conditions

Existing Traffic Volumes

Existing AM and PM peak-hour traffic volumes at key area intersections and 24-hour street segment counts were collected by LLG on Wednesday and Thursday, May 28 and 29, 2014, when local schools were in session. Table 5.2-1 shows the existing street segment ADT volumes in the study area.

Peak-hour traffic volumes at the freeway ramps were derived from the ramp peak-hour intersection turning movement counts conducted by LLG. Ramp volumes were validated against those provided by Caltrans and from the Caltrans PeMS software. Freeway ADT volumes were taken from the most recent Caltrans Traffic Census data available at the time of the analysis (year 2014) (Caltrans 2014).

Appendix D contains the manual count sheets for intersections and street segments, and the freeway volumes taken from Caltrans records.

Table 5.2-1
Existing Traffic Volumes

Street Segments	ADT
<i>Camino del Sur</i>	
1. Carmel Valley Road to Wolverine Way	17,730
2. Wolverine Way to Torrey Meadows Drive	20,710
3. Torrey Meadows Drive to SR-56 Westbound Ramps	25,920
4. SR-56 Eastbound Ramps to Torrey Santa Fe Road	10,670
5. Torrey Santa Fe Road to Northern Project Driveway	DNE
6. Northern Project Driveway to Southern Project Driveway	DNE
7. Southern Project Driveway to Carmel Mountain Road	DNE
8. Carmel Mountain Road to Dormouse Road	Partially Exists
9. Dormouse Road to Park Village Road	1,890
<i>Carmel Mountain Road</i>	
10. Camino del Sur to Via Las Lenas	DNE
11. Via Las Lenas to Sundance Ave	1,240
12. Sundance Ave to Sedorus Street	1,510
13. Sedorus Street to Entreken Way	2,780
14. Entreken Way to Sparren Ave	6,810
15. Sparren Ave to Twin Trails Drive	12,320
<i>Sundance Avenue</i>	
16. Carmel Mountain Road to Twin Trails Drive	1,880

Table 5.2-1
Existing Traffic Volumes

Street Segments	ADT
<i>Park Village Road</i>	
17. Camino del Sur to Ragweed St	8,430
18. Ragweed St to Black Mountain Road	17,550
<i>Black Mountain Road</i>	
19. SR-56 EB Ramps to Park Village Road	35,440
20. Park Village Road to Mercy Road	30,380
<i>Mercy Road</i>	
21. Black Mountain Road to I-15 SB Ramps	19,850
Freeway Mainline Segments	ADT
<i>SR-56</i>	
1. Carmel Valley Road to Camino del Sur	65,000
2. Camino del Sur to Black Mountain Road	73,000
3. Black Mountain Road to Ranch Peñasquitos Blvd	73,000
4. Rancho Peñasquitos Blvd to I-15	68,000

Source: Street segment counts commissioned by LLG Engineers in May 2014; freeway segment ADTs from most recent Caltrans Traffic Census (2014).

DNE = does not exist; ADT = average daily traffic volumes

Existing Peak-Hour Intersection Operations

Existing peak-hour intersection operations are summarized in Table 5.2-2. The project area intersections are calculated to currently operate at LOS D or better under existing conditions except the following:

- **Intersection No. 3.** Camino del Sur/Wolverine Way—LOS E (AM peak hour)
- **Intersection No. 17.** Black Mountain Road/SR-56 WB Ramps—LOS F (AM peak hour)
- **Intersection No. 18.** Black Mountain Road/SR-56 EB Ramps—LOS E/E (AM/PM peak hours)
- **Intersection No. 19.** Black Mountain Road/Park Village Road—LOS E/E (AM/PM peak hours)

Table 5.2-2
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Existing	
			<i>Delay^a</i>	<i>LOS</i>
1. Camino del Sur/Carmel Valley Road	Signal	AM	40.9	D
		PM	34.8	C
2. Camino del Sur/Watson Ranch Road	Signal	AM	21.3	C
		PM	8.1	A

Table 5.2-2
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS
3. Camino del Sur/Wolverine Way/Fallhaven Road	Signal	AM	57.6	E
		PM	15.3	B
4. Camino del Sur/Torrey Meadows Drive	Signal	AM	21.7	C
		PM	18.0	B
5. Camino del Sur/Highlands Village Place	Signal	AM	16.1	B
		PM	12.8	B
6. Camino del Sur/SR-56 WB Ramps	Signal	AM	24.3	C
		PM	26.4	C
7. Camino del Sur/SR-56 EB Ramps	Signal	AM	23.9	C
		PM	30.8	C
8. Camino del Sur/Torrey Santa Fe Road	Signal	AM	9.0	A
		PM	15.9	B
9. Camino del Sur/Dormouse Road	Signal	AM	9.1	A
		PM	8.5	A
10. Camino del Sur/Park Village Road	Signal	AM	17.0	B
		PM	12.2	B
11. Carmel Mountain Road/Via Las Lenas	Signal	AM	8.7	A
		PM	8.5	A
12. Carmel Mountain Road/Sundance Avenue	Signal	AM	16.7	B
		PM	21.9	C
13. Carmel Mountain Road/Sedorus Street	AWSC ^b	AM	8.2	A
		PM	7.7	A
14. Carmel Mountain Road/Entreken Way	Signal	AM	17.4	B
		PM	10.0	A
15. Carmel Mountain Road/Sparren Avenue	Signal	AM	25.8	C
		PM	12.2	B
16. Carmel Mountain Road/Twin Trails Drive	Signal	AM	24.8	C
		PM	17.9	B
17. Black Mountain Road/SR-56 WB Ramps	Signal	AM	84.4	F
		PM	33.9	C
18. Black Mountain Road/SR-56 EB Ramps	Signal	AM	59.1	E
		PM	67.7	E
19. Black Mountain Road/Park Village Road	Signal	AM	60.1	E
		PM	58.3	E
20. Black Mountain Road/Mercy Road	Signal	AM	32.3	C
		PM	29.3	C
21. Camino del Sur/Northern Project Driveway	DNE	AM	—	—
		PM	—	—
22. Camino del Sur/Southern Project Driveway	DNE	AM	—	—
		PM	—	—

Table 5.2-2
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS
23. Camino del Sur/Carmel Mountain Road	DNE	AM	—	—
		PM	—	—

DNE = does not exist; LOS = level of service

^a Average delay expressed in seconds per vehicle

^b all-way-stop-controlled intersection; average intersection delay reported

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

Existing Roadway Segment Operations

Existing roadway segment operations are summarized in Table 5.2-3. All of the study area segments are calculate to currently operate at LOS D or better under existing conditions except the following:

- **Segment No. 19.** Black Mountain Road from SR-56 EB Ramps to Park Village Road—LOS E

Table 5.2-3
Existing Street Segment Operations

Street Segment	Capacity (LOS E) ^a	ADT	LOS	V/C
<i>Camino del Sur</i>				
1. Carmel Valley Road to Watson Ranch Road	40,000	17,730	B	0.443
2. Wolverine Way to Torrey Meadows Drive	40,000	20,710	B	0.518
3. Torrey Meadows Drive to SR-56 WB Ramps	40,000	25,920	C	0.648
4. SR-56 EB Ramps to Torrey Santa Fe Road	40,000	10,670	A	0.267
5. Torrey Santa Fe Road to N. Project Driveway	DNE	—	—	—
6. N. Project Driveway to S. Project Driveway	DNE	—	—	—
7. S. Project Driveway to Carmel Mountain Road	DNE	—	—	—
8. Carmel Mountain Road to Dormouse	DNE	—	—	—

Table 5.2-3
Existing Street Segment Operations

Street Segment	Capacity (LOS E) ^a	ADT	LOS	V/C
Road				
9. Dormouse Road to Park Village Road	40,000	1,890	A	0.047
<i>Carmel Mountain Road</i>				
10. Camino del Sur to Via Las Lenas	DNE	—	—	—
11. Via Las Lenas to Sundance Ave	10,000	1,240	A	0.124
12. Sundance Ave to Sedorus Street	40,000	1,510	A	0.038
13. Sedorus St to Entreken Way	40,000	2,780	A	0.070
14. Entreken Way to Sparren Ave	40,000	6,810	A	0.170
15. Sparren Ave to Twin Trails Drive	40,000	12,320	A	0.308
<i>Sundance Avenue^b</i>				
16. Carmel Mountain Road to Twin Trails Drive	8,000	1,880	A	0.235
<i>Park Village Road</i>				
17. Camino del Sur to Ragweed St	40,000	8,430	A	0.211
18. Ragweed St to Black Mountain Road	40,000	17,550	B	0.439
<i>Black Mountain Road</i>				
19. SR-56 EB Ramps to Park Village Road	40,000	35,440	E	0.886
20. Park Village Road to Mercy Road ^c	40,000	30,380	D	0.760
<i>Mercy Road</i>				
21. Black Mountain Road to I-15 SB Ramps	40,000	19,850	B	0.496

DNE = does not exist; ADT = average daily traffic volumes; LOS = level of service; V/C = volume-to-capacity ratio

^a Capacities based on City Roadway Classification and LOS table (City of San Diego 1998).

^b Sundance Avenue is currently built to two-lane collector standards with a 40-foot curb-to-curb width providing an LOS E capacity of 8,000 ADT.

^c Location of count data collected along four-lane major road section of Park Village Road west of Darkwood Road. Thus, the 40,000 ADT capacity was used in the analysis.

Existing Peak-Hour Freeway Mainline Operations

Existing freeway mainline segment operations are summarized in Table 5.2-4. All study area freeway mainline segments are calculated to currently operate at LOS D or better under existing conditions. Field observations indicated that there is reoccurring congestion in the westbound direction during the AM commute period and in the eastbound direction during in the PM commute period. This is believed to be due to the bottleneck at the bridge over Darkwood Canyon and capacity constraints west of Carmel Valley Road. This is reflected as LOS D conditions in the analysis.

Table 5.2-4
Existing Freeway Mainline Operations

Freeway Segment	Dir	No. of Lanes ^a	Hourly Capacity ^b	Volume ^c	Peak-Hour Volume ^d		V/C ^e		LOS ^f	
					AM	PM	AM	PM	AM	PM
SR-56										
1. Carmel Valley Road to Camino del Sur	EB	2M	4,000	65,000	2,884	2,808	0.721	0.702	C	C
	WB	2M	4,000		3,490	1,485	0.873	0.371	D	A
2. Camino del Sur to Black Mountain Road	EB	2M	4,000	73,000	1,623	3,218	0.406	0.805	A	D
	WB	2M	4,000		2,829	1,813	0.707	0.453	C	B
3. Black Mountain Road to Rancho Peñasquitos Blvd	EB	3M	6,000	73,000	2,267	3,058	0.378	0.510	A	B
	WB	2M+1A	5,200		3,170	1,720	0.610	0.331	B	A
4. Rancho Peñasquitos Blvd to I-15	EB	2M	4,000	68,000	2,284	2,750	0.571	0.688	B	C
	WB	2M	4,000		2,842	2,349	0.711	0.587	C	B

M = mainline; A = auxiliary

^a Lane geometry taken from PeMS lane configurations at corresponding postmile.

^b Capacity calculated at 2,000 vehicles per hour (vph) per lane (pcphpl) for mainline lanes, and 1,200 vph for auxiliary lanes, per Caltrans 2002.

^c Existing ADT volumes taken from 2014 Caltrans traffic volumes.

^d Peak-hour volumes taken from most recent 2014 PeMS traffic volumes.

^e V/C = (Peak-Hour Volume/Hourly Capacity)

^f LOS = Level of Service

Existing Peak-Hour Freeway Ramp Meter Operations

Existing operations of the on-ramp meter using the fixed rate analysis methodology and the observed queues/delays are summarized in Table 5.2-5. The fixed rate approach generally tends to produce unrealistic queue lengths and delays. The results are theoretical and based on the most restrictive ramp meter rate. Because ramp meter rates are not constant, even within the peak hours, the analysis was conducted using the most restrictive meter rates. The meter rates dynamically adjust based on the level of traffic on the freeway mainlines. Furthermore, the fixed rate approach does not take into account driver behavior such as “ramp shopping” or trip diversion.

To account for this, queuing observations were conducted to calibrate the analysis and best reflect current operations. As seen in Table 5.2-5, there is no delay calculated at any of the project area on-ramps under existing conditions. The observed queuing validates the calculations of excess demand and thus, excessive queues and delays occur at the project area on-ramps.

Table 5.2-5
Existing Ramp Meter Analysis – Fixed Rate

Location	Peak Hour ^a	Lane	Existing						Observed ^e		
			Volume	Peak-Hour Demand (D) ^b	Meter Rate ^c	Excess Demand (E) (veh)	Delay (min)	Queue (ft) ^d	Available Storage (ft) ^f	Maximum SOV Queue (ft)	Maximum Delay (min/sec)
SR-56/Camino del Sur Interchange											
1. Camino del Sur to SR-56 WB (2 SOV+1 HOV)	AM	SOV	436	218	680	0	0	0	700	200	00:26
		HOV	77	77	680	0	0	0	-	-	-
2. -Camino del Sur to SR-56 EB (2 SOV+1 HOV)	PM	SOV	866	433	800	0	0	0	610	320	00:35
		HOV	153	153	800	0	0	0	-	-	-
SR-56/Black Mountain Road Interchange											
3. Black Mountain Road to SR-56 WB (2 SOV+1 HOV)	AM	SOV	1267	633	765	0	0	0	1900	230	00:37
		HOV	224	224	765	0	0	0	-	-	-
4. Black Mountain Road to SR-56 EB (2 SOV+1 HOV)	PM	SOV	615	307	910	0	0	0	1200	150	00:26
		HOV	108	108	910	0	0	0	-	-	-

^a Selected peak hour based on period when ramp meter is operating.

- b Peak-hour demand in vehicles/hour/lane for SOV and HOV lanes.
- c Most restrictive meter rates obtained from Caltrans.
- d Queue calculated assuming vehicle length of 25 feet.
- e Field observations conducted on Tuesday Jun 16, 2015 to verify accuracy of calculated queue lengths. SOV observed queues increased by a 15% seasonal adjustment factor.
- f Available storage represents total storage available in SOV lanes, on a per lane basis.

Notes:

SOV = single-occupancy vehicle; HOV = high-occupancy vehicle

Lane utilization factor accounted for in peak-hour demand calculation. (Assumed 15% for HOV).

5.2.4 IMPACT: INCREASE IN TRAFFIC RELATIVE TO EXISTING CAPACITY; ADDITION OF SUBSTANTIAL TRAFFIC TO CONGESTED ROADWAY

Issue 1: Would the proposal result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

Issue 2: Would the proposal result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

5.2.4.1 Threshold

According to the City's Significance Determination Thresholds, a project is considered to have a significant impact if a project traffic has decreased the operations of surrounding roadways by a City defined threshold or takes a facility from acceptable to unacceptable level of service. For projects deemed complete on or after January 1, 2011, the City defined threshold by roadway type or intersection is shown in Table 5.2-6 (City of San Diego 2016).

The impact is designated either a "direct" or "cumulative" impact. The following is according to the City's Significance Determination Thresholds (City of San Diego 2016):

- Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term).
- Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned Year 2035 (long-term cumulative).
- It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerable to a cumulative impact.

- For intersections and roadway segments affected by a project, LOS D or better is considered acceptable under both direct and cumulative conditions.

If the project exceeds the thresholds in Table 5.2-6, then the project may be considered to have a significant “direct” or “cumulative” project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E, even if the allowable increases in Table 5.2-6 are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

Caltrans currently does not have significance criteria for ramp meter analysis. Therefore, analyses performed at these locations are technically informational at best. However, the City has indicated that an impact to a ramp meter is a factor of the mainline operations (City of San Diego 2016). When project traffic results in an increase in the delay at a ramp meter greater than 2 minutes for LOS E operating freeway mainline segments and greater than 1 minute for LOS F operating freeway mainline segments where existing on-ramp delays of greater than 15 minutes are calculated, a significant ramp meter impact is identified (City of San Diego 2016).

Table 5.2-6
City Traffic Impact Significant Thresholds

LOS with Project ^b	Allowable Increase Due to Project Impacts ^a					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	2.0 ^c
F	0.005	0.5	0.01	0.5	1.0	1.0 ^c

Source: City of San Diego 2016

- ^a If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.
- ^b All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual (City of San Diego 1998)). The acceptable LOS for freeways, roadways, and intersections is generally “D” (“C” for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- ^c The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E (upstream) is 2 minutes. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F (upstream) is 1 minute.

Notes:

Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
LOS = level of service

V/C = volume-to-capacity ratio (capacity at LOS E should be used)

Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) analyses.

* CMP analyses are no longer required.

If the thresholds of significance are exceeded under Existing or Opening Day (Near Term) conditions, the project is determined to have a direct impact. In the Horizon Year 2035, if the thresholds are exceeded, the project is determined to have a cumulative impact. Cumulative impacts may be mitigated through the payment of a fair-share contribution to an improvement. Fair-share contributions shall be based on the percentage of traffic added by the project to the deficient facility, compared to future forecast volume along that facility.

5.2.4.2 Analysis of Impact

Trip Generation/Distribution Assignments

Trip Generation

The project is proposed to be constructed and occupied as a business office “campus.” Therefore, a phased analysis was not conducted. Trip generation estimates for the proposed development were calculated using published City trip rates (City of San Diego 2003). The project proposes 450,000 square feet of business office with a 3,800 square feet internal site café serving the employees of the offices. Using the City’s logarithmic formula for business office land use, the project is calculated to generate 5,264 ADT with 684 AM peak-hour trips (616 inbound/68 outbound) and 737 PM peak-hour trips (147 inbound/590 outbound), as shown in Table 5.2-7.

Table 5.2-7
Project Trip Generation

Land Use	Size		Daily Trip Ends (ADTs) ^a		Peak Hour	Percent of ADT ^b	In:Out	Volume		
			Rate ^b	Volume			Split ^b	In	Out	Total
Business Office	450	KSF		5,264	AM	13%	9:1	616	68	684
					PM	14%	2:8	147	590	737

KSF = thousand square feet

^a ADT = Average Daily Traffic.

^b Rates taken from the City Trip Generation Rate Summary Table (City of San Diego Trip Generation Manual, City of San Diego 2003).

^c $\ln(T) = 0.756 \ln(x) + 3.95$; where x is the Gross Floor Area in KSF

Trip Distribution/Assignment

The SANDAG Series 12 Year 2035 traffic model was used to obtain a Select Zone Assignment (SZA) to estimate trip distribution. Two zones in the SANDAG base model were modified to represent the project

(Traffic Analysis Zone (TAZ) 4684) and the adjacent Merge 56 project (TAZ 4683), given the proximity of these two projects and the substantial changes in network conditions with the development of Merge 56. In addition, the Merge 56 zone was modified to include the proposed Private Drive 'M,' which is the private drive proposed to provide primary internal circulation to that site and an alternative route for existing and project trips destined to/from Carmel Mountain Road north of SR-56. Both projects were coded into the TAZs given their respective proposed land uses (SANDAG 2017).

The Year 2035 street network used in the SANDAG SZA models included the following:

Network	Assumption	Notes
SR-56	Four-Lane Regional Freeway	Six-lane widening project not fully funded, not planned to be completed by Year 2035
Camino del Sur Extension south of Carmel Mountain Road	Four-Lane Major	As part of the Merge 56 Project Traffic Impact Study to be reclassified to two lanes given low forecast volumes
Carmel Mountain Road	Four-Lane Major	As part of the Merge 56 Project Traffic Impact Study to be reclassified to two lanes given low forecast volumes
Black Mountain Road	Six-Lane Primary Arterial	Community Plan Amendment by Black Mountain Ranch to reclassify as a Four-Lane Major currently under review

Following a thorough review of the traffic modeling results, it is believed that the SZA overstates potential trips on Park Village Road between the project and Black Mountain Road at 13%. It would be expected that a larger portion of those trips (5%) would use SR-56 to travel between the site and Black Mountain Road. This discrepancy is likely due to future forecast volumes on SR-56 as a four-lane facility deterring trips from local roadways.

Similarly, the model forecasts 9% of traffic on Black Mountain Road south of Mercy Road. This distribution also appears to be overstated given that the office land use generates trips that are mostly freeway-oriented and the project site is in close proximity to SR-56.

Appendix D provides a graphic depicting the original distribution generated by the SZA model and a marked-up version showing the overall project trip distribution with the rerouted changes discussed above. The primary changes to the SZA are listed below:

- 9% oriented to the south on Camino del Sur to Black Mountain Road via Park Village Road redirected via SR-56 to Black Mountain Road

- 7% oriented to I-15 via Black Mountain Road south of Mercy Road redirected to the east via Mercy Road to I-15

Analysis Approach

Prior to the issuance of any building permits, the owner/permittee shall submit documentation that the extensions of Camino del Sur and Carmel Mountain Road as described below have been assured by permit and bond, satisfactory to the City Engineer. Additionally, the connection of Camino Del Sur between Torrey Santa Fe Road and Dormouse Road and the connection of Carmel Mountain Road between Via Las Lenas and Camino Del Sur shall be completed and open to traffic to the satisfaction of the City Engineer prior to the issuance of any occupancy permit.

It should be noted that the analysis of an “Existing + Project” scenario is not included as part of this study. Camino del Sur along the project frontage is not currently constructed, and the applicant has requested that the project be conditioned not to move forward prior to Camino Del Sur and Carmel Mountain Road being constructed by the Merge 56 project, so there would be no situation envisioned where the project would be open prior to Merge 56. The project will not be operational until the roadways have been fully constructed and are open to traffic. Therefore, an “Existing + Project” analysis is not included in this study.

Table 5.2-8 shows the analyses performed in each of the scenarios to determine the potential impacts to the road network.

Table 5.2-8
Analysis Scenarios

Scenario	Analysis Performed
<i>Existing and Opening Day Conditions</i>	
Existing Opening Day (Year 2020) Without Project Opening Day (Year 2020) With Project	Peak-Hour Intersection Analysis
	Daily Street Segment Analysis
	Peak-Hour Freeway Mainline Analysis
	Peak-Hour Ramp Meter Analysis
<i>Long-Term Condition</i>	
Year 2035 Without Project Year 2035 With Project	Peak-Hour Intersection Analysis
	Daily Street Segment Analysis
	Peak-Hour Freeway Mainline Analysis
	Peak-Hour Ramp Meter Analysis

Several changes to the roadway network are planned for the future. Table 5.2-9 summarizes the analysis scenarios and street network conditions for each scenario analyzed.

Table 5.2-9
Roadway Network Scenarios

Assumed Roadway Network	Scenario				
	<i>Existing</i>	<i>Opening Day (2020) Without Project</i>	<i>Opening Day (2020) With Project</i>	<i>Year 2035 Without Project</i>	<i>Year 2035 With Project</i>
<i>Freeway Segments</i>					
SR-56: Six Lanes	Not Completed	Not Completed	Not Completed	Not Completed	Not Completed
<i>Roadway Segments</i>					
Camino del Sur (Torrey Santa Fe Road to Dormouse Road)	Does Not Exist	Fully Constructed	Fully Constructed	Fully Constructed	Fully Constructed
Carmel Mountain Road	Does Not Exist	Fully Constructed	Fully Constructed	Fully Constructed	Fully Constructed
Torrey Meadows Drive Overcrossing	Does Not Exist	Does Not Exist	Does Not Exist	Fully Constructed	Fully Constructed
Private Drive 'M'	Does Not Exist	Fully Constructed	Fully Constructed	Fully Constructed	Fully Constructed
<i>Intersections</i>					
Camino del Sur/SR-56 NB to WB and SB to EB Loop Ramps	Not Completed	Not Completed	Not Completed	Not Completed	Not Completed
Camino del Sur/Carmel Mountain Road	Does Not Exist	"Tee" Intersection	"Tee" Intersection	4th Approach Added	4th Approach Added
Camino del Sur/Northern Access/Private Drive 'M'	Does Not Exist	"Tee" Intersection for Merge 56 Access	Fully Constructed	"Tee" Intersection for Merge 56 Access	Fully Constructed
Camino del Sur/Southern Access	Does Not Exist	Does Not Exist	"Tee" Intersection for Project Access	Does Not Exist	"tee" Intersection for Project Access

Table 5.2-9
Roadway Network Scenarios

Assumed Roadway Network	Scenario				
	<i>Existing</i>	<i>Opening Day (2020) Without Project</i>	<i>Opening Day (2020) With Project</i>	<i>Year 2035 Without Project</i>	<i>Year 2035 With Project</i>
Carmel Mountain Road/Via Las Lenas/Private Drive 'M'	"tee" intersection for Via Las Lenas	Fully Constructed	Fully Constructed	Fully Constructed	Fully Constructed

Notes:

- ¹ Camino del Sur network condition represents the planned extension from its current terminus at Torrey Santa Fe Road to its southerly connection just north of Dormouse Road, except where noted. In Year 2035, it also includes the northern improvements to six lanes from Carmel Valley Road to Torrey Santa Fe Road since 100% funding is identified in the Black Mountain Public Facilities Financing Plan.
- ² Carmel Mountain Road network condition represents the planned extension from its current terminus at Via Panacea to Camino del Sur, including the realignment from Via Las Lenas.
- ³ Torrey Meadows Drive Overcrossing network condition represents the connection of Torrey Meadows Drive over SR-56 to Torrey Santa Fe Road. It is not included in the "Near-Term" conditions since these scenarios represent the effects of project and cumulative traffic and network improvements on the existing street network at the time of data collection (May 2014). However, the overcrossing is an infrastructure project in the City Torrey Highlands Public Facilities Financing Plan. Project No. T-9 is currently in the design stage (approximately 65% PS&E) and is estimated to be completed prior to Year 2035 based on information provided by the City's Public Works Department.
- ⁴ Private Drive 'M' is a proposed on-site roadway primarily serving the Merge 56 project that will experience cut-through traffic (including project trips) between Camino del Sur and Carmel Mountain Road under the opening day cumulative and long-term conditions.
- ⁵ Further details on the project access intersections are provided in Appendix D.
- ⁶ "Fully Constructed" represents construction of roadways to their current Community Plan classification. ("Fully Constructed" for Camino del Sur from Private Drive 'M' to just north of Dormouse Road and for Carmel Mountain Road from SR-56 to Camino del Sur represents the proposed Merge 56 Community Plan Amendment downgraded classifications.)

The 4th leg of the Camino del Sur/Carmel Mountain Road intersection will be constructed by Unit 8 of the original Rhodes Crossing Vesting Tentative Map (VTM).

Opening Day (2020) Conditions

For purposes of this analysis, it was assumed the project would be constructed and fully operational by the Year 2020. This timeframe represents the near-term "Opening Day" baseline conditions. By Opening Day, it would be expected that ambient growth would occur within the study area due to other development projects. "Cumulative" projects are other projects in the study area that are expected to be constructed and occupied between the date of existing data collection (May 2014) and the time of the project's expected Opening Day in Year 2020, thus adding traffic to the local circulation

system. City staff assisted in identifying relevant, pending cumulative projects in the study area that could be constructed and generating traffic in the project vicinity. Based on information received from City staff and subsequent research, two cumulative development projects are planned for the area for the Opening Day condition. The following is a brief description of each of the cumulative projects. Table 5.2-10 provides a summary of the cumulative project trip generation summary. See also Figure 5.2-2, Cumulative Projects Location Map.

Description of Cumulative Projects

Merge 56 proposes to develop 525,000 square feet of commercial, office, theater and hotel uses, and 242 residential dwelling units. The residential units would include a mix of housing types including multifamily (approximately 47 affordable units), townhomes (approximately 111 units), and single family (approximately 84 units). The project includes the construction of Camino del Sur south of Torrey Santa Fe Road to its current terminus north of Dormouse Road and the re-alignment and construction of Carmel Mountain Road from Via Las Lenas to Camino del Sur. The project requires a Community Plan Amendment and ~~currently has a discretionary permit application into the City~~ was approved at City Council (PTS No. 360009) as of August 12, 2013 on May 22, 2018. The proposed Merge 56 project was included in both the near-term and long-term analyses. The project is calculated to generate approximately 19,468 ADT with 806 inbound and 386 outbound trips in the AM peak hour and 929 inbound and 1,166 outbound trips in the PM peak hour.

KB Homes is currently under construction to develop 94 single-family homes along the existing two-lane portion of Carmel Mountain Road south of Sundance Drive and north of Via Las Lenas, north and south of SR-56. The project is calculated to generate approximately 940 ADT with 15 inbound and 57 outbound trips in the AM peak hour and 66 inbound and 28 outbound trips in the PM peak hour. The proposed KB Homes Project representing Units 1, 6, and 7 of the original Rhodes Crossing Vesting Tentative Map (VTM) was included in both the near-term and long-term analysis.

Table 5.2-10
Cumulative Development Projects Summary

No.	Name	Project	ADT	AM		PM		Status
				In	Out	In	Out	
1	Merge 56	525 KSF Commercial/ Office + 242 Residential Units	19,468	806	386	929	1,166	Under Review CPA Initiated <u>Approved August 12, 2013</u> <u>Approved May 22, 2018</u>
2	KB Homes	94 Single-Family Homes	940	15	57	66	28	Approved – Under Construction
Total Cumulative Projects			20,408	1,746	443	995	1,194	—

ADT = average daily traffic; KSF = thousand square feet; CPA = Community Plan Amendment

Other cumulative projects were noted by City staff during the scoping process for the project: Santa Fe Summit II and III, New One Paseo, and Rhodes CPA. Upon further review, it was determined that although Santa Fe Summit II and III has completed grading for the site, the property has sat vacant for several years with an unknown timeframe for physical building construction and occupancy. It was therefore decided to exclude traffic from this cumulative project in the Opening Day analysis, but assume full occupancy by Year 2035. For the New One Paseo Project, a review of the traffic study completed by Urban Systems Associates, March 23, 2012, and reduced project traffic assignment indicate that zero trips were forecasted within the project study area, and only a nominal amount of trips would use SR-56 near the project. It was therefore determined to exclude the New One Paseo Project from the Opening Day analysis. Lastly, the Rhodes CPA, initiated in November 2013, has yet to submit a permit application and therefore has no reasonably foreseeable completion date. This CPA project was thus excluded from traffic the Opening Day analysis but assumed to be completed by Year 2035.

Network Conditions

Improvements to the roadway system would be necessary with the proposed development of the Opening Day cumulative projects. For the KB Homes Project, access intersections would be constructed along the existing portion of Carmel Mountain Road south of Sundance Avenue. KB Homes is also required by its permit conditions to install a traffic signal at the Carmel Mountain Road and Sedorus Street intersection with the occupation of Units 1, 6, and 7. This signalization was included in the Opening Day conditions.

The Merge 56 development proposes to construct the Camino del Sur Extension Project and Carmel Mountain Road.

Camino del Sur from Torrey Santa Fe Road to the project's Northerly Driveway/Merge 56's Private Drive 'M' would be designed as a four-lane major arterial with intersection enhancements; from Private Drive 'M' to Carmel Mountain Road it would also be a four-lane major arterial with intersection enhancements; and from Carmel Mountain Road to Dormouse Road it would be a two-lane modified collector with a raised median. Bike lanes will be provided on all sections of Camino del Sur South and curbside parking will be prohibited. In addition, a parkway-adjacent 5-foot-wide decomposed granite running path is proposed connecting the existing trail from Del Mar Mesa Preserve in the west to Darkwood Canyon in the east. The path will start at the base of the western fill slope on the west side of Camino del Sur just north of Private Drive 'M' (north of the Northern Project Driveway), cross at the Carmel Mountain Road intersection to the east side of the roadway and continue south to the proposed connection with Darkwood Canyon.

Carmel Mountain Road would be designed as a two-lane modified collector with a raised median. Bike lanes will be provided on Carmel Mountain Road south of SR-56 and curbside parking will be

prohibited. A roundabout is proposed by Merge 56 at the intersection of Carmel Mountain Road and Private Drive 'M'/Via Las Lenas. The two roadways would be connected by Private Drive 'M' through the Merge 56 development. The following summarizes the off-site network improvements proposed by the Merge 56 project included in the Opening Day conditions.

Camino del Sur would be constructed from Torrey Santa Fe Road to Private Drive 'M' as a four-lane major arterial with an LOS E capacity of 40,000 ADT (with intersection enhancements providing additional lanes – a third southbound lane turning right onto the west leg of the Private Drive "M" intersection). South of Private Drive 'M' to Carmel Mountain Road, constructed as a four-lane major arterial providing for an LOS E capacity of 40,000 ADT. From Carmel Mountain Road to the existing terminus north of Dormouse Road, constructed as a two-lane modified collector with raised center median providing for an LOS E capacity of 15,000 ADT. Bike lanes will be provided on all sections of Camino del Sur south of Torrey Santa Fe Road and curbside parking will be prohibited. It should be noted the Project proposes to extend the third southbound lane from Private Drive 'M' (Project Northerly Driveway) to the Southerly Driveway, trapping into the de-facto southbound right-turn lane. Signalized intersections at Private Drive 'M' (the Northerly Project Driveway) and Dormouse Road are assumed.

Carmel Mountain Road would be constructed from SR-56 to Camino del Sur as a two-lane modified collector with a raised center median providing for an LOS E capacity of 15,000 ADT. Bike lanes will be provided on Carmel Mountain Road south of SR-56 and curbside parking will be prohibited. A four-legged roundabout is proposed by Merge 56 at the Carmel Mountain Road/Private Drive 'M'/Via Las Lenas intersection.

Black Mountain Road is classified as a six-lane primary arterial starting from Twin Trails Drive continuing south to the Rancho Peñasquitos Community Plan border. This portion of Black Mountain Road is in the process of being downgraded on the Rancho Peñasquitos Community Plan to maintain its current configuration as a four-lane major arterial. An amendment to the Rancho Peñasquitos Community Plan to downgrade this roadway classification is in progress by Black Mountain Ranch and is anticipated to go before City Council in 2018, based on information provided by KOA Corporation, the consultant who prepared that study (KOA Corporation 2014), to the City (Shearer 2017).

With these major network changes in the direct vicinity of the project, changes in existing traffic volumes would result. The following section discusses the Opening Day traffic volumes.

Table 5.2-11 provides a summary for the Opening Day roadway network conditions. See also Figure 5.2-3, Opening Day (2020) Conditions Diagram.

Table 5.2-11
Opening Day Roadway Network Conditions

Planned Roadway Network	Scenario	
	Opening Day Without Project	Opening Day With Project
<i>Roadway Segments</i>		
Camino del Sur (Torrey Santa Fe Road to Dormouse Road)	Fully Constructed	Fully Constructed
Carmel Mountain Road (South of Via Panacea)	Fully Constructed	Fully Constructed
Merge 56 Private Drive 'M'	Fully Constructed	Fully Constructed
<i>Intersections</i>		
Camino del Sur/Northern Project Driveway/Private Drive 'M'	Partially Constructed for Merge 56 Access	Fully Constructed
Camino del Sur/Southern Project Driveway	Does Not Exist	"Tee" Intersection
Camino del Sur/Carmel Mountain Road	"Tee" Intersection	"Tee" Intersection
Carmel Mountain Road/Via Las Lenas/Private Drive 'M'	Fully Constructed	Fully Constructed

Notes:

- ¹ Camino del Sur network condition represents the planned extension from its current terminus at Torrey Santa Fe Road to its southerly connection just north of Dormouse Road.
- ² Carmel Mountain Road network condition represents the planned extension from its current terminus at Via Panacea to Camino del Sur, including the realignment from Via Las Lenas.
- ³ Private Drive 'M' is an on-site roadway primarily serving the Merge 56 project that will experience cut-through traffic (including project trips) between Camino del Sur and Carmel Mountain Road under the Opening Day and Year 2035 conditions.
- ⁴ Further details on the project access intersections are provided in Appendix D.
- ⁵ "Fully Constructed" represents construction of roadways to their current Community Plan classification. ("Fully Constructed" for Camino del Sur from Private Drive 'M' to just north of Dormouse Road and for Carmel Mountain Road from SR-56 to Camino del Sur represents the proposed Merge 56 Community Plan Amendment classification.)

Traffic Volumes

The connections of Camino del Sur and Carmel Mountain Road by Merge 56 provide an important link in the Rancho Peñasquitos street network. These roadways provide a more direct route for trips destined to/from SR-56 from Carmel Valley Road, Park Village Road, and Carmel Mountain Road, reducing the number of trips along Park Village Road, Black Mountain Road, Sundance Avenue, and Carmel Mountain Road.

With the connection of these roadways and the more direct access to SR-56 at the Camino del Sur interchange, along with the downgrade of Black Mountain Road to maintain its four-lane configuration, it would be expected that drivers in the area would alter their travel patterns along

project area roadways. To account for these changes in traffic volumes, a portion of the residential trips from the communities north and south of SR-56 between Camino del Sur and Black Mountain Road were rerouted from the Black Mountain Road interchange to Camino del Sur.

Northern Residential Community (Twin Trails)

Of the many residences along Carmel Mountain Road from its current terminus just south of Sundance Avenue near SR-56 and to Black Mountain Road in the east and along Sundance Avenue, it was assumed that approximately 35% of existing trips would reroute from the Black Mountain Road interchange to the Camino del Sur interchange, reducing the number of trips along Carmel Mountain Road and Sundance Avenue toward the east and Black Mountain Road. These trips would travel along the southwest portion of Carmel Mountain Road over SR-56 and use the proposed Private Drive 'M' access road to reach the Camino del Sur interchange.

Due to the current development of the Twin Trails neighborhood, vehicular access to Camino del Sur is restricted by a finger canyon just west of Russett Leaf Lane and per previous decisions to have no local connections between Rancho Peñasquitos and Torrey Highlands between SR-56 and Carmel Valley Road. To reach any of the land uses along Camino del Sur and/or SR-56, the Twin Trails residents must currently travel via Black Mountain Road to SR-56 in the south or via Black Mountain Road to Carmel Valley Road in the north. A review of the SANDAG Year 2035 model indicates that approximately 4,700 ADT from the Twin Trails neighborhood would travel on Carmel Mountain Road south of Sundance Avenue using Private Drive 'M' to reach the Camino del Sur/SR-56 interchange with the completion of the roadway network while approximately 8,300 ADT would remain on Carmel Mountain Road using Black Mountain Road to/from SR-56. For the total trips assumed to be entering/exiting Twin Trails (13,000 ADT), the 4,700 ADT using Carmel Mountain Road to Private Drive 'M' to the Camino del Sur/SR-56 interchange account for approximately 35% of the total trips. It was therefore determined that approximately 35% of existing area traffic would reroute to Private Drive 'M' with the completion of Camino del Sur, Carmel Mountain Road and Private Drive 'M.'

As a result of this change in travel patterns, existing traffic volumes were also rerouted through the Merge 56 site, using Private Drive 'M' as a cut-through street.

Southern Residential Community (Park Village)

Of the many residences along Park Village Road taking access to SR-56 via Black Mountain Road, it was assumed that approximately 25% of existing trips would reroute from the Black Mountain Road interchange to the Camino del Sur interchange, reducing the number of trips along Park Village Road to the east and on Black Mountain Road.

A review of the SANDAG Year 2035 traffic model (SANDAG 2017) with the completion of Camino del Sur, Carmel Mountain Road, and Black Mountain Road as a four-lane roadway indicates that approximately 8,400 ADT from the Park Village community would travel on the new Camino del Sur connection to/from SR-56 north and approximately 15,800 ADT would travel on Black Mountain Road to/from SR-56. For the total trips assumed to be entering/exiting Park Village (24,200 ADT), the 8,400 ADT using Camino del Sur account for approximately 35% of the total trips. Since 2,000 ADT of the 8,400 ADT assigned to Camino del Sur South are generated by the Merge 56 land uses (1,500 ADT) and the project (500 ADT), the 35% reroute was reduced to 25% for use as the baseline assumption in the Opening Day analysis.

To arrive at Opening Day baseline conditions, the rerouted existing traffic volumes were added to/deducted from the existing traffic volumes, and then the individually cumulative projects assignments were included.

Figure 5.2-4, Cumulative Projects Only Traffic Volumes, depicts the individual cumulative projects traffic volumes on the opening day network, and Figure 5.2-5, Opening Day (2020) Without Project Traffic Volumes, shows existing plus rerouted existing plus cumulative traffic.

Opening Day (2020) Without Project

Peak-Hour Intersection Operations

Table 5.2-12 summarizes the Opening Day Without Project intersection operations. As seen in Table 5.2-12, the following study area intersections are calculated to operate at LOS E or F under Opening Day Without Project conditions:

- **Intersection No. 3.** Camino del Sur/Wolverine Way – LOS E (AM peak hour)
- **Intersection No. 19.** Black Mountain Road/Park Village Road – LOS E (AM peak hour)

Roadway Segment Operations

Table 5.2-13 summarizes the Opening Day Without Project street operations. As seen in Table 5.2-13, all study area street segments are calculated to operate at LOS D or better under Opening Day Without Project conditions.

Peak-Hour Freeway Mainline Operations

Table 5.2-14 shows that the study area freeway mainline segments are calculated to operate at LOS D or better under Opening Day Without Project conditions.

Peak-Hour Freeway Ramp Meter Operations

Table 5.2-15 summarizes the operations of the on-ramp meter using the fixed rate analysis methodology with the addition of cumulative projects traffic. As seen in Table 5.2-15, there is no delay calculated for any of the study area on-ramps under Opening Day Without Project conditions.

Opening Day (2020) With Project

Peak-Hour Intersection Operations

Table 5.2-12 summarizes the Opening Day With Project intersection operations. As seen in Table 5.2-12, the following study area intersections are calculated to continue to operate at LOS E or F conditions with the addition of project traffic:

- **Intersection No. 3.** Camino del Sur/Wolverine Way – LOS E (AM peak hour)
- **Intersection No. 19.** Black Mountain Road/Park Village Road – LOS E (AM peak hour)

Based on City significance criteria, no significant direct impacts were calculated with the addition of project traffic at project area locations.

Roadway Segment Operations

Table 5.2-13 summarizes the Opening Day With Project street segment operations. As seen in Table 5.2-13, all study area street segments are calculated to operate at LOS D or better with the addition of project traffic.

Based on City significance criteria, no significant direct impacts were calculated with the addition of project traffic at project area locations.

Peak-Hour Freeway Mainline Operations

Table 5.2-14 shows that the study area freeway mainline segments are calculated to operate at LOS D or better with the addition of project traffic to the Opening Day condition.

Based on City significance criteria, no significant impacts were calculated with the addition of project traffic at project area freeway mainline segments.

Peak-Hour Freeway Ramp Meter Operations

As seen in Table 5.2-15, there is no delay calculated for any of the study area on-ramps under Opening Day With Project conditions.

Based on City significance criteria, no significant impacts were calculated with the addition of project traffic at study area ramp meter locations.

Table 5.2-12
Opening Day (2020) Intersection Operations

Intersection	Control Type	Peak Hour	Opening Day Without Project		Opening Day With Project		Δ^b Delay	Sig?
			Delay ^a	LOS	Delay	LOS		
1. Carmel Valley Road/Camino del Sur	Signal	AM	43.0	D	43.1	D	0.1	No
		PM	36.4	D	36.9	D	0.5	
2. Camino del Sur/Watson Ranch Road	Signal	AM	24.9	C	25.1	C	0.2	No
		PM	8.7	A	9.1	A	0.4	
3. Camino del Sur/Wolverine Way	Signal	AM	59.4	E	59.7	E	0.3	No
		PM	15.7	B	15.9	B	0.2	
4. Camino del Sur/Torrey Meadows Drive	Signal	AM	27.2	C	27.5	C	0.3	No
		PM	20.3	C	21.4	C	1.1	
5. Camino del Sur/Highlands Village Place	Signal	AM	17.0	B	17.8	B	0.8	No
		PM	14.0	B	14.6	B	0.6	
6. Camino del Sur/SR-56 WB Ramps	Signal	AM	34.7	C	41.0	D	6.3	No
		PM	33.4	C	37.8	D	4.0	
7. Camino del Sur/SR-56 EB Ramps	Signal	AM	23.8	C	27.4	C	3.6	No
		PM	38.8	D	49.6	D	10.8	
8. Camino del Sur/Torrey Santa Fe Road	Signal	AM	18.3	B	19.0	B	0.7	No
		PM	30.4	C	33.9	C	3.5	
9. Camino del Sur/Dormouse Road	Signal	AM	11.8	B	11.9	B	0.1	No
		PM	12.8	B	13.2	B	0.4	
10. Camino del Sur/Park Village Road	Signal	AM	20.3	C	20.4	B	0.1	No
		PM	18.6	B	19.3	B	0.7	
11. Carmel Mountain Road/Via Las Lenas/Private Drive 'M'	Round-about	AM	7.4	A	8.6	A	1.2	No
		PM	10.2	B	11.2	B	1.0	
12. Carmel Mountain Road/Sundance Ave	Signal	AM	12.3	B	12.3	B	0.0	No
		PM	11.1	B	11.2	B	0.1	
13. Carmel Mountain Road/Sedorus St	Signal	AM	14.7	B	14.8	B	0.1	No
		PM	12.7	B	12.8	B	0.1	
14. Carmel Mountain Road/Entreken Way	Signal	AM	21.6	C	22.7	C	1.1	No
		PM	10.0	A	10.1	A	0.1	

Table 5.2-12
Opening Day (2020) Intersection Operations

Intersection	Control Type	Peak Hour	Opening Day Without Project		Opening Day With Project		Δ^b Delay	Sig?
			Delay ^a	LOS	Delay	LOS		
15. Carmel Mountain Road/Sparren Ave	Signal	AM	24.5	C	25.0	C	0.5	No
		PM	13.9	B	14.0	B	0.1	
16. Carmel Mountain Road/Twin Trails Drive	Signal	AM	23.7	C	23.7	C	0.0	No
		PM	19.5	B	19.6	B	0.1	
17. Black Mountain Road/SR-56 WB Ramps	Signal	AM	49.4	D	51.3	D	1.9	No
		PM	32.9	C	33.1	C	0.2	
18. Black Mountain Road/SR-56 EB Ramps	Signal	AM	44.5	D	48.0	D	3.5	No
		PM	37.1	D	38.3	D	1.2	
19. Black Mountain Road/Park Village Road	Signal	AM	56.0	E	56.7	E	0.7	No
		PM	49.8	D	51.9	D	2.1	
20. Black Mountain Road/Mercy Road	Signal	AM	38.1	D	39.6	D	1.5	No
		PM	35.2	D	41.3	D	6.1	
21. Camino del Sur/Northern Project Driveway	Signal	AM	15.9	B	19.4	B	3.5	No
		PM	17.0	B	32.4	C	15.4	
22. Camino del Sur/Southern Project Driveway	MSSC ^c	AM	—	—	13.4	B	13.4	No
		PM	—	—	23.7	C	23.7	
23. Camino del Sur/Carmel Mountain Road	Signal	AM	4.7	A	6.1	A	1.4	No
		PM	14.4	B	15.3	B	0.9	

Sig = significant impact, yes or no; LOS = level of service

^a Average delay expressed in seconds per vehicle.

^b Δ denotes the increase in delay due to project.

^c MSSC = minor street stop-controlled intersection; critical movement delay reported.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

Table 5.2-13
Opening Day (2020) Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Planned Capacity (LOS E) ^a	Opening Day Without Project			Opening Day With Project			Project Volumes	Δ ^e V/C	Sig ?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Camino del Sur											
1. Carmel Valley Road to Wolverine Way	40,000	40,000	19,430	B	0.486	19,852	B	0.496	422	0.010	No
2. Wolverine Way to Torrey Meadows Drive	40,000	40,000	22,720	C	0.568	23,194	C	0.580	474	0.012	No
3. Torrey Meadows Drive to SR-56 WB Ramps	40,000	40,000	28,160	C	0.704	28,845	C	0.721	685	0.017	No
4. SR-56 EB Ramps to Torrey Santa Fe	40,000	40,000	30,310	D	0.758	34,101	D	0.853	3,791	0.095	No
5. Torrey Santa Fe Road to N. Project Driveway/Private Drive 'M'	DNE	40,000	20,810	B	0.520	24,653	C	0.616	3,843	0.096	No
6. N. Project Driveway to S. Project Driveway	DNE	40,000 ^f	5,170	A	0.129	7,487	A	0.187	2,317	0.058	No
7. S. Project Driveway to Carmel Mountain Road	DNE	40,000 ^f	5,170	A	0.129	6,013	A	0.150	843	0.021	No
8. Carmel Mountain Road to Dormouse Road	DNE	15,000 ^g	6,340	B	0.423	6,867	B	0.458	527	0.035	No
9. Dormouse Road to Park Village Road	40,000	40,000	7,450	A	0.186	7,977	A	0.199	527	0.013	No

Table 5.2-13
Opening Day (2020) Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Planned Capacity (LOS E) ^a	Opening Day Without Project			Opening Day With Project			Project Volumes	Δ ^e V/C	Sig ?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Carmel Mountain Road											
10. Camino del Sur to Via Las Lenas/Private Drive 'M'	DNE	15,000 ^g	1,170	A	0.078	1,486	A	0.099	316	0.021	No
11. Via Las Lenas to Sundance Ave	10,000	10,000 ^g	8,080	D	0.808	8,660	D	0.866	580	0.058	No
12. Sundance Ave to Sedorus Street	40,000	40,000	7,630	A	0.191	8,104	A	0.203	474	0.012	No
13. Sedorus St to Entreken Way	40,000	40,000	8,900	A	0.223	9,374	A	0.234	474	0.011	No
14. Entreken Way to Sparren Ave	40,000	40,000	11,970	A	0.299	12,444	A	0.311	474	0.012	No
15. Sparren Ave to Twin Trails Drive	40,000	40,000	12,050	A	0.301	12,419	A	0.310	369	0.009	No
Sundance Avenue											
16. Carmel Mountain Road to Twin Trails Drive	8,000 ^h	8,000	3,670	C	0.459	3,776	C	0.472	106	0.013	No
Park Village Road											
17. Camino del Sur to Ragweed Street	40,000	40,000	7,430	A	0.186	7,852	A	0.196	422	0.010	No
18. Ragweed St to Black Mountain Road	40,000	40,000	14,100	A	0.353	14,364	A	0.359	264	0.006	No
Black Mountain Road											
19. SR-56 EB Ramps to Park Village Road	40,000	40,000	32,570	D	0.814	33,044	D	0.826	474	0.012	No
20. Park Village Road to Mercy Road	40,000	40,000	32,810	D	0.820	33,495	D	0.837	685	0.017	No

Table 5.2-13
Opening Day (2020) Street Segment Operations

Street Segment	Existing Capacity (LOS E) ^a	Planned Capacity (LOS E) ^a	Opening Day Without Project			Opening Day With Project			Project Volumes	Δ ^e V/C	Sig ?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Mercy Road											
21. Black Mountain Road to I-15 SB Ramps	40,000	40,000	18,550	B	0.464	19,024	B	0.476	474	0.012	No

Sig = significant impact, yes or no.

^a Capacities based on City's Roadway Classification and LOS table (City of San Diego 1998).

^b Average daily traffic

^c Level of service

^d Volume-to-capacity ratio

^e Δ denotes a project-induced increase in the Volume to Capacity ratio

^f The project applicant would accept a permit condition stating occupancy of the buildings would be subject to the completion of Camino del Sur and Carmel Mountain Road to their Community Plan classifications. Therefore, this roadway is assumed to be a four-lane major arterial providing for an LOS E capacity of 40,000 ADT by Opening Day.

^g The "Planned Capacity" shown reflects the changes to the Community Plan roadway classifications/capacities proposed by the Merge 56 development. That project proposes a CPA to downgrade these roadways from Four-Lane Major Arterials with a 40,000 ADT capacity to a Two-Lane Modified Collector with a raised center median with an LOS E capacity of 15,000 ADT. The portion of Carmel Mountain Road north of SR-56 to Sundance would remain an undivided two-lane road with an LOS E capacity of 10,000 ADT.

^h Sundance Avenue is currently built to two-lane Collector standards with a 40' curb-to-curb width providing an LOS E capacity of 8,000 ADT

Table 5.2-14
Opening Day (2020) Freeway Segment Operations

SR-56 Freeway Segment	Dir	No. of Lanes ^a	Hourly Capacity ^b	Opening Day Without Project						Project Volumes		Opening Day With Project						Δ V/C ^f		Sig?
				Volume ^c		V/C ^d		LOS ^e				Volume		V/C		LOS				
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
1. Carmel Valley Road to Camino del Sur	EB	2M	4,000	3,032	2,988	0.758	0.747	C	C	154	37	3,186	3,025	0.797	0.756	C	C	0.039	0.009	No
	WB	2M	4,000	3,571	1,701	0.893	0.425	D	B	17	148	3,588	1,849	0.897	0.462	D	B	0.004	0.037	No
2. Camino del Sur to Black Mountain Road	EB	2M	4,000	1,653	3,204	0.413	0.801	B	D	23	201	1,676	3,405	0.419	0.851	B	D	0.006	0.050	No
	WB	2M	4,000	2,682	1,885	0.671	0.471	C	B	209	50	2,891	1,935	0.723	0.484	C	B	0.052	0.013	No
3. Black Mountain Road to Rancho Peñasquitos Blvd	EB	3M	6,000	2,362	3,299	0.394	0.550	A	B	18	153	2,380	3,452	0.397	0.575	A	B	0.003	0.026	No
	WB	2M+1A	5,200	3,336	1,926	0.642	0.370	C	A	160	38	3,496	1,964	0.672	0.378	C	A	0.031	0.007	No
4. East of Rancho Peñasquitos Blvd	EB	2M	4,000	2,368	2,956	0.592	0.739	B	C	14	118	2,382	3,074	0.596	0.769	B	C	0.004	0.030	No
	WB	2M	4,000	2,984	2,527	0.746	0.632	C	C	123	29	3,107	2,556	0.777	0.639	C	C	0.031	0.007	No

Sig? = Significant impact, yes or no; M = mainline; A = auxiliary

^a Lane geometry taken from PeMS lane configurations at corresponding postmile.

^b Capacity calculated at 2000 vehicles per hour (vph) per mainline lane (pcphpl) and 1200 vph per lane for auxiliary lane from *Caltrans Guide for the Preparation of Traffic Impact Studies*, Dec. 2002.

^c Existing volume taken from PeMS peak-hour data (2014).

^d V/C = (Peak-Hour Volume/Hourly Capacity)

^e LOS = Level of Service

^f “Δ” denotes the project-induced increase in V/C. Per City Guidelines, a significant impact occurs when the V/C is increased by 0.01 for LOS E or 0.005 for LOS F.

Note:

Improvement in V/C due to rerouting of existing traffic with connection of Camino del Sur and Carmel Mountain Road and the completion of the Merge 56 proposed Private Drive ‘M’ connecting to the SR-56/Camino del Sur interchange.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

INTENTIONALLY LEFT BLANK

Table 5.2-15
Opening Day (2020) Ramp Meter Analysis – Fixed Rate

Location	Peak Hour ^a	Volume ^b	Peak-Hour Demand (D) ^b	Meter Rate ^c	Excess Demand (E) (veh)	Delay (min)	Queue (ft) ^d	Sig?
		SOV						
Camino del Sur to SR-56 Westbound (WB) (2 SOV+1 HOV)								
Opening Day Without Project	AM	770	385	680	0	0	0	—
Opening Day With Project	AM	787	392	680	0	0	0	—
Project Increase	AM	7	7	—	—	0	0	No
Camino del Sur to SR-56 Eastbound (EB) (2 SOV+1 HOV)								
Opening Day Without Project	PM	1,169	584	800	0	0	0	—
Opening Day With Project	PM	1,370	670	800	0	0	0	—
Project Increase	PM	201	86	—	—	0	0	No
Black Mountain Road to SR-56 WB (2 SOV+1 HOV)								
Opening Day Without Project	AM	1,002	501	765	0	0	0	—
Opening Day With Project	AM	1,057	524	765	0	0	0	—
Project Increase	AM	55	23	—	—	0	0	No
Black Mountain Road to SR-56 EB (2 SOV+1 HOV)								
Opening Day Without Project	PM	617	309	910	0	0	0	—
Opening Day With Project	PM	617	309	910	0	0	0	—
Project Increase	PM	0	0	—	—	0	0	No

Sig = Significant impact, yes or no; SOV = single-occupancy vehicle; HOV = high-occupancy vehicle.

^a Selected peak hour based on period when ramp meter is operating.

^b Peak-hour volume and demand in vehicles/hour/lane for SOV only. Existing HOV analysis indicated **no queues exceeding the available storage**. A conservative analysis was prepared showing 100% of Project trips using the SOV lanes.

^c Meter rates obtained from Caltrans.

^d Queue calculated assuming vehicle length of 25 feet.

Note:

Lane utilization factor accounted for in peak-hour demand calculation (assumed 15% for HOV).

Year 2035 Traffic Conditions

In developing the SANDAG RTP, the “Series 12” traffic forecast model series was prepared. The forecast model is completed in two stages. During the first stage, SANDAG produces a region-wide forecast based on existing demographic and economic trends. During the second stage, a sub-regional forecast is developed by working with local jurisdictions to understand existing and General Plan land use plans (including Community Plans). These land use plans then become an input to a sub-regional forecast model that uses data on existing development, future land use plans, proximity to existing job centers, past development patterns, and travel times to predict where growth is likely to occur in the future (SANDAG 2017).

Network Conditions

As discussed in the trip distribution/assignment previous section, an SZA was obtained for the project TAZ using the Year 2035 traffic model. The Year 2035 street network includes SR-56 in its current configuration (predominately four lanes). SR-56 improvements to six lanes are not currently fully funded, and not programmed in the RTP until 2040. Black Mountain Road was included as a four-lane major road from the northern Community Plan boundary to just north of Mercy Road. It was included as a six-lane primary arterial from just north of Mercy Road to its transition to Kearny Villa Road. According to the Rancho Peñasquitos Community Plan, Black Mountain Road is classified as a six-lane primary arterial south of Twin Trails Drive. The Black Mountain Road segment from Twin Trails Drive to the Community Plan boundary just north of Mercy Road is in the process of being downgraded on the Rancho Peñasquitos Community Plan to maintain its current configuration as a four-lane major arterial. An amendment to the Rancho Peñasquitos Community Plan to downgrade this roadway classification is in progress by Black Mountain Ranch and is anticipated to go before City Council in 2017 based on information provided by KOA Corporation, the consultant currently preparing that study (KOA Corporation 2014), to the City (Shearer 2017).

The Torrey Meadows Drive Overcrossing is an infrastructure project in the City Torrey Highlands Public Facilities Financing Plan (PFFP) and is currently in the design stage with an estimated completion date well prior to Year 2035, based on an estimated construction start date of Summer/Fall 2018 provided by the City’s Public Works Department (Nazareno 2016). This two-lane connection will provide access to the neighborhood park, elementary and high schools, and the local mixed-use zone for the properties south of SR-56. In addition, its purpose is to help alleviate traffic through the Camino del Sur interchange. As the completion date for this infrastructure project is approximate, this roadway connection was assumed to be completed in the long-term analysis only.

Other improvements are planned in the vicinity of the project area. The reconstructing of Camino del Sur to six lanes from Carmel Valley Road to SR-56 (including the section between the eastbound

ramps and Torrey Santa Fe Road) is fully funded in the Torrey Highlands PFFP and is scheduled for design and construction by Black Mountain Ranch LLC starting in FY 2018.

The loop ramps at the Camino del Sur/SR-56 interchange, however, is not fully funded nor is the timeline for funding currently known. Therefore, the loop ramps were not assumed in the Year 2035 conditions.

With respect to the roadway network in Year 2035, all improvements proposed by the near-term cumulative projects were assumed in the baseline long-term conditions. As discussed for the Opening Day conditions, construction of Camino del Sur and Carmel Mountain Road fundamentally redistribute both existing and other projects' volumes throughout the area by providing access to SR-56 via Camino del Sur to the Twin Trails neighborhood to the east. Furthermore, the connection of Camino del Sur to Park Village Road creates an additional north-south corridor within the area further redistributing traffic between the Rancho Peñasquitos and Torrey Highlands communities.

Table 5.2-16 provides a summary for the Year 2035 roadway network conditions. See also Figure 5.2-6, Year 2035 Conditions Diagram.

Table 5.2-16
Year 2035 Roadway Network Conditions

Planned Roadway Network	Scenario
	<i>Year 2035 Without and With Project</i>
SR-56: Six Lanes	Not Completed
Camino del Sur/SR-56 Interchange Loop Ramps	Not Completed
Camino del Sur	Fully Constructed
Carmel Mountain Road	Fully Constructed
Torrey Meadows Drive Overcrossing	Fully Constructed
Black Mountain Road: Six Lanes	Not Completed

Notes:

- ¹ Camino del Sur network condition represents the northern widening to six lanes and the planned extension from its current terminus at Torrey Santa Fe Road to its southerly connection just north of Dormouse Road. The model was run assuming four lanes per the PFFP, not two lanes as currently proposed. This provides a conservative analysis as the four-lane network does not artificially constrain demand.
- ² Carmel Mountain Road network condition represents the planned extension from its current terminus at Via Panacea to Camino del Sur, including the realignment of the existing portion from Via Las Lenas to Via Panacea. The model was run assuming four lanes per the PFFP, not two lanes as currently proposed. This provides a conservative analysis as the four-lane network does not artificially constrain demand.
- ³ Torrey Meadows Drive Overcrossing network condition represents the connection of Torrey Meadows Drive over SR-56 to Torrey Santa Fe Road.
- ⁴ "Fully Constructed" represents construction of roadways to their current Community Plan classification. ("Fully Constructed" for Camino del Sur from Private Drive 'M' to just north of Dormouse Road and for Carmel Mountain Road from SR-56 to Camino del Sur represents the proposed Community Plan Amendment classification.)

Table 5.2-17 provides specific Community Plan roadway classifications for study area street segments and the assumed capacity used in the Year 2035 analysis.

Table 5.2-17
Year 2035 Roadway Classifications

Street Segment	Currently Built As	Community Planning Area	Community Plan Classification	Assumed in Year 2035 Analysis
<i>Camino del Sur</i>				
1. Carmel Valley Road to Wolverine Way	4-Lane Divided	Torrey Highlands	Six-Lane Major	Six-Lane Major
2. Wolverine Way to Torrey Meadows Drive	4-Lane Divided	Torrey Highlands	Six-Lane Major	Six-Lane Major
3. Torrey Meadows Drive to SR-56 WB Ramps	4-Lane Divided	Torrey Highlands	Six-Lane Major	Six-Lane Major
4. SR-56 EB Ramps to Torrey Santa Fe Road	4-Lane Divided	Torrey Highlands	Six-Lane Major	Six-Lane Major
5. Torrey Santa Fe Road to N. Project Driveway/ Private Drive 'M'	DNE	Torrey Highlands	4-Lane Major	4-Lane Major ^a
6. N. Project Driveway/ Private Drive 'M' to S. Project Driveway	DNE	Torrey Highlands	4-Lane Major	4-Lane Major ^a
7. Project Driveway to Carmel Mountain Road	DNE	Rancho Peñasquitos	4-Lane Major	4-Lane Major ^a
8. Carmel Mountain Road to Dormouse Road	DNE	Rancho Peñasquitos	4-Lane Major	2-Lane Modified Collector ^a
9. Dormouse Road to Park Village Road	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	2-Lane Modified Collector ^a
<i>Carmel Mountain Road</i>				
10. Camino del Sur to Via Las Lenas/Private Drive 'M'	DNE	Torrey Highlands	4-Lane Major	2-Lane Modified Collector ^a
11. Via Las Lenas to Sundance Ave	2-Lane Undivided	Torrey Highlands	4-Lane Major	2-Lane Collector ^a
12. Sundance Ave to Sedorus St	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major
13. Sedorus St to Entreken Way	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major
14. Entreken Way to Sparren Ave	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major

Table 5.2-17
Year 2035 Roadway Classifications

Street Segment	Currently Built As	Community Planning Area	Community Plan Classification	Assumed in Year 2035 Analysis
15. Sparren Ave to Twin Trails Drive	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major
<i>Sundance Avenue</i>				
16. Carmel Mountain Road to Twin Trails Drive	2-Lane Undivided	Rancho Peñasquitos	Unclassified (2-Lane Undivided)	Unclassified (2-Lane Undivided)
<i>Park Village Road</i>				
17. Camino del Sur to Ragweed St	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major
18. Ragweed St to Black Mountain Road	4-Lane Divided	Rancho Peñasquitos	4-Lane Major	4-Lane Major
<i>Black Mountain Road</i>				
19. SR-56 EB Ramps to Park Village Road	4-Lane Divided	Rancho Peñasquitos	6-Lane Primary Arterial	4-Lane Major ^b
20. Park Village Road to Mercy Road	4-Lane Divided	Rancho Peñasquitos/ Mira Mesa	6-Lane Primary Arterial	4-Lane Major ^b
<i>Mercy Road</i>				
21. Black Mountain Road to I-15 SB Ramps	4-Lane Divided	Mira Mesa	4-Lane Major	4-Lane Major

DNE = does not exist

^a Bike lanes are proposed along the future segments of Camino del Sur and Carmel Mountain Road. Parking will be prohibited.

^b An amendment to the Rancho Peñasquitos Community Plan to downgrade this roadway classification is in progress by Black Mountain Ranch and anticipated to go before City Council in 2017 (Shearer 2017).

Traffic Volumes

In coordination with City staff, other long-term cumulative projects that could be developed in the future timeframe and could potentially add to forecast traffic volumes: Santa Fe Summit II and III and Rhodes CPA. To arrive at Year 2035 traffic volumes, the SANDAG traffic model was reviewed. According to the original approved Rhodes Crossing VTM, the following land uses are permitted within Units 1 through 13:

- Units 1, 6, 7 (KB Homes) = 96 Residential Units (currently under construction)

- Units 4, 5, 10 (Merge 56) = 525,000 square feet Commercial/Office, 242 Residential Units (currently under City review)
- Units 2, 3, 8, 9, 11, 12, 13 (Rhodes/Grus) = 398 Residential Units, 7,200 square feet Commercial/Retail (CPA initiated)

In addition to the land uses noted above, a CPA was initiated for the Rhodes/Grus units in November 2013. This CPA corresponds to land use changes for Units 3 and 8 of the original Rhodes Crossing VTM. The land uses permitted for these lots are 14 single-family dwelling units and 342 multifamily dwelling units, respectively. The CPA proposes to redesignate 26 acres from Low-Density Residential and Open Space to Medium-High Density Residential allowing for multifamily residential development between 22 to 45 dwelling units per acre. This could increase the development potential to between 575 and 1,177 multifamily dwelling units.

A review of the Year 2035 traffic model was conducted to determine if all proposed land uses and CPAs within Units 1 through 13, and the project were properly accounted for in the forecast traffic volumes. Table 5.2-18 summarizes the findings of this comparison.

Table 5.2-18
SANDAG Series 12 Traffic Model Comparison

Location	Approved		Proposed		SANDAG Model Run	
	Land Use	ADT	Land Use	ADT	TAZ	ADT Year 2035
KB Homes Units 1, 6, 7	94 DU	940	94 DU	940	1827	1,527
Merge 56 Units 4, 5, 10	525 KSF Commercial/ Office 242 DU	19,500	525 KSF Commercial/ Office 242 DU	19,500	4683	19,500
Rhodes/Grus Units 2, 3, 8, 9, 11, 12, 13	398 DU 7.2 KSF Commercial/Retail Open Space	3,580	575 to 1,177 DU 7.2 KSF Commercial/Retail Open Space	7,060	1812	7,592
Project The Preserve at Torrey Highlands	1,200 seat church K-8 School	450 ^a	450KSF Office	5,260	4684	5,260
Total	-	24,470	-	32,760	-	33,880
Additional ADT included in Traffic Model (SANDAG - Proposed)						1,120

ADT = average daily traffic; TAZ = Traffic Analysis Zone; DU = dwelling units; KSF = thousand square feet

^a The 450 ADT shown for the project under approved conditions uses the trips generated by the SANDAG Series 12 model for 7.7 acres of “church” land use.

Notes:

Units 1, 6, 7 use the City rate of 10 trips/DU in the “Approved” and “Proposed” ADT calculations.

Units 4, 5, 10 use the trip generation calculations from the approved Merge 56 traffic study.

Units 2, 3, 8, 9, 11, 12, 13 use a mix of 8 trips/DU and 10 trips/DU for the mix of residential types in the “Approved” ADT calculations. For the “Proposed” calculations, the City rate of 6 trips/DU is used for densities of ≥ 20 DU/acre. The specialty rate of 40 trips/KSF is used for the commercial/retail.

As shown in the table above, the ADT generated by the SANDAG Year 2035 model exceeds the actual amount of traffic that would be anticipated with the proposed land use assumptions for the CPAs associated with Units 1 through 13 of the original Rhodes Crossing VTM and the project CPA. Therefore, it can be concluded that the traffic model effectively accounts for CPA-related growth by these properties in addition to ambient growth that could occur in the immediate vicinity (1,120 ADT). The balance of regional development through Year 2035 was also included.

The peak-hour turning movement volumes at intersections were estimated from future ADT volumes using the relationship between existing peak-hour turning movements and the existing ADT volumes. In this case, the existing with existing rerouted traffic volumes was used in the forecast to account for the connections of Camino del Sur and Carmel Mountain Road. The general relationship between ADTs and peak-hour volumes (e.g., peak-hour percentage and directional factors) are assumed to continue in the future. Once the ADTs and peak-hour volumes were forecasted, the project assignment was added to the Year 2035 traffic volumes to arrive at Year 2035 With Project traffic volumes. See Figure 5.2-7, Year 2035 Without Project Traffic Volumes, and Figure 5.2-8, Year 2035 With Project Traffic Volumes.

Year 2035 Without Project

Peak-Hour Intersection Operations

Table 5.2-19 summarizes the Year 2035 Without Project intersection operations. As seen in Table 5.2-19, the following study area intersections are calculated to operate at LOS E or F under Year 2035 Without Project conditions:

- **Intersection No. 3.** Camino del Sur/Wolverine Way – LOS E (AM peak hour)
- **Intersection No. 7.** Camino del Sur/SR-56 EB Ramps – LOS E (PM peak hour)
- **Intersection No. 17.** Black Mountain Road/SR-56 WB Ramps – LOS F (AM peak hour)
- **Intersection No. 18.** Black Mountain Road/SR-56 EB Ramps – LOS E (AM peak hour)
- **Intersection No. 19.** Black Mountain Road/Park Village Road – LOS E/F (AM/PM peak hours)

Roadway Segment Operations

Table 5.2-20 summarizes the Year 2035 Without Project street segment operations. As seen in Table 5.2-20, the following study area street segments are calculated to operate at LOS E or F under Year 2035 Without Project conditions:

- **Segment No. 19.** Black Mountain Road from SR-56 EB Ramps to Park Village Road – LOS F
- **Segment No. 20.** Black Mountain Road from Park Village Road to Mercy Road – LOS E

Peak-Hour Freeway Mainline Operations

Table 5.2-21 summarizes the Year 2035 Without Project freeway mainline segment operations. As seen in Table 5.2-21, the following study area freeway mainline segments are calculated to operate at LOS E or F under Year 2035 Without Project conditions:

- **Mainline No. 1.** SR-56 from Carmel Valley Road to Camino del Sur: Eastbound LOS F(0) – AM/PM peak hours
- **Mainline No. 1.** SR-56 from Carmel Valley Road to Camino del Sur: Westbound LOS F(1) – AM peak hour
- **Mainline No. 2.** SR-56 from Camino del Sur to Black Mountain Road: Eastbound LOS F(0) – PM peak hour

Peak-Hour Freeway Ramp Meter Operations

Table 5.2-22 summarizes the operations of the on-ramp meter using the fixed rate analysis methodology in the Year 2035. As seen in Table 5.2-22, there is no delay calculated for any of the study area on-ramps under Year 2035 Without Project conditions.

Year 2035 With Project

Peak-Hour Intersection Operations

Table 5.2-19 summarizes the Year 2035 With Project intersection operations. As seen in Table 5.2-19, the following project area intersections are calculated to operate at LOS E or F conditions with the addition of project traffic:

- Intersection No. 3. Camino del Sur/Wolverine Way – LOS E (AM peak hour)
- **Intersection No. 6.** Camino del Sur/SR-56 WB Ramps – LOS E (PM peak hour)
- **Intersection No. 7.** Camino del Sur/SR-56 EB Ramps – LOS F (PM peak hour)
- **Intersection No. 17.** Black Mountain Road/SR-56 WB Ramps – LOS F (AM peak hour)

- **Intersection No. 18.** Black Mountain Road/SR-56 EB Ramps – LOS E (AM peak hour)
- **Intersection No. 19.** Black Mountain Road/Park Village Road – LOS F/F (AM/PM peak hours)

Based on City significance criteria (City of San Diego 2016), five significant cumulative impacts were calculated with the addition of project traffic at the intersections **bolded and underlined** above since the project-induced change in delay is greater than 2.0 seconds for LOS E operating intersections and greater than 1.0 seconds for LOS F operating intersections.

A CPA is in progress to downgrade Black Mountain Road from Twin Trails Drive to the Community Plan boundary to remain at its current classification as a four-lane major arterial. If this downgrade is approved, LOS E/F operations along this section of Black Mountain Road would be considered significant and unmitigated.

Roadway Segment Operations

Table 5.2-20 summarizes the Year 2035 With Project street segment operations. As seen in Table 5.2-20, the following project area street segments are calculated to operate at LOS E or F conditions with the addition of project traffic:

- **Segment No. 19.** Black Mountain Road from SR-56 EB Ramps to Park Village Road – LOS F
- Segment No. 20. Black Mountain Road from Park Village Road to Mercy Road – LOS E

Based on City significance criteria (City of San Diego 2016), one significant cumulative impact was calculated with the addition of project traffic at the study area street segments **bolded above** since the project-induced change in V/C is greater than 0.01 for this LOS F operating street segments.

A CPA is in progress to downgrade Black Mountain Road from Twin Trails Drive to the Community Plan boundary to remain at its current classification as a four-lane major arterial. If this downgrade is approved, LOS E/F operations along this section of Black Mountain Road would be considered significant and unmitigated.

Peak-Hour Freeway Mainline Operations

Table 5.2-21 summarizes the Year 2035 With Project freeway mainline segment operations. As seen in Table 5.2-21, the following project area freeway mainline segments are calculated to operate at LOS E or F conditions with the addition of project:

- **Mainline No. 1.** SR-56 from Carmel Valley Road to Camino del Sur: Eastbound LOS F(0) – AM/PM peak hours
- Mainline No. 1. SR-56 from Carmel Valley Road to Camino del Sur: Westbound LOS F(1) – AM peak hour

- **Mainline No. 2.** SR-56 from Camino del Sur to Black Mountain Road: Eastbound LOS F(0) – ~~AM-PM~~ peak hour
- **Mainline No. 2.** SR-56 from Camino del Sur to Black Mountain Road: Westbound LOS E – AM peak hour

Based on City significance criteria (City of San Diego 2016), three significant cumulative impacts were calculated with the addition of project traffic at study area freeway mainline segments bolded above since the project-induced change in V/C is greater than 0.01 for LOS E operating freeway segments and greater than 0.005 for LOS F operating freeway segments.

Peak-Hour Freeway Ramp Meter Operations

As seen in Table 5.2-22, there is no delay calculated for any of the study area on-ramps under Year 2035 With Project conditions. Based on City significance criteria (City of San Diego 2016), no significant impacts were calculated with the addition of project traffic at study area ramp meter locations.

Table 5.2-19
Year 2035 Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Δ^c Delay	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Carmel Valley Road/Camino del Sur	Signal	AM	48.5	D	48.7	D	0.2	No
		PM	41.2	D	41.8	D	0.6	
2. Camino del Sur/Watson Ranch Road	Signal	AM	25.9	C	26.1	C	0.2	No
		PM	9.2	A	9.3	A	0.1	
3. Camino del Sur/Wolverine Way	Signal	AM	66.1	E	67.8	E	1.7	No
		PM	19.5	B	20.1	C	0.6	
4. Camino del Sur/Torrey Meadows Drive	Signal	AM	36.3	D	37.3	D	1.0	No
		PM	24.7	C	25.7	C	1.0	
5. Camino del Sur/Highlands Village Pl	Signal	AM	20.1	C	21.2	C	1.1	No
		PM	17.5	B	17.9	B	0.4	
6. Camino del Sur/SR-56 WB Ramps	Signal	AM	39.5	D	51.4	D	11.9	Yes
		PM	44.2	D	71.4	E	27.2	
7. Camino del	Signal	AM	36.6	D	41.4	D	4.8	Yes

Table 5.2-19
Year 2035 Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Δ^c Delay	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
Sur/SR-56 EB Ramps		PM	58.6	E	84.6	F	26.0	
8. Camino del Sur/Torrey Santa Fe Road	Signal	AM	22.3	C	23.9	C	1.6	No
		PM	38.9	D	44.7	D	5.8	
9. Camino del Sur/Dormouse Road	Signal	AM	16.2	B	16.3	B	0.1	No
		PM	12.5	B	12.5	B	0.0	
10. Camino del Sur/Park Village Road	Signal	AM	28.9	C	29.0	C	0.1	No
		PM	22.8	C	23.3	C	0.5	
11. Carmel Mountain Road/Via Las Lenas/Private Drive 'M'	Round-about	AM	10.2	B	12.3	B	2.1	No
		PM	12.7	B	14.3	B	1.6	
12. Carmel Mountain Road/Sundance Ave	Signal	AM	11.7	B	12.0	B	0.3	No
		PM	11.5	B	11.6	B	0.1	
13. Carmel Mountain Road/Sedorus St	Signal	AM	8.5	A	8.6	A	0.1	No
		PM	7.0	A	7.1	A	0.1	
14. Carmel Mountain Road/Entreken Way	Signal	AM	25.7	C	27.1	C	1.4	No
		PM	12.8	B	12.9	B	0.1	
15. Carmel Mountain Road/Sparren Ave	Signal	AM	26.9	C	27.7	C	0.8	No
		PM	17.6	B	17.7	B	0.1	
16. Carmel Mountain Road/Twin Trails Drive	Signal	AM	47.8	D	50.4	D	2.6	No
		PM	15.7	B	16.1	B	0.4	
17. Black Mountain Road/SR-56 WB	Signal	AM	116.9	F	133.8	F	16.9	Yes
		PM	46.9	D	47.4	D	0.5	

Table 5.2-19
Year 2035 Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Δ^c Delay	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
Ramps ^e								
18. Black Mountain Road/SR-56 EB Ramps ^e	Signal	AM	65.0	E	68.7	E	3.7	Yes
		PM	48.2	D	49.4	D	1.2	
19. Black Mountain Road/Park Village Road ^e	Signal	AM	79.1	E	83.1	F	4.0	Yes
		PM	98.9	F	105.6	F	6.7	
20. Black Mountain Road/Mercy Road	Signal	AM	47.0	D	48.6	D	1.6	No
		PM	46.2	D	51.3	D	5.1	
21. Camino del Sur/Northern Project Driveway	Signal	AM	16.3	B	22.2	C	5.9	No
		PM	17.2	B	36.4	D	19.2	
22. Camino del Sur/ Southern Project Driveway	MSSC ^f	AM		A	15.1	C	15.1	No
		PM		A	66.1	F	66.1	
23. Camino del Sur/Carmel Mountain Road	Signal	AM	7.0	A	7.7	A	0.7	No
		PM	9.2	A	9.3	A	0.1	

Sig = significant impact, yes or no.

^a Average delay expressed in seconds per vehicle.

^b Level of service

^c Δ denotes the increase in delay due to project.

^d All-Way Stop Controlled intersection. Average intersection delay reported.

^e If Black Mountain Road from Twin Trails Drive to the Community Plan boundary is downgraded to remain four lanes, impacts to this LOS E/F segment would be considered significant and unmitigated.

^f Minor street stop-controlled intersection. Critical movement delay reported.

Notes:

Bold typeface and **shading** represents a significant cumulative impact.

LOS F is not acceptable for intersection approaches except for side streets on an interconnected arterial system. The prevailing standard of practice is that for LOS F at any approach, the intersection should be considered to be LOS F, even if the average intersection delay is less than LOS F thresholds.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 5.2-20
Year 2035 Street Segment Operations

Street Segment	Community Plan Capacity ^a	Existing/ Assumed Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Project Volumes	Δ ^e V/C	Sig?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Camino del Sur											
1. Carmel Valley Road to Wolverine Way	50,000	50,000	19,761	A	0.395	20,183	B	0.404	422	0.009	No
2. Wolverine Way to Torrey Meadows Drive	50,000	50,000	20,868	B	0.417	21,342	B	0.427	474	0.010	No
3. Torrey Meadows Drive to SR-56 WB Ramps	50,000	50,000	32,006	C	0.640	32,691	C	0.654	685	0.014	No
4. SR-56 EB Ramps to Torrey Santa Fe	50,000	50,000	30,291	C	0.606	34,082	C	0.682	3,791	0.076	No
5. Torrey Santa Fe Road to N. Project Driveway/ Private Drive 'M'	DNE	40,000	23,140	B	0.579	26,983	C	0.675	3,843	0.096	No
6. N. Project Driveway to S. Project Driveway	DNE	40,000 ^f	11,132	A	0.278	13,449	A	0.336	2,317	0.058	No
7. S. Project Driveway to Carmel Mountain Road	DNE	40,000 ^f	12,606	A	0.315	13,449	A	0.336	843	0.021	No
8. Carmel Mountain Road to Dormouse Road	DNE	15,000 ^g	7,901	C	0.527	8,428	C	0.562	527	0.035	No
9. Dormouse Road to Park Village Road	40,000	40,000	7,901	A	0.198	8,428	A	0.211	527	0.013	No
Carmel Mountain Road											
10. Camino del Sur to Via Las	DNE	15,000 ^g	6,353	B	0.424	6,669	B	0.445	316	0.021	No

Table 5.2-20
Year 2035 Street Segment Operations

Street Segment	Community Plan Capacity ^a	Existing/ Assumed Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Project Volumes	Δ ^e V/C	Sig?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Lenas/ Private Drive 'M'											
11. Via Las Lenas to Sundance Ave	10,000	10,000 ^g	7,235	C	0.724	7,815	D	0.782	580	0.058	No
12. Sundance Ave to Sedorus Street	40,000	40,000	7,341	A	0.184	7,815	A	0.195	474	0.011	No
13. Sedorus St to Entreken Way	40,000	40,000	7,341	A	0.184	7,815	A	0.195	474	0.011	No
14. Entreken Way to Sparren Ave	40,000	40,000	11,862	A	0.297	12,336	A	0.308	474	0.011	No
15. Sparren Ave to Twin Trails Drive	40,000	40,000	11,967	A	0.299	12,336	A	0.308	369	0.009	No
<i>Sundance Avenue</i>											
16. Carmel Mountain Road to Twin Trails Drive	8,000 ^h	8,000	1,374	A	0.172	1,480	A	0.185	106	0.013	No
<i>Park Village Road</i>											
17. Camino del Sur to Ragweed St	40,000	40,000	9,152	A	0.229	9,574	A	0.239	422	0.010	No
18. Ragweed St to Black Mountain Road	40,000	40,000	15,551	B	0.389	15,815	B	0.395	264	0.006	No
<i>Black Mountain Road</i>											
19. SR-56 EB Ramps to Park	60,000	40,000	40,393	F	1.010	40,867	F	1.022	474	0.012	Yes

Table 5.2-20
Year 2035 Street Segment Operations

Street Segment	Community Plan Capacity ^a	Existing/ Assumed Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Project Volumes	Δ ^e V/C	Sig?
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			
Village Road											
20. Park Village Road to Mercy Road	60,000	40,000	35,952	E	0.899	36,637	E	0.916	685	0.017	No
<i>Mercy Road</i>											
21. Black Mountain Road to I-15 SB Ramps	40,000	40,000	21,964	C	0.549	22,438	C	0.561	474	0.012	No

Sig = significant impact, yes or no

Bold typeface and **shading** represents a significant impact.

^a Capacities based on City's Roadway Classification and LOS table (City of San Diego 1998). Existing capacities used in the street segment analysis except where changes are proposed as part of the project.

^b Average daily traffic

^c Level of service

^d Volume-to-capacity ratio

^e Δ denotes a project-induced increase in the Volume to Capacity ratio

^f With the completion of the Merge 56 project, this roadway is assumed to be built to its Community Plan classification as a four-lane major arterial providing for an LOS E capacity of 40,000 ADT.

^g The "Planned Capacity" shown reflects the changes to the Community Plan roadway classifications/capacities proposed by the Merge 56 development. That project proposes a CPA to downgrade these roadways from Four-Lane Major Arterials with a 40,000 ADT capacity to a Two-Lane Modified Collector with a raised center median with an LOS E capacity of 15,000 ADT. The portion of Carmel Mountain Road north of SR-56 to Sundance would remain an undivided two-lane road with an LOS E capacity of 10,000 ADT.

^h Sundance Avenue is currently built to two-lane Collector standards with a 40' curb-to-curb width providing an LOS E capacity of 8,000 ADT

ⁱ If Black Mountain Road from Twin Trails Drive to the Community Plan boundary is downgraded to remain four lanes, impacts to this LOS F segment would be considered significant and unmitigated.

Table 5.2-21
Year 2035 Freeway Segment Operations

SR-56 Freeway Segment	Dir.	No. of Lanes ^a	Hourly Capacity ^b	Year 2035 Without Project						Year 2035 With Project						Δ V/C ^f		Sig?
				Volume ^c		V/C ^d		LOS ^e		Volume		V/C		LOS				
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Carmel Valley Road to Camino del Sur	EB	2M	4,000	4,214	4,103	1.054	1.026	F(0)	F(0)	4,368	4,140	1.092	1.035	F(0)	F(0)	0.039	0.009	Yes
	WB	2M	4,000	5,100	2,170	1.275	0.543	F(1)	B	5,117	2,318	1.279	0.580	F(1)	B	0.004	0.037	No
Camino del Sur to Black Mountain Road	EB	2M	4,000	2,281	4,259	0.570	1.065	B	F(0)	2,304	4,460	0.576	1.115	B	F(0)	0.006	0.050	Yes
	WB	2M	4,000	3,645	2,383	0.911	0.596	D	B	3,854	2,433	0.964	0.608	E	B	0.052	0.013	Yes
Black Mountain Road to Rancho Peñasquitos Blvd	EB	3M	6,000	2,597	3,503	0.433	0.584	B	B	2,615	3,656	0.436	0.609	B	B	0.003	0.026	No
	WB	2M +1A	5,200	3,632	1,970	0.698	0.379	C	A	3,792	2,008	0.729	0.386	C	A	0.031	0.007	No

M = Mainline; A = Auxiliary; Sig? = Significant impact, yes or no.

^a Lane geometry taken from PeMS lane configurations at corresponding postmile.

^b Capacity calculated at 2000 vehicles per hour (vph) per mainline lane (pcphpl) and 1,200 vph per lane for auxiliary lane from Caltrans 2002.

^c Peak-hour volumes taken from PeMS peak-hour data (2014) and grown against SANDAG Series 12 forecast volumes to reach Year 2035 conditions.

Note:

Bold typeface and **shading** represents a significant impact.

^d V/C = (Peak-Hour Volume/Hourly Capacity)

^e LOS = Level of Service

^f "Δ" denotes the project-induced increase in V/C. Per City Guidelines, a significant impact occurs when the V/C is increased by 0.01 for LOS E or 0.005 for LOS F.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

Table 5.2-22
Year 2035 Ramp Meter Analysis – Fixed Rate

Location	Peak Hour ^a	Volume	Peak-Hour Demand (D) ^b	Meter Rate ^c	Excess Demand (E) (veh)	Delay (min)	Queue (feet) ^d	Sig ?
		SOV						
1. Camino del Sur to SR-56 WB (2 SOV+1 HOV)								
Year 2035 Without Project	AM	1,102	551	680	0	0	0	—
Year 2035 With Project	AM	1,119	560	680	0	0	0	—
Project Increase	AM	17	9	—	—	0	0	No
2. Camino del Sur to SR-56 EB (2 SOV+1 HOV)								
Year 2035 Without Project	PM	1,625	813	800	0	0	0	—
Year 2035 With Project	PM	1,826	913	800	0	0	0	—
Project Increase	PM	201	100	—	—	0	0	No
3. Black Mountain Road to SR-56 WB (2 SOV+1 HOV)								
Year 2035 Without Project	AM	1,446	723	765	0	0	0	—
Year 2035 With Project	AM	1,501	751	765	0	0	0	—
Project Increase	AM	55	28	—	—	0	0	No
4. Black Mountain Road to SR-56 EB (2 SOV+1 HOV)								
Year 2035 Without Project	PM	830	415	910	0	0	0	—
Year 2035 With Project	PM	830	415	910	0	0	0	—
Project Increase	PM	0	0	—	—	0	0	No

SOV = single-occupancy vehicle; HOV = high-occupancy vehicle; Sig = significant impact, yes or no.

^a Selected peak hour based on period when ramp meter is operating.

^b Peak hour volume and demand in vehicles/hour/lane for SOV only. Existing HOV analysis indicated no queueing exceeding the available storage. A conservative analysis was prepared showing 100% of Project trips using the SOV lanes. ^c Meter rates obtained from Caltrans (2014).

^d Queue calculated assuming vehicle length of 25 feet.

Note:

Lane utilization factor accounted for in peak-hour demand calculation (assumed 15% for HOV).

Parking

Minimum Required Parking

According to the City Municipal Code (Article 2: General Development Regulations; Division 5: Parking Regulations), commercial office buildings are required to provide a minimum of 3.3 parking spaces per

thousand square feet with a maximum of 4 spaces per thousand square feet. Using City office rates, the 450,000-square-foot project would be required to provide a minimum of 1,485 parking spaces.

Proposed Parking

The project proposes to provide 62 surface spaces, 241 subterranean spaces located below buildings, and 1,478 spaces within the parking structure for a total supply of 1,781 spaces. Therefore, the project provides the appropriate amount of parking spaces in accordance with the City Municipal Code. Table 5.2-23 summarizes the required and provided parking space count.

Table 5.2-23
Parking Summary

450 KSF Commercial Land Use	Minimum Required Ratio^b	Minimum Required Parking	Proposed Ratio^b	Proposed Parking
Surface (vehicular)	3.3/KSF	1,485	4/KSF	62
Structure (vehicular) ^a				1,719
<i>Total Vehicular Spaces</i>	–	–	–	<i>1,781</i>
Carpool, Fuel Efficient Vehicle	10%	179	10%	179
Motorcycle	2%	36	2%	36
Bicycle Racks (short-term)	5%	90	5%	90
Bicycle Lockers (long-term)	5%	90	6.4%	115
Loading Spaces	0.1%/KSF	5	0.1%/KSF	5

Source: Gensler Architects 2016.

KSF = thousand square feet.

^a Of the 1,714 structure spaces, 241 spaces are provided below office buildings with 1,478 spaces in the main seven-story parking structure.

^b Percentage ratios represent a percent amount of the total parking supply.

5.2.4.3 Significance of Impact

The project would generate significant cumulative impacts to five intersections, one street segment, and three freeway mainline segments resulting in significant impacts to traffic.

5.2.4.4 Mitigation, Monitoring, and Reporting

To mitigate a project's cumulative traffic impacts, the standard of practice in the City is to collect fair-share contributions toward future improvement projects identified in a PFFP.

The project is located within the Torrey Highlands Facilities Benefit Assessment (FBA) Planning Area. The FBA provides full funding for public facilities projects that serve a designated area, also known

as the area of benefit, which is composed of lands that receive special benefits from the construction, acquisition, and improvement of those public facilities projects. The dollar amount of the assessment is based on the collective cost of each public facility, and is equitably distributed over the area of benefit in each planning area. Fees are collected from a variety of sources, placed into a City revenue account, and used within the area of benefit solely for those capital improvements and administrative costs identified in the planning area PFFP. An individual developer will pay an assessment to the FBA fund, based on the number of units or acres developed in a particular year. The year of completion is identified to assure the collection of interest on inflated construction costs or to allow for reimbursements for overpayment.

Per the Torrey Highlands PFFP, last updated in Fiscal Year 2013, the FBA is determined to be “fully funded,” meaning all funds necessary to implement the projects listed in the PFFP have been allocated to the remaining properties to be developed and the proportionate fees have been accounted for in the Torrey Highlands FBA (Nazareno 2016). Therefore, any cumulative traffic mitigation measures identified in the Torrey Highlands PFFP would be fully funded and the applicant’s payment of FBA fees would mitigate the project’s cumulative impacts.

For impacted locations not included in the Torrey Highlands FBA and PFFP, the City’s formula used to determine the project’s fair share contribution toward cumulative traffic impacts is shown below. The standard formula calculates a development project’s fair share contribution by dividing a project’s total trips by the anticipated growth in traffic volumes in the future (i.e., future volumes minus existing volumes):

$$\begin{array}{rcl} \text{Fair} & & \text{Project Traffic Volumes} \\ \text{Share} & & \hline \text{Percent} & = & \text{Buildout (With Project) Traffic Volumes} - \text{Existing} \\ & & \text{Traffic Volumes} \end{array}$$

Note: Calculation represents City standard fair-share formula for cumulative traffic impacts.

Intersections

The following mitigation would reduce the impact Intersection No. 6 to less than significant.

MM-TRA-1 Intersection No. 6. Camino del Sur/SR-56 Westbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay Facilities Benefit Assessment (FBA) fees toward the construction of Torrey Highlands Public Facilities Financing Plan (PFFP) Project No. T-1.3 (corresponding Black Mountain Ranch PFFP Project No. T-15.1) to complete the northbound to westbound loop on-ramp, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Intersection No. 7 to less than significant.

MM-TRA-2 Intersection No. 7. Camino del Sur/SR-56 Eastbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay Facilities Benefit Assessment (FBA) fees toward the construction of Torrey Highlands Public Facilities Financing Plan (PFFP) Project No. T-1.3 (corresponding Black Mountain Ranch PFFP Project No. T-15.1) southbound to eastbound loop on-ramp, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Intersection No. 17 to less than significant.

MM-TRA-3 Intersection No. 17. Black Mountain Road/SR-56 Westbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (12.0%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer. This would include the restriping of the Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Intersection No. 18 to less than significant.

MM-TRA-4 Intersection No. 18. Black Mountain Road/SR-56 Eastbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (15.6%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer. This would include the restriping of the Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Intersection No. 19 to less than significant.

MM-TRA-5 Intersection No. 19. Black Mountain Road/Park Village Road: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share

contribution (14.7%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial, to the satisfaction of the City Engineer.

Certain factors contribute to the uncertainty of the required intersection improvements cited in the above mitigation measures. Specifically, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening, including the ramp improvements and related intersection improvements, until Year 2040 (after the cumulative impact would occur in Year 2035). Because neither the City nor the owner/permittee can assure the timely completion of these improvements, the improvements outlined in **TRA-1** and **TRA-2** are not certain. Thus, payment of fair share contributions would not fully mitigate the project's cumulative impact to the SR-56 interchanges and the project's cumulative impacts would remain significant and unmitigated.

With regard to the certainty of Mitigation Measures (MM) **TRA-3**, **TRA-4**, and **TRA-5**, which recommend improvements to intersections along Black Mountain Road, the Black Mountain Ranch applicant initiated a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road from six lanes to four lanes. The reclassification is currently under review by the City. If the proposed CPA is approved, the planned road widening would not be implemented and the Project's cumulative impacts to the ramps at the Black Mountain Road/SR-56 interchange, as well as the Black Mountain Road/Park Village intersection, would remain significant and unmitigated. If the CPA is not approved, the Project's cumulative impacts to the SR-56 interchange with Black Mountain Road would be partially mitigated by the fair share contribution in **MM-TRA-3** and **MM-TRA-4** (as discussed in the preceding paragraph regarding Caltrans facilities) and fully mitigated by the fair share contribution at the Black Mountain Road/Park Village Road intersection by **MM-TRA-5**.

Street Segments

The following mitigation would reduce the impact to Street Segment No. 19 to less than significant.

MM-TRA-6 Segment No. 19. Black Mountain Road from SR-56 Eastbound Ramps to Park Village Road : Prior to issuance of the first building permit, the owner/permittee shall provide a fair share contribution (8.7%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from

Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer.

MM-TRA-6 would mitigate cumulatively significant impacts to street segments to below a level of significance if the widening of Black Mountain Road (outlined in the measures above) is fully funded by the time of need. However, if the proposed CPA to downgrade the classification of the road from a six-lane prime arterial to a four-lane major road and eliminate *Rancho Peñasquitos PFFP Project No. T-2D* (corresponding *Black Mountain Ranch PFFP Project No. T-75*, *Pacific Highlands Ranch PFFP Project No. T-11.1*) from the PFFPs were approved, cumulative impacts to the street segment would be considered significant and unmitigated.

Freeway Mainline Segments

The following mitigation would reduce the impact to Mainline No. 1 to less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

MM-TRA-7 Mainlines No. 1 SR-56 from Carmel Valley Road to Camino del Sur (Eastbound)

Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands FBA for the construction of the Torrey Highlands Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Mainline No. 2 to less than significant.

MM-TRA-8 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Eastbound):

Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.

The following mitigation would reduce the impact to Mainline No. 2 to less than significant.

MM-TRA-9 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Westbound):

Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands

Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.

5.2.4.5 Significance of Impact After Mitigation

Intersections

With the implementation of **MM-TRA-1**, the project impact at Intersection No. 6 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening, including the ramp improvements, until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts would be significant and unavoidable.

With the implementation of **MM-TRA-2**, the project impact to Intersection No. 7 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening, including the ramp improvements, until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts are considered significant and not fully mitigated.

With the implementation of **MM-TRA-3**, the project impact to Intersection No. 17 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is currently proposed by Black Mountain Ranch and expected to go before the City Council in 2018. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, mitigation would be to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

With the implementation of **MM-TRA-4**, the project impact to Intersection No. 18 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is currently proposed by Black Mountain Ranch and expected to go before City Council in 2018. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, mitigation would be to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

With the implementation of **MM-TRA-5**, the project impact to Intersection No. 19 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is currently proposed by Black Mountain Ranch and expected to go before City Council in 2018. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, mitigation would be to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

Street Segments

With the implementation of **MM-TRA-6**, the project impact to Street Segment No. 19 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is currently proposed by Black Mountain Ranch and expected to go before City Council in 2018. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, mitigation would be to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

Freeway Mainline Segments

With the implementation of **MM-TRA-7**, the project impact to Mainline No. 1 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

With the implementation of **MM-TRA-8**, the project impact to Mainline No. 2 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

With the implementation of **MM-TRA-9**, the project impact to Mainline No. 2 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can assure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

5.2.5 IMPACT: CONSISTENCY WITH COMMUNITY PLAN TRAFFIC ALLOCATION; IMPACT TO EXISTING OR PLANNED TRANSPORTATION SYSTEM

- Issue 3:** Would the proposal result in traffic generation in excess of specific community plan allocation?
- Issue 4:** Would the proposal result in substantial impact upon existing or planned transportation systems?

5.2.5.1 Threshold

According to the City's Significance Determination Thresholds (City of San Diego 2016), a project is considered to have a significant impact if a project would result in the construction of a roadway that is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.

5.2.5.2 Analysis of Impact

The project does not propose the construction of a roadway, but access to the project site would be provided via two signalized driveways off Camino del Sur. The extension of Camino del Sur is part of a separate application (Project No. 360009 – Merge 56). As a condition of the project, and prior to the issuance of any building permits, the owner/permittee shall submit documentation that the extensions of Camino del Sur and Carmel Mountain Road have been assured by permit and bond, satisfactory to the City Engineer. Additionally, the connection of Camino Del Sur between Torrey Santa Fe Road and Dormouse Road and the connection of Carmel Mountain Road between Via Las Lenas and Camino Del Sur shall be completed and open to traffic to the satisfaction of the City Engineer prior to the issuance of any occupancy permit and this project would not receive a Certificate of Occupancy for the first commercial office building until after the Camino del Sur and Carmel Mountain Road are open to traffic to the satisfaction of the City Engineer. It is anticipated that these roads would be constructed by the adjacent Merge 56 development and fully operational by the project's Opening Day in Year 2020. The project would incorporate planned right-of-way for the Camino del Sur improvements planned in the Merge 56 development. The southern extension of Camino del Sur would be designed as a two- to four-lane roadway connecting from its current terminus at Torrey Santa Fe Road to its intersection with Dormouse Road, immediately north of Park Village Road. The extension of Camino del Sur would be constructed along the westerly project site boundary complete with curb, gutter, and sidewalk with a paved travel way of two lanes in each direction plus turn pockets and a deceleration lane dedicated to the project driveways (see Figure 3-1 in Chapter 3 of this EIR). The Camino del Sur improvements also include a bus stop and cross walk serving the project and the planned Merge 56 mixed-use project located just south of the projects' northerly driveway entrances. In addition, a 5-foot-wide decomposed granite path would be constructed by Merge 56 connecting the planned trails of Del Mar Mesa Preserve in the west to Darkwood Canyon in the east. The path would start just south of Torrey Santa Fe Road on the west side of Camino del Sur, cross at the Carmel Mountain Road intersection to the east side of the roadway, and continue south to the proposed connection with Darkwood Canyon. The project would align properly and would not conflict with this planned transportation system. However, as discussed in Section 5.2.4.2, the addition of the project's traffic would result in five significant cumulative impacts to intersection operations, one significant cumulative impact to street segment operations, and three significant cumulative impacts to freeway mainline segments.

5.2.5.3 Significance of Impact

The project would generate significant cumulative impacts to five intersection operations, one street segment and three freeway mainline segments resulting in significant impacts upon a planned transportation system.

5.2.5.4 Mitigation, Monitoring, and Reporting

As discussed Section 5.2.4.4, implementation of **MM-TRA-1, MM-TRA-2, MM-TRA-3, MM-TRA-4, MM-TRA-5, MM-TRA-6, MM-TRA-7, MM-TRA-8, and MM-TRA -9** would reduce impacts to all intersections, street segments and mainline segment to less than significant.

5.2.5.5 Significance of Impact After Mitigation

Cumulative impacts would be reduced to below a level of significance with the implementation of the mitigation measures as identified in Section 5.2.4.4. However, as discussed in Section 5.2.4.5, all of the mitigation measures require the approval of a CPA, or the timing of the improvement is not within the control of the applicant or the City, impacts will remain significant and unavoidable.

5.2.6 IMPACT: INCREASE IN TRAFFIC HAZARDS

Issue 5: Would the proposal result in an increase in traffic hazards for motor vehicles, bicycles, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?

5.2.6.1 Threshold

According to the City's Significance Determination Thresholds (City of San Diego 2016), a project is considered to have a significant impact if a project would increase traffic hazards to motor vehicles, bicyclists or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant.

5.2.6.2 Analysis of Impact

The project does not include any project elements that could potentially create a traffic hazard for motor vehicles, bicycles, or pedestrians due to a proposed, non-standard design feature. The project would include the construction of new buildings on a site that is currently undeveloped. Access to the project site would be provided via two signalized driveways off Camino del Sur. The access points would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. Additionally, the project would not result in a hazardous roadway design or unsafe roadway configuration; place incompatible uses on existing roadways; or create or place curves, slopes, or

walls that impede adequate sight distance on a roadway. Although construction of Camino del Sur and Carmel Mountain Road would be constructed as part of the Merge 56 project and would not be constructed as part of the proposed project, these roads would be constructed according to City standards. Moreover, because the project would be required to comply with City standards for any road improvements, the proposed project would not significantly increase hazards due to design features or incompatible uses. For more information regarding health and safety of the proposed project, refer to Section 7.3, Health and Safety.

5.2.6.3 Significance of Impact

Mobility infrastructure and access points associated with the proposed project would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. Therefore, the project would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Impacts would be less than significant.

5.2.6.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.2.7 IMPACT: ALTERATION TO EXISTING CIRCULATION; CONSISTENCY WITH APPLICABLE TRANSPORTATION PLANS

Issue 6: Would the project result in a substantial alteration to present circulation movements including effects on existing public access to beaches, parks or other open space areas?

Issue 7: Would the project result in a conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?

5.2.7.1 Threshold

According to the City's Significance Determination Thresholds (City of San Diego 2016), a project is considered to have a significant impact if a project would substantially alter the present circulation movements including public access to beaches, parks or other open space areas.

5.2.7.2 Analysis of Impact

Open Space Areas

The majority of the adjacent lands to the project site are vacant and undeveloped, similar to the project site. Ridge and canyon lands (including Deer Canyon) within the City's Multi-Habitat Planning

Area (City of San Diego 1997) and the Del Mar Mesa Preserve surround the site on the north, west, and south. Vacant and primarily undeveloped mesa and canyon lands are situated to the immediate east of the project site. Vacant and primarily undeveloped ridge and canyon lands of the Del Mar Mesa Preserve extend approximately 2.5 miles west of the project site. Several trails and access roads traverse the undeveloped open space within the Del Mar Mesa Preserve and Del Mar Specific Plan area (City of San Diego 2000). These trails are used by the public for general trail-based recreation. Elevated mesa landforms afford several access road segments and trails long and particularly broad views across to Black Mountain to the northeast and relatively distant mountainous terrain to the north and east. Trail-based recreationalists visit the open space areas to enjoy the views and take in nature.

Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan

The intent of the Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan is to establish guidelines for the protection and maintenance of preserved natural open space on the Carmel Mountain Preserve and Del Mar Mesa Preserve (City of San Diego 2015b). The Resource Management Plan's Figure 3-11 provides an overview of existing roads, paths, and proposed trail system on the Del Mar Mesa Preserve. According to the figure, an SDG&E access road ("The Fire Road") traverses the central portion of the preserve in a sinuous north/south alignment. At its closest point, the publically accessible access road is located 0.70 mile southwest of the project site. In addition to utility access roads, there is a vast network of existing unauthorized paths in the easternmost portion of the preserve, and existing paths across the project site and located to the north of the project site and across Deer Canyon are included in this network (City of San Diego 2000). Regarding unauthorized paths, the Resource Management Plan intends to actively or passively restore all existing unauthorized paths to reduce the potential for adverse impacts to sensitive habitat associated with recreational usage (City of San Diego 2000). The Resource Management Plan depicts a proposed future hike/bike trail alignment over the existing dirt path adjacent to the eastern boundary of the project site. East of the project site, the trail is proposed to be incorporated into the right-of-way improvement plans associated with the planned extension of Camino del Sur. North of the project site, the proposed trail alignment (referred to as the "Deer Creek Trail" by preserve signage and the "Tunnel 1" trail by the local mountain biking and hiking community) descends densely vegetated slopes, traverses Deer Canyon from east to west, and connects with a proposed hike/bike trail that extends to the southwest (i.e., "Tunnel 4" trail) and to the north to an existing decomposed granite trail referred to the "Intuit" trail. The existing Intuit trail parallels the southwestern boundary of the Kilroy Santa Fe Summit Intuit Corporate Campus property and is accessible to residents on Arroyo Grande Road and Sierra Mesa Court. South of the project site, the proposed future hike/bike trail alignment traverses the adjacent mesa landform in a generally straight, southeasterly alignment crossing canyons and intervening mesas to connect with an existing canyon path that provides connectivity to the Los Peñasquitos Canyon trail system.

Del Mar Mesa Specific Plan

The Del Mar Mesa Specific Plan area is located adjacent to project site and the Torrey Highlands Subarea Plan area. A large portion of the eastern portion of the Del Mar Mesa Specific Plan area (including Del Mar Mesa Preserve lands located north, west, and south of the project site) are in a natural state and include several trails (City of San Diego 2000). Multi-use trails, hiking/equestrian trails, and existing off-site natural trails are depicted in the Del Mar Mesa Specific Plan. According to the Del Mar Mesa Specific Plan, the closest trail facility to the project site is the Del Mar Mesa Trail, a multi-use trail accessible near the western terminus of Park Village Road and linking the preserve with the trail network of the nearby Los Peñasquitos Canyon area. Preserve signage refers to the trail as “Powerlines.” At its closest point near the eastern terminus of The Preserve Terrace (a private road located in the gated, 32-lot The Preserve at Del Mar neighborhood), the Del Mar Mesa Trail/Powerlines is located approximately 1 mile southwest of the project site.

Project’s Pedestrian Access to Open Space Areas

As described in Section 5.2.6.2, Analysis of Impact, off-site, contiguous or non-contiguous sidewalks are generally provided on all study area street segments. On site, the project would provide a network of pedestrian pathways for internal connections between the office buildings and between the office buildings and the parking structure. Striped markings, raised crosswalks, and decorative pavers would be used to enhance and identify pedestrian pathways.

Off site, the Merge 56 project proposes to construct and improve the trail system connecting the Del Mar Mesa Preserve in the northwest to Darkwood Canyon in the southeast. The northerly trail connection would run along the base of the western fill slope of Camino del Sur across a finger of Deer Canyon where it would then transition into a 5-foot-wide decomposed granite trail running parallel to the sidewalk along the west side of Camino del Sur and along the project frontage. The project proposes to carry trail access through the site via on-site pedestrian linkages. In addition, pedestrian crossings will be provided at the Northerly Driveway connecting employees/visitors of the project site to the amenities proposed by the Merge 56 project.

Bicycles Access to Open Space Areas

The Bicycle Master Plan also proposes Class II or III bikeways on the portions of Carmel Mountain Road and Camino del Sur in the project vicinity that are not yet constructed (City of San Diego 2013). Additional details on planned bicycle improvements to the future sections of Camino del Sur and Carmel Mountain Road are provided under Opening Day (2020) Conditions – Network Conditions in Section 5.2.6.2. On the project site, bicyclists would share the internal roadways and walkways. Bike racks will be located outside buildings and long-term bike storage will be provided inside these buildings.

Alternative Transportation

Transportation Demand Management

The project would provide a Transportation Demand Management (TDM) plan as a benefit to both the future tenants and the community. TDM plans are composed of features, practices and incentives to encourage employees and visitors to use alternate forms of transportation other than single-occupancy vehicles. The goal of this plan is to reduce and/or remove single-occupant vehicle trips out of the peak hours, thereby relieving congestion.

With the completion of the Merge 56 project including the construction of Camino del Sur and Carmel Mountain Road, there is the possibility of new and expanded transit service in the area that the project can expand upon. The project's TDM program will include the following measures, and will be finalized prior to the approval of the project:

1. The project will coordinate with Merge 56 and MTS to determine how and when routes could be implemented to serve the area.
2. The project will encourage office tenants to offer partially subsidized monthly passes for employees, should service routes be implemented in the future.
3. The project will encourage office tenants to offer partially subsidized vanpool/rideshare services.
4. Transportation information will be displayed in common areas accessible to office employees in each building and in the retail amenity space. Transportation Information Displays should include, at a minimum, the following materials:
 - Ridesharing promotional material
 - Bicycle route and parking including maps and bicycle safety information
 - Materials publicizing internet and telephone numbers for referrals on transportation information
 - Promotional materials supplied by NCTD, MTS, and/or other publicly supported transportation organizations
 - A listing of facilities at the site for carpoolers/vanpoolers, transit riders (if transit becomes available), bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces
 - Information on "Guaranteed ride home" programs like those provided by SANDAG's iCommute to ensure that employees that share rides to work are provided with a ride to their home or location near their residence in the event that an emergency occurs during the work day.

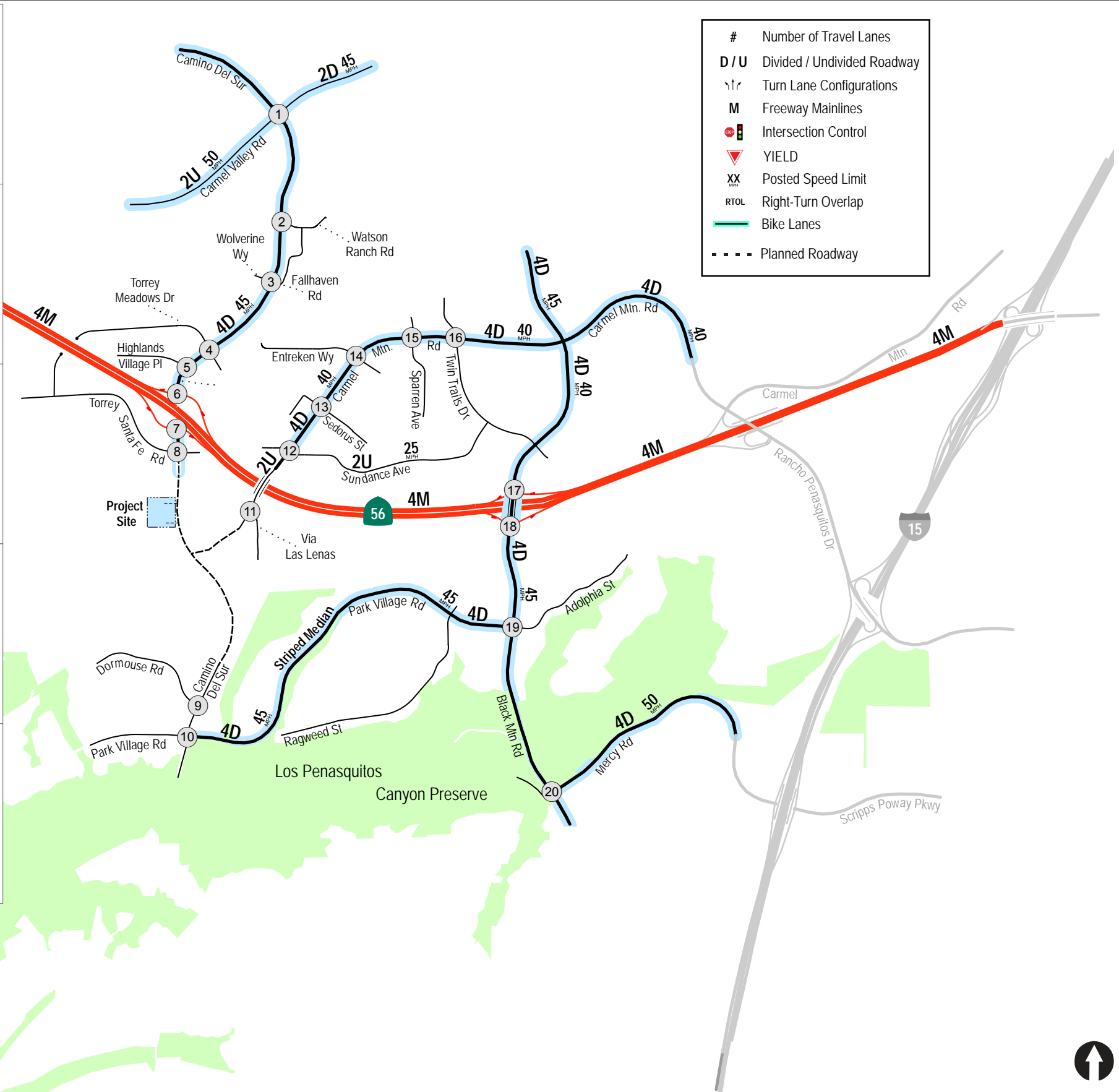
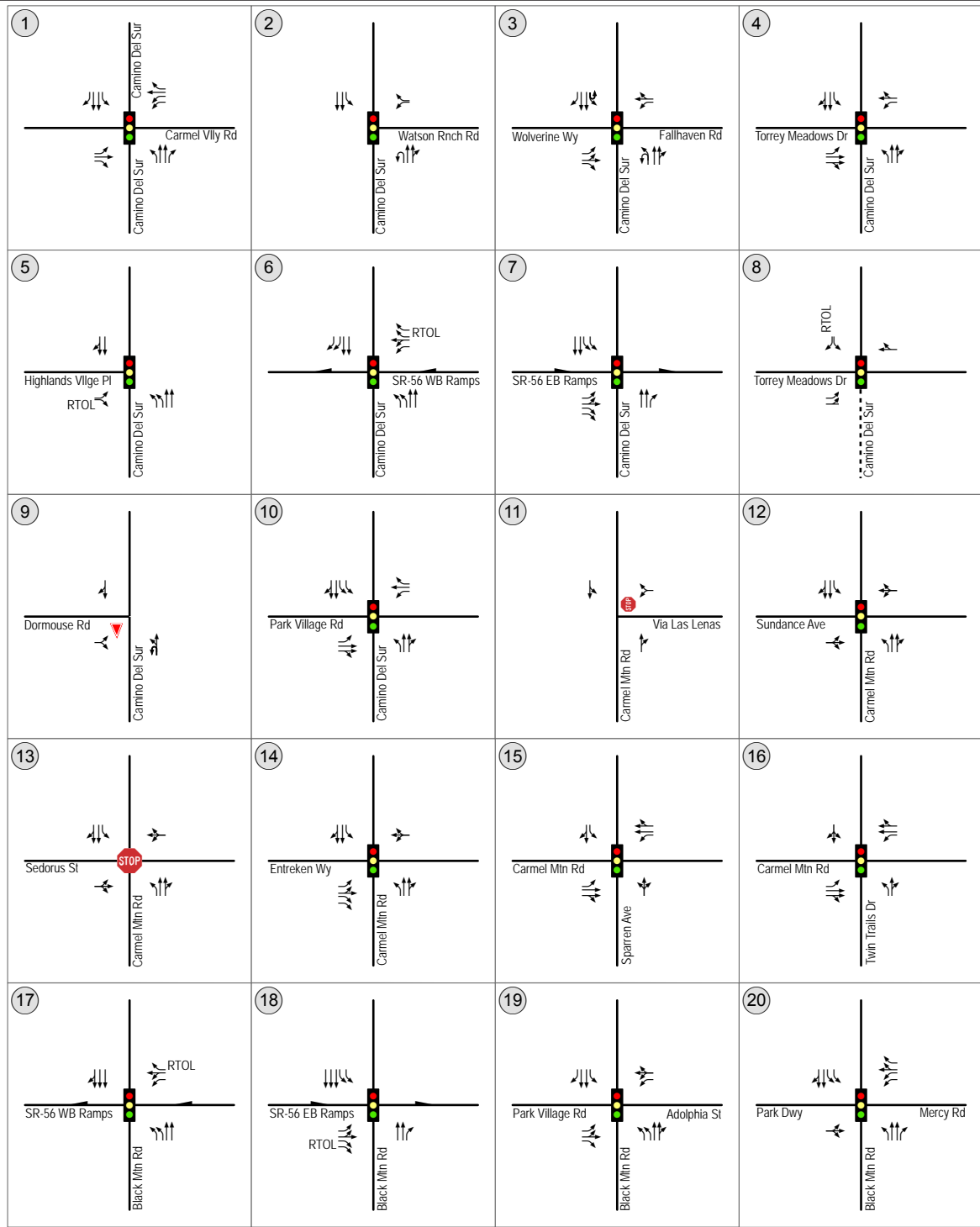
5. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces will be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas or on intranets, as appropriate.
- ~~6. Office employees will be offered the opportunity to register for commuter ride matching provided through publicly sponsored services (e.g., SANDAG sponsored "iCommute Ridetracker").~~
- ~~7.6.~~ Biannual events will be held to promote use of alternative transportation.
- ~~8.7.~~ Bicycle racks, lockers and showers will be provided for office employee use.
- ~~9.8.~~ Employers will be encouraged to provide flexible work schedules to stagger arrivals and departures.
- ~~10.9.~~ An employee commute travel survey will be conducted within six months of occupancy to help evaluate the efficacy of the TDM plan as proposed, and to inform/validate any changes that may be proposed or needed. A copy of the results of this survey will be provided to the City Development Services Department.
- ~~11.10.~~ Effectiveness of the TDM Program will be monitored by the Owner/Permittee, including traffic counts and parking occupancy counts, and results provided annually to the City Engineer for a period of 5 years.

5.2.7.3 Significance of Impact

The project proposes to carry trail access through the site via on-site pedestrian and bicycle linkages to planned trail systems proposed by the Merge 56 project. In addition, pedestrian crossings would be provided at the Northerly Driveway connecting employees/visitors of the project site to the amenities proposed by the Merge 56 project. The project would not interfere with any proposed transit and the project proposes a TDM plan that includes coordination with transit and measures to incentivize office employees to use alternative forms of transportation. Therefore, the project would not substantially alter the present circulation movements in the area including public access to open space areas. Additionally, the project would not conflict with adopted policies, plans or programs supporting alternative transportation models. Impacts are considered less than significant.

5.2.7.4 Mitigation, Monitoring, and Reporting

Impacts would be less than significant, mitigation measures would not be required.



- # Number of Travel Lanes
- D / U Divided / Undivided Roadway
- Turn Lane Configurations
- M Freeway Mainlines
- Intersection Control
- YIELD
- XX Posted Speed Limit
- RTOL Right-Turn Overlap
- Bike Lanes
- Planned Roadway



SOURCE: Leppert Engineering, 2015

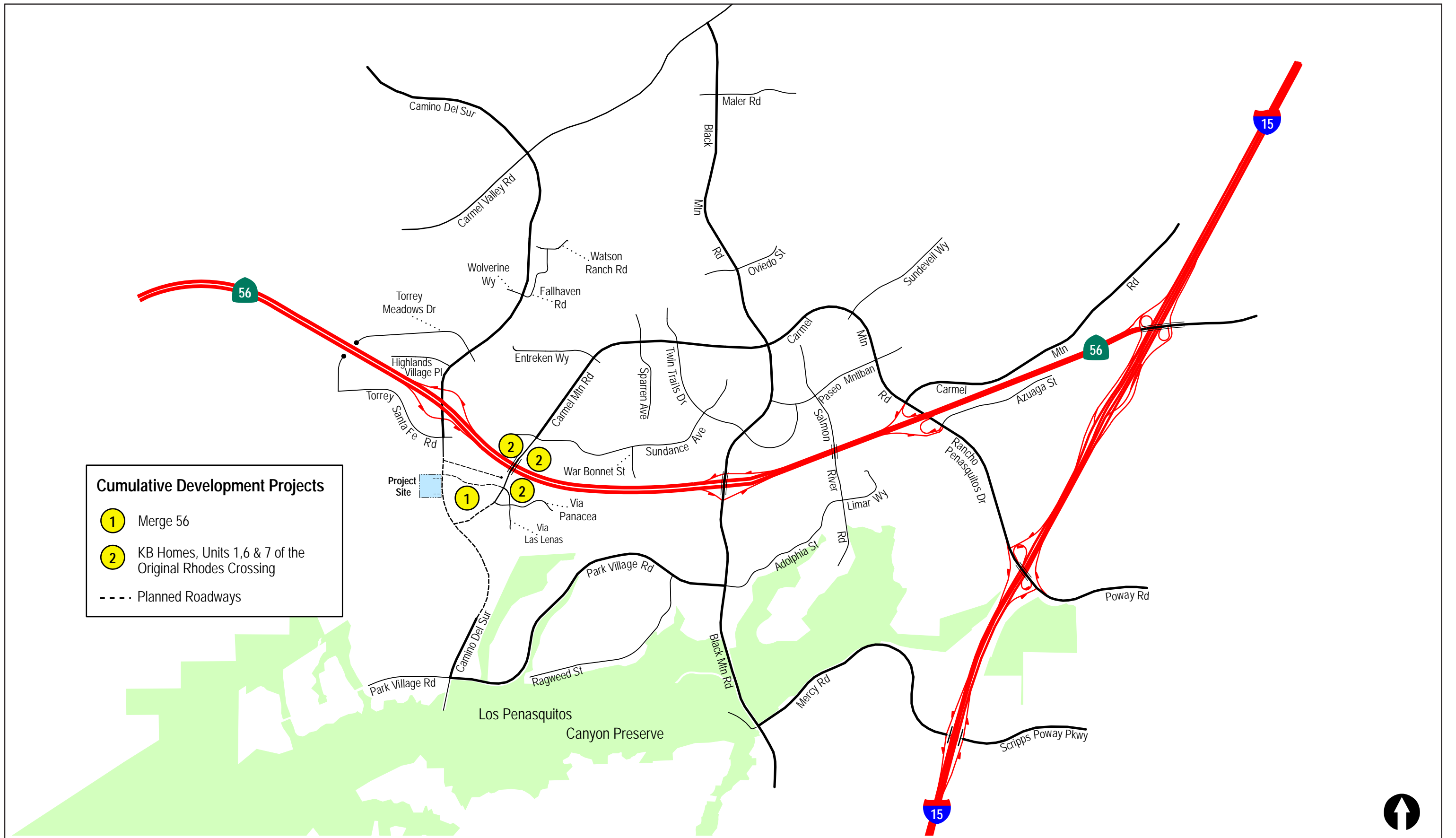
Existing Conditions Diagram

Environmental Analysis Section Project No. 442880
CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE 5.2-1

INTENTIONALLY LEFT BLANK



SOURCE: Leppert Engineering, 2015

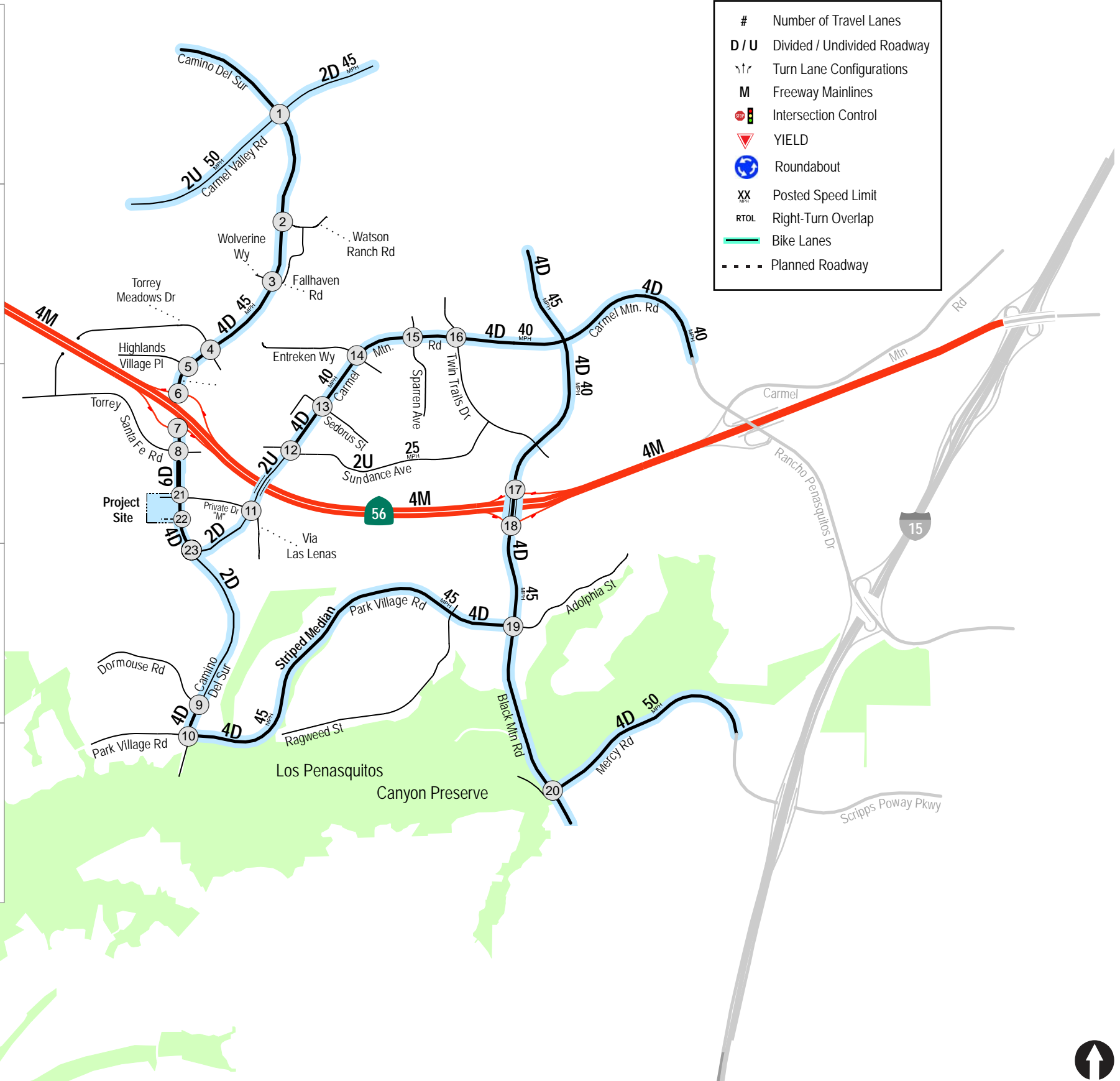
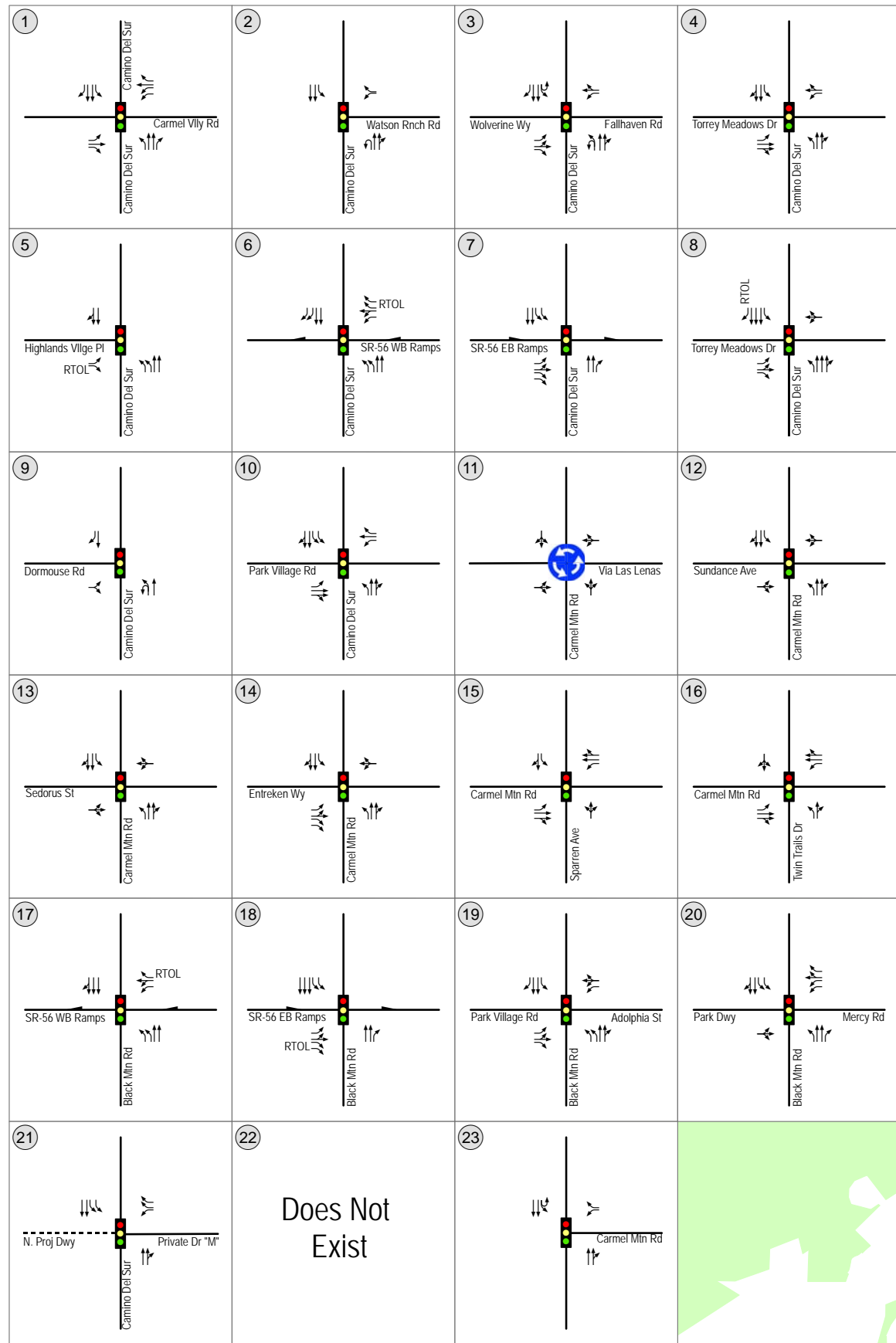
Cumulative Projects Location Map

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.2-2

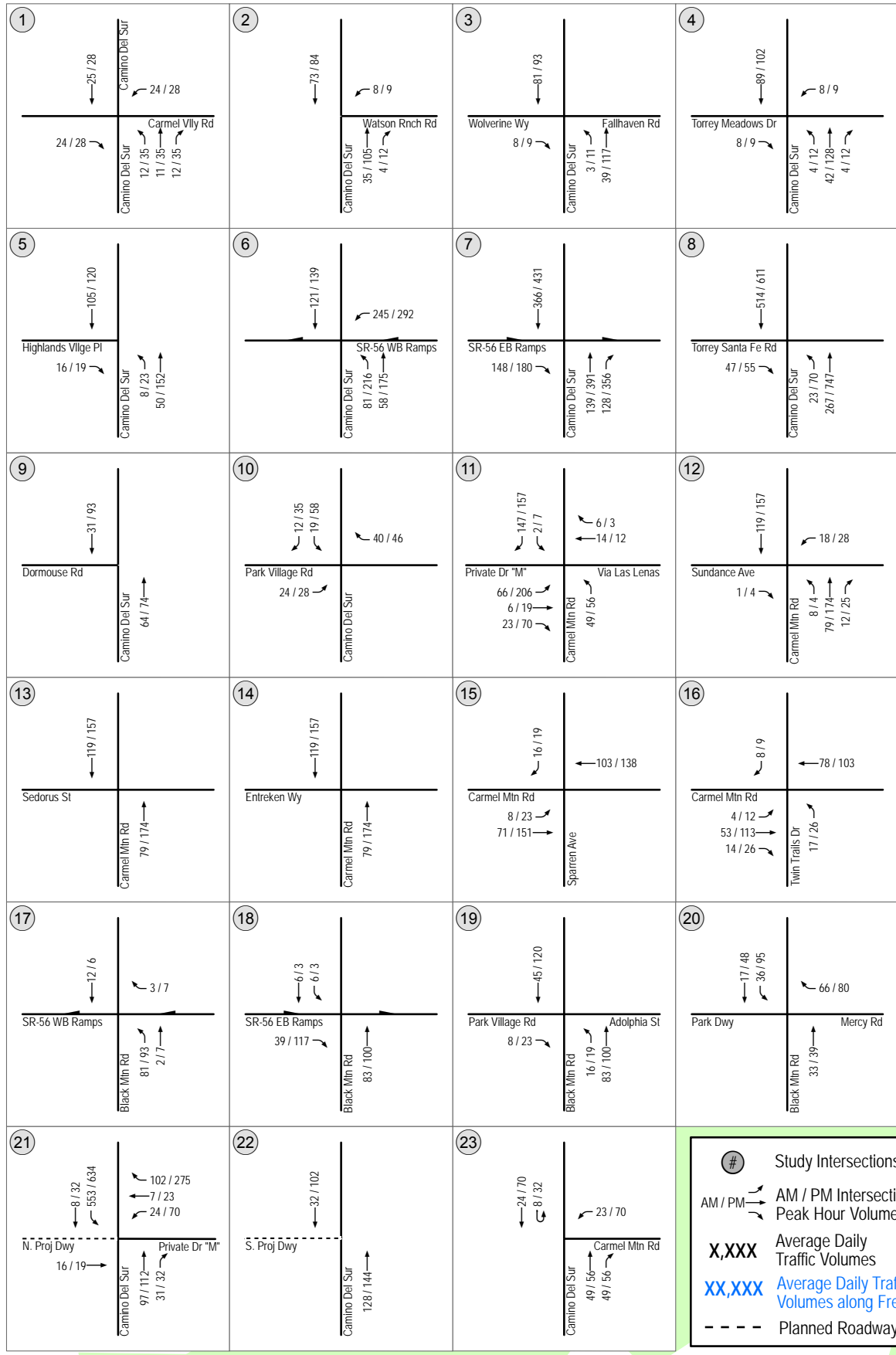
INTENTIONALLY LEFT BLANK



- # Number of Travel Lanes
- D / U Divided / Undivided Roadway
- Turn Lane Configurations
- M Freeway Mainlines
- Intersection Control
- YIELD
- Roundabout
- XX Posted Speed Limit
- RTOL Right-Turn Overlap
- Bike Lanes
- Planned Roadway



INTENTIONALLY LEFT BLANK



#

Study Intersections

AM / PM

AM / PM Intersection Peak Hour Volumes

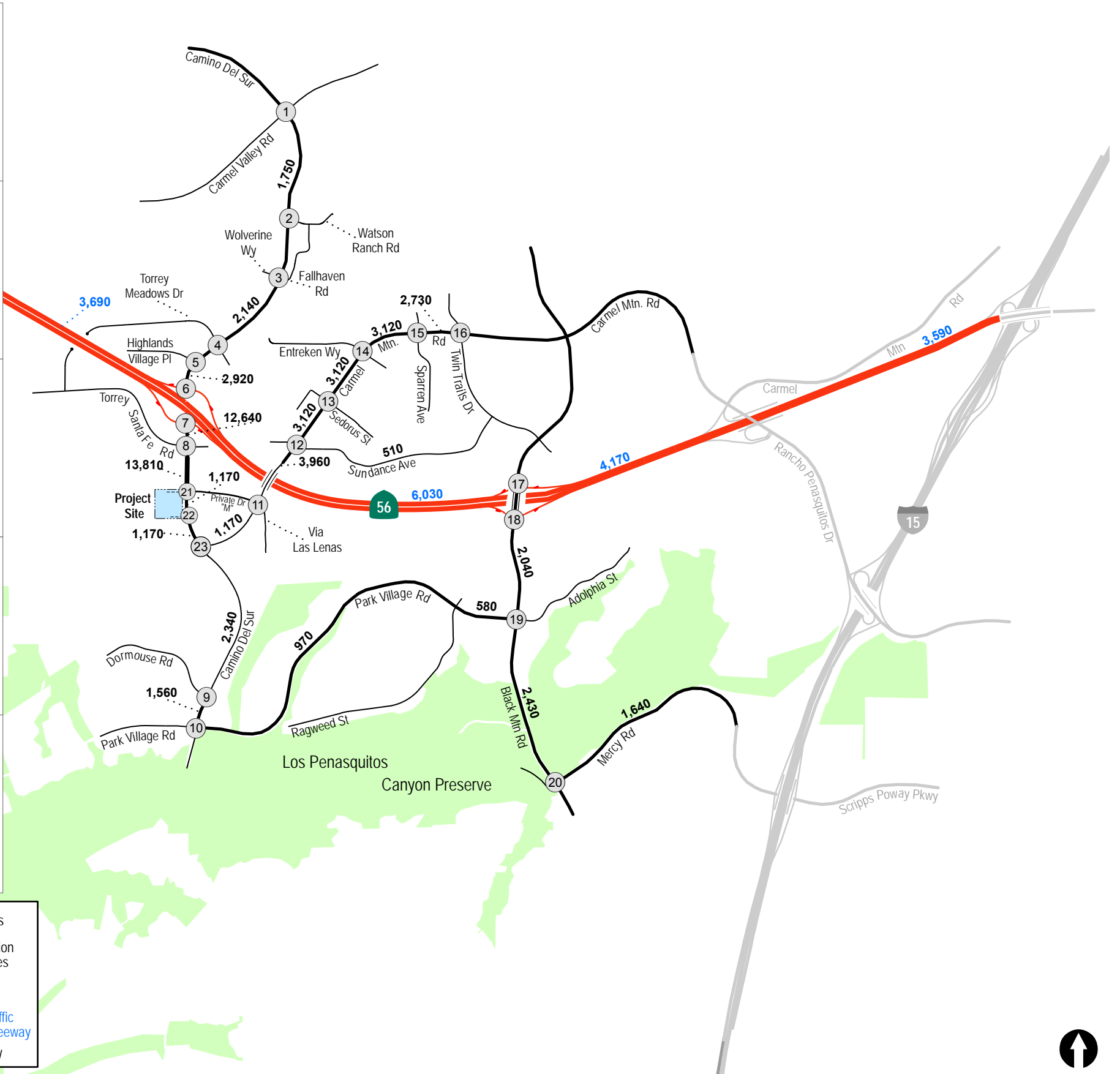
X,XXX

Average Daily Traffic Volumes

XX,XXX

Average Daily Traffic Volumes along Freeway

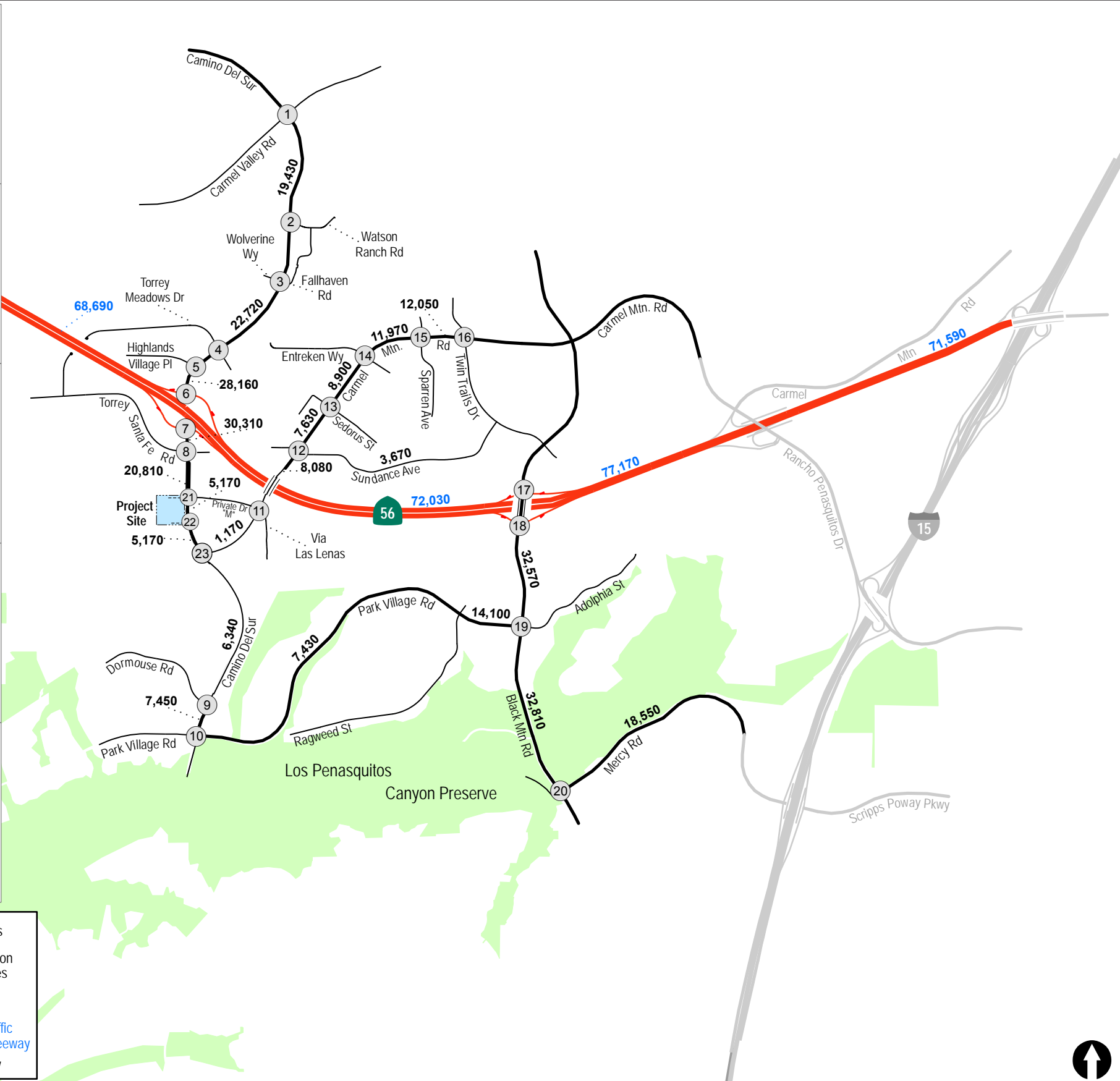
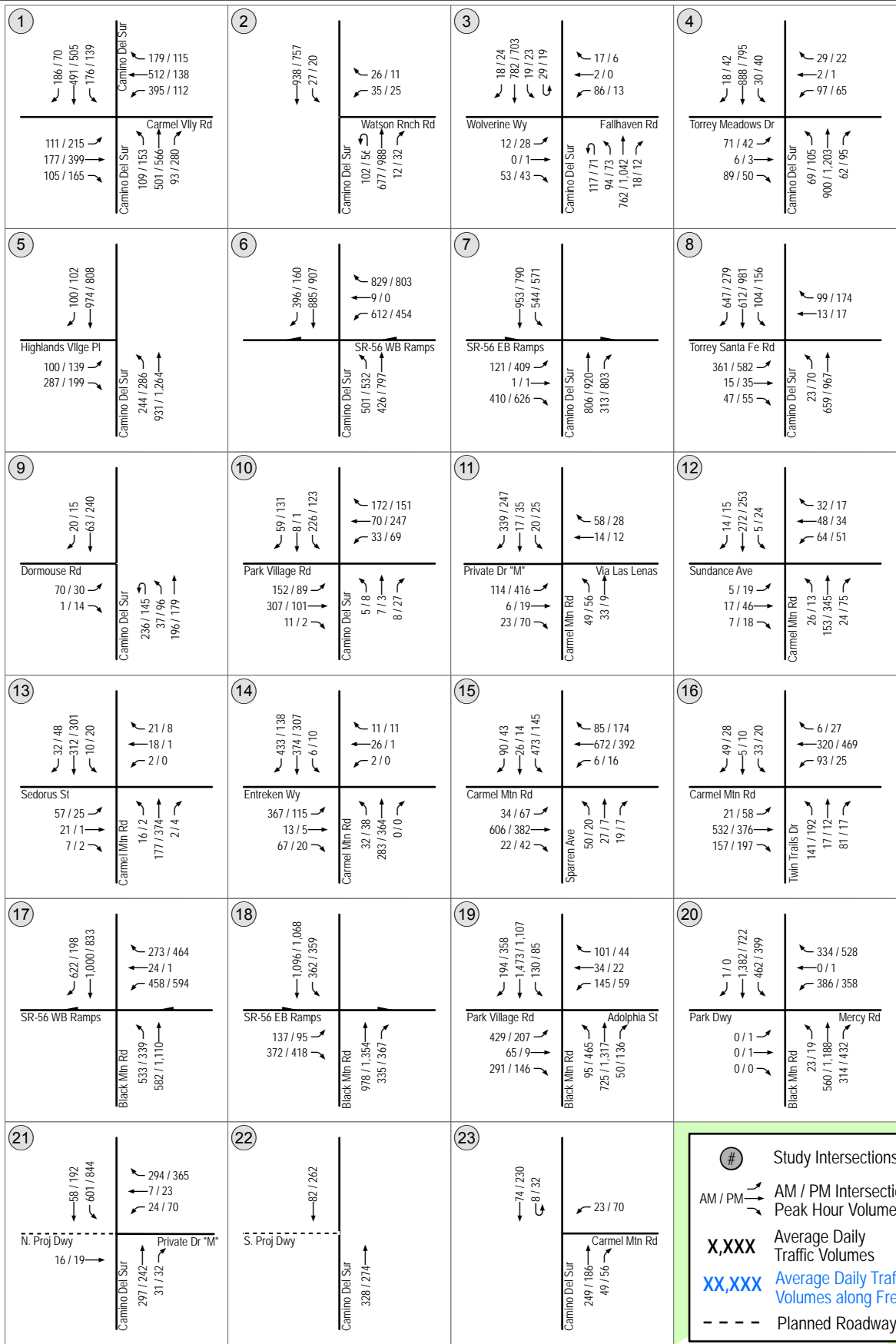
Planned Roadway



The Preserve at Torrey Highlands

FIGURE 5.2-4

INTENTIONALLY LEFT BLANK



SOURCE: Leppert Engineering, 2015

Opening Day (2020) Without Project Traffic Volumes

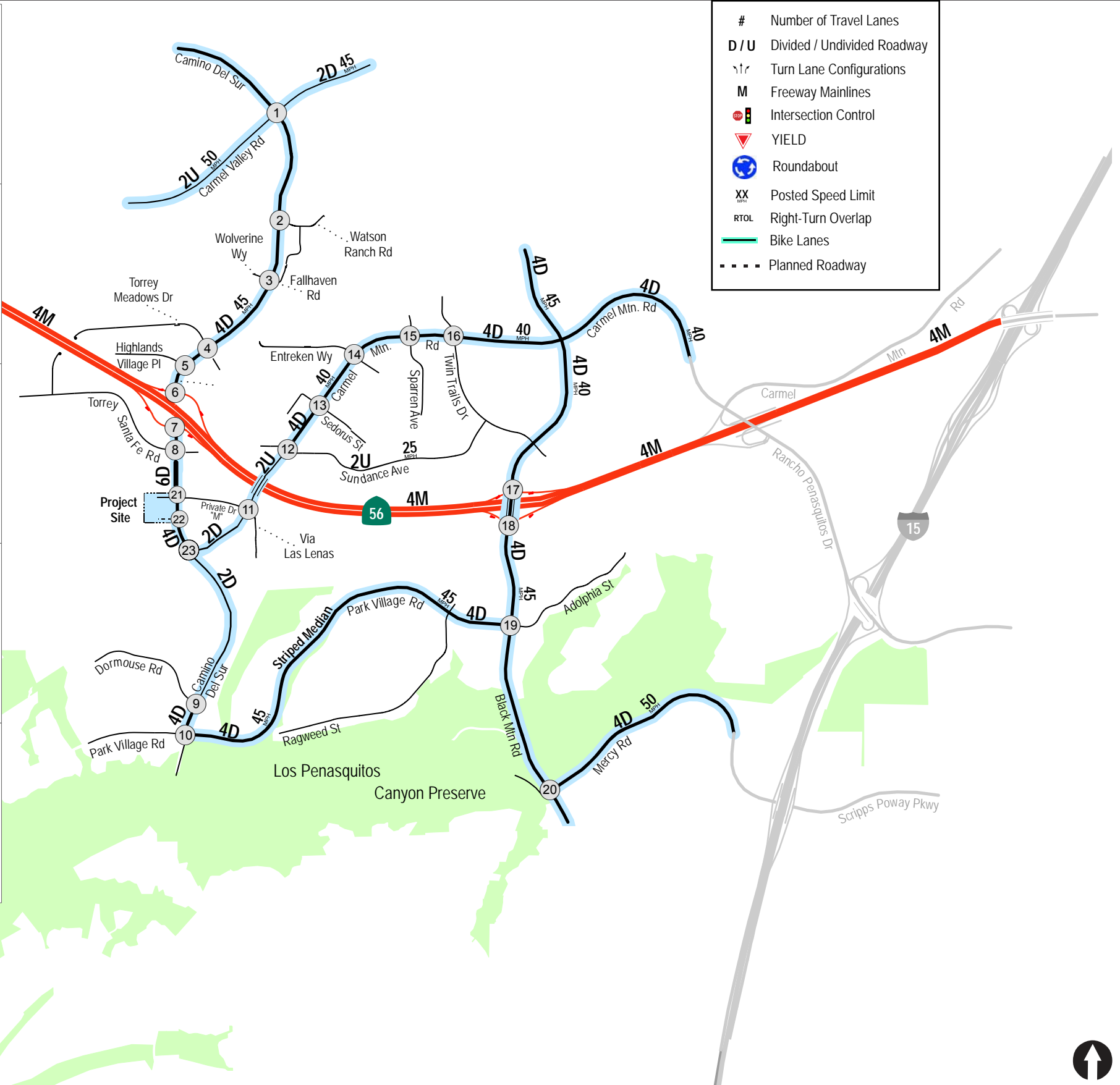
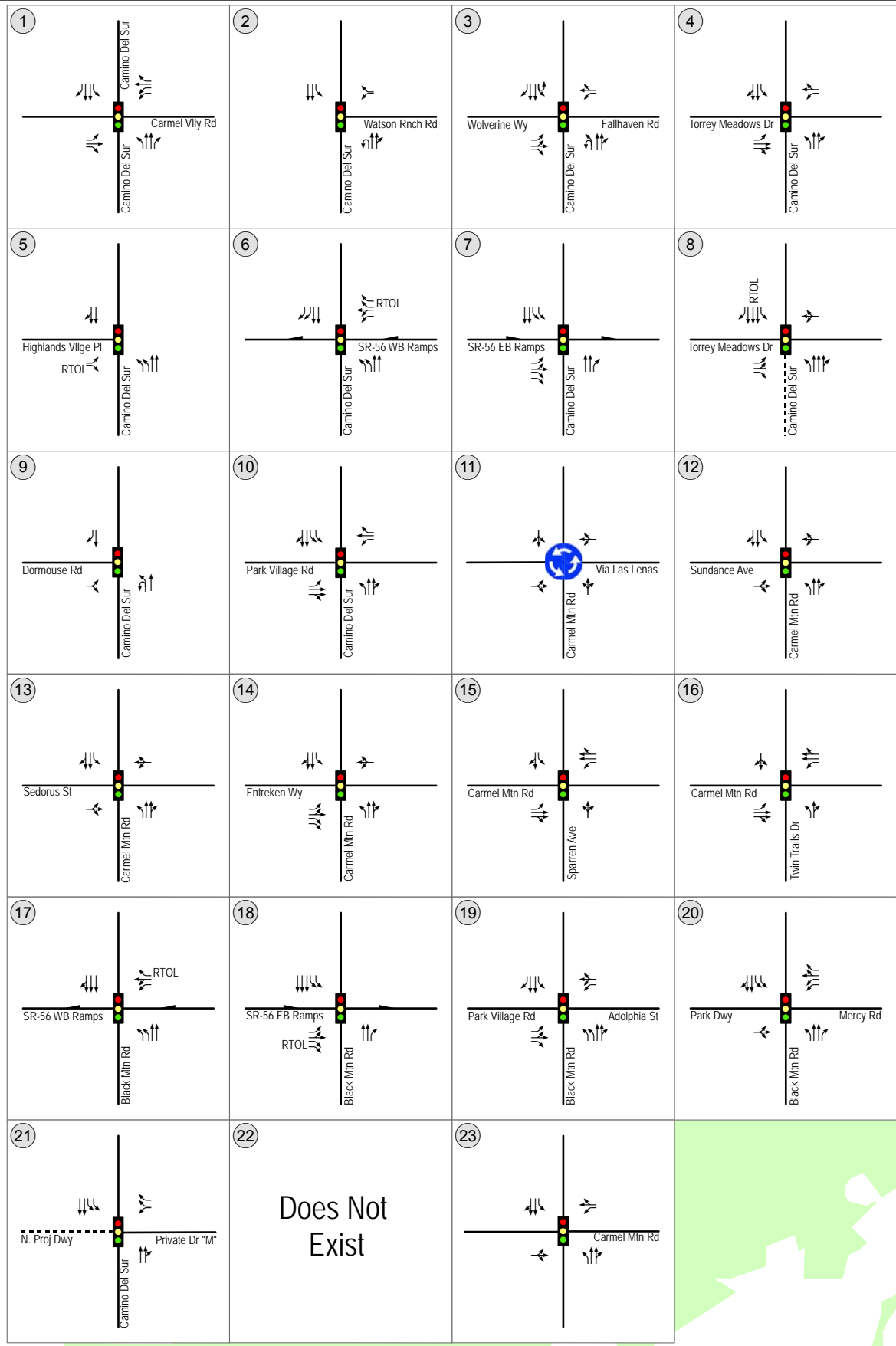
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
5.2-5

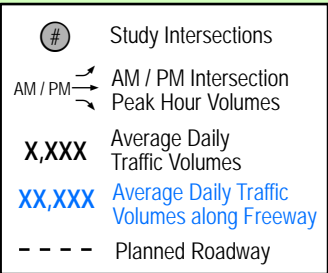
INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands

FIGURE
 5.2-6

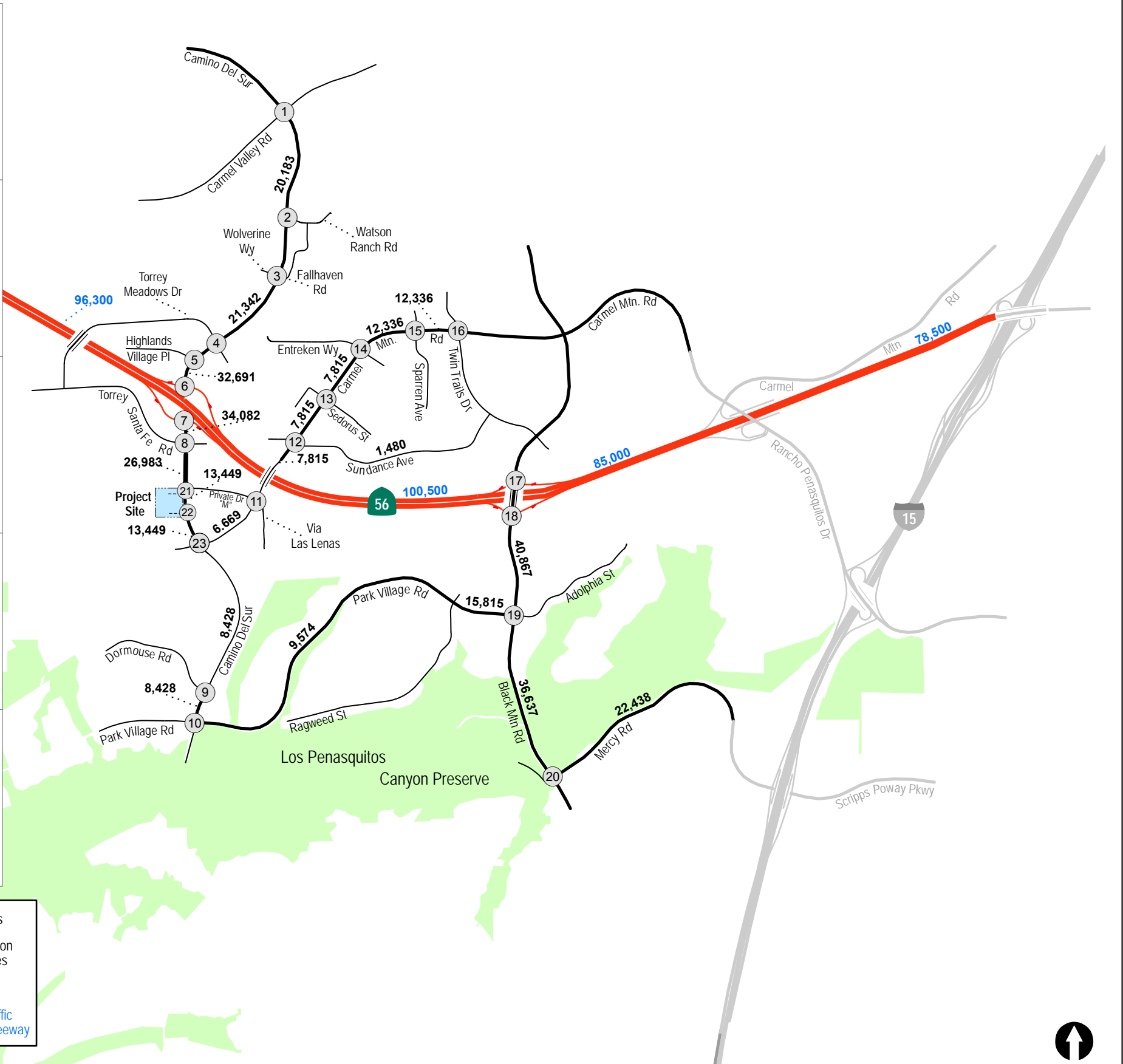
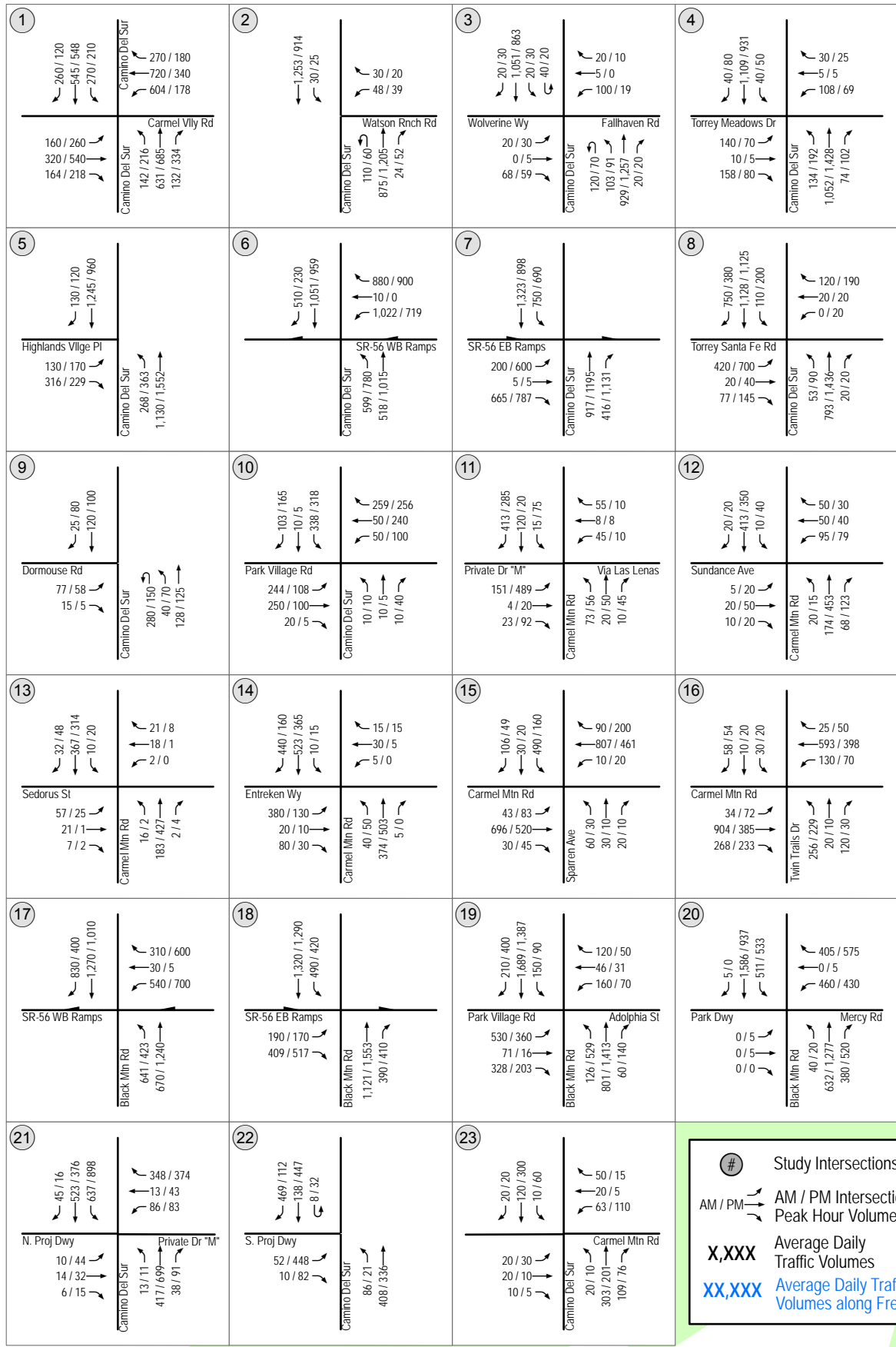
INTENTIONALLY LEFT BLANK



CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE 5.2-7

INTENTIONALLY LEFT BLANK



SOURCE: Leppert Engineering, 2015

Year 2035 With Project Traffic Volumes

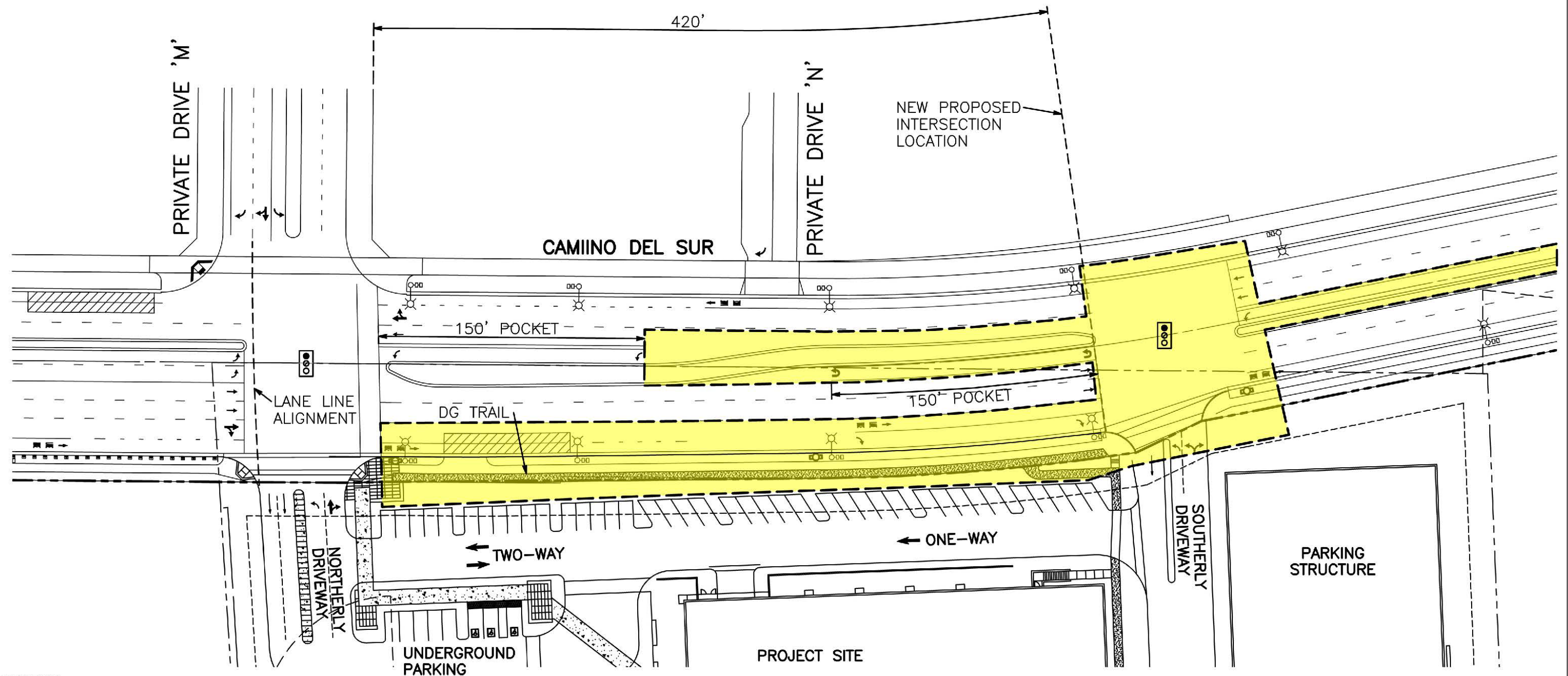
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES



The Preserve at Torrey Highlands

FIGURE
5.2-8

INTENTIONALLY LEFT BLANK



LEGEND

-  - Traffic Signal
-  - Proposed changes from adjacent development (widening along project frontage, raised median modification, and installation of traffic signal).



SOURCE: Leppert Engineering, 2018

Project Access Conceptual Geometry

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
5.2-9

INTENTIONALLY LEFT BLANK

5.3 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

Introduction

This section evaluates the potential visual effects and neighborhood character impacts associated with The Preserve at Torrey Highlands (project). The analysis focuses on the change in visual character, effects on views from scenic roads, visual compatibility with surrounding uses, and effects to daytime or nighttime views due to light and glare generated by the project.

5.3.1 EXISTING CONDITIONS

5.3.1.1 Project Site Characteristics

The project site consists of 11.10 acres of vacant and undeveloped land consisting of native plant communities and two unvegetated stream channels. The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat, and the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Minor trails and access roads exist on the southerly mesa and both ridges within the project site. Topography across the site is diverse, with level to gently sloping terrain in the southern and western portions. Two steep canyons with north-trending drainages occur in the central and northeastern portions of the site and essentially separate the on-site terrain into rolling western and eastern ridges divided by a comparatively low north-trending valley. Elevations across the site range from approximately 325 feet above mean sea level in the drainages in the north and northeastern portions of the project site to approximately 410 feet above mean sea level in the southwest corner of the site (see Figure 2-2, Existing Site Topography). Vegetation communities on site consist primarily of chamise chaparral dominated by moderately tall (i.e., 3 to 9 feet) and dense chamise and scattered mission manzanita shrubs. Other vegetation communities occurring on site include woody southern mixed chaparral dominated by moderately tall black sage and lemonadeberry shrubs and scrub oak chaparral. With the exception of generally narrow dirt trails that wind across the project site and a dirt trail that traverses the drainage that parallels the site's eastern boundary, the site is covered by dense, generally dark green to brown and moderately tall vegetation with occasional stands of dense scrub oak chaparral shrubs reaching up to 20 feet in height.

5.3.1.2 Community and Neighborhood Character

As depicted in Figure 2-1, Aerial Map, the project site is immediately surrounded to the north, west, and south by the Del Mar Mesa Open Space Preserve; these lands are within the City of San Diego's Multi-Habitat Planning Area (MHPA). The area immediately to the south, approximately 76 acres, is within the U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge. The Del Mar Mesa Preserve

is traversed by two parallel San Diego Gas & Electric (SDG&E) above-ground electrical transmission lines and associated access roads, several multiuse and hiking/equestrian trails, and several unauthorized paths. Many of these unauthorized paths are referred to as the “tunnels,” which make up approximately 10 miles of unauthorized paths located under chaparral vegetation canopy cover (City of San Diego 2015). Immediately to the east is currently undeveloped land planned for the extension of Camino del Sur and development of the Merge 56 mixed use project; see Section 2.3.1, Surrounding Development, and Figure 2-1 for further details.

Further to the east is a large, tan-colored and sparsely vegetated temporary soil stockpile associated with the nearby under-construction KB Homes residential development located east of Carmel Mountain Road (see Figure 2-1). Additionally, a small, isolated single-family residential neighborhood accessible by Carmel Mountain Road is located approximately 0.25 miles east of the project site. Single-family residential neighborhoods within the community of Rancho Peñasquitos are the dominant land use in the area located east of Carmel Mountain Road and west of Interstate 15.

Further to the west, extending approximately 2.5 miles, are vacant and primarily undeveloped ridge and canyon lands of the Del Mar Mesa Preserve. Beyond the Del Mar Preserve area is the primarily suburban community of Carmel Valley.

Further south beyond the Del Mar Mesa Preserve are single-family residential neighborhoods, which are situated to generally avoid the steep hillsides and canyon drainages that are present in the area. In addition to residential uses, the concrete grey exteriors and occasional arched, blue-turquoise colored roof buildings of Park Village Elementary School are located approximately 0.70 miles southeast of the project site and north of Park Village Road. The City of San Diego’s Peñasquitos Creek Park is located across Park Village Road from the elementary school and features a basketball court, playground, and a large turf playing field surrounded by a concrete pedestrian path lined with mature trees.

Further north, approximately 0.2 miles from the project site, is the 480,000-square-foot Santa Fe Summit Intuit Corporate Campus. The existing campus consists of four rectangular four-story buildings clad in light tan, brown, and red seemingly porcelain stone tile separated by occasional strips of rectangular and glass windows. Aligned north to south, the buildings are situated east adjacent to a large four-story parking structure. The rectangular parking structure is constructed of concrete and features yellow pole-topped and pyramidal shade awnings over parking spaces on the top level. Surface parking lots are located to the immediate north and south of the parking structure and the southerly lot is partially covered by solar photovoltaic panels. A mix of sycamore, pine, yew pine, and southern magnolia trees and shrubs are provided along the northern, western, and southern campus boundary and within the campus interior.

Additionally, to the north of the project site is SR-56, a gas station, commercial uses, and residential development. The gas station has a tall, red terra-cotta (or similar) tile covered canopy over fuel-dispensing stations, an automated car wash, and small Circle K convenience market. Sycamore and pine trees, occasional shrubs, groundcover, and a low, lightly colored brick wall line the gas station frontage along Camino del Sur. Commercial uses are located to the north of SR-56 and include a large grocery store, retail storefronts supporting a coffee shop, bank, restaurants, and other uses within the Torrey Highlands center. Multifamily residential uses are located to the north of the shopping center, and single-family residential uses are located to the east across Camino del Sur.

5.3.1.3 Public Views

The Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan (Resource Management Plan) has identified two proposed public viewpoints as depicted on Figure 5.3-1, Del Mar Mesa Preserve Access Roads, of this EIR. In addition, Figure 5.3-2 shows established trails in the Del Mar Mesa Preserve. Black Mountain is a significant visual landmark in the area and can be seen from the Del Mar Mesa Preserve. ~~Additionally, as shown on Figure 5.3-3, b~~ Both the project site and the Del Mar Mesa Preserve have existing SDG&E access roads that are utilized by the public for general trail-based recreation (City of San Diego 2015).

Several access road segments including the segment referred to as “The Fire Road” by Del Mar Mesa Preserve signage are located atop an elevated mesa landform to the west. This road may afford trail-based recreationists long and broad views across densely vegetated ridge and valley terrain to the west and south. Additional views from this road may also afford recreationalists relatively distant mountainous terrain to the north and east. The availability of views would ultimately be dependent on the specific location and height of trail-adjacent vegetation.

Key Viewpoints

Five key views were identified for the purposes of this analysis. The locations of selected key views are presented in Figure 5.3-4, Viewpoint Locations Map. Figures 5.3-5 through 5.3-9 present images of the project site from the selected public key viewpoint locations in the surrounding area. Featureless massing models associated with the Merge 56 and KB Homes development projects are depicted in the existing conditions and visual simulations, as these developments would be part of the CEQA baseline as described previously. These featureless massing models are indicative of the anticipated bulk and scale of these developments that would be in existence prior to implementation of the project.

Viewpoint 1

Viewpoint 1 is located off the eastbound lanes of SR-56, approximately 100 feet west of Camino del Sur and 0.35 miles north of the northern boundary of the project site. The observation point is located at an elevation of approximately 395 feet above mean sea level. Viewpoint 1 is representative of generally unobstructed southern views available to eastbound state motorists in the vicinity of the project site. As shown on Figure 5.3-5 (see Existing Conditions image), low succulent plantings and occasional trees in the adjacent California Department of Transportation right-of-way are visible as are the SR-56 Camino del Sur off-ramps, the southern terminus of Camino del Sur (partially obscured by street trees), street lights and traffic, and the yellow-green-colored crowns of street trees installed along Torrey Santa Fe Road. The dark-green chaparral covered terrain of the Del Mar Mesa Preserve, project site, and adjacent lands to the east present a generally monotonous visual scene beyond the immediate foreground that is interrupted by greyish pockets of disturbed land, a tall mounded soil stockpiles, and the slightly serrated line of residential rooflines located beyond the project site and the Del Mar Mesa Preserve in Rancho Peñasquitos. The multistory development associated with Merge 56 project and existing development at the Kilroy Santa Fe Summit Intuit Corporate Campus would also be visible.

Viewpoint 2

Viewpoint 2 is located on an existing unauthorized path within the Del Mar Mesa Preserve and is situated approximately 0.18 miles northwest of the northern boundary of the project site. The path is located above the elevation of the proposed hike/bike Tunnel 1 trail, which would be situated predominately in lower portions of the existing canyon. The observation point is located at an elevation of approximately 360 feet above mean sea level. Viewpoint 2 is representative of views from available trails located on south-facing slopes to the north of the project site within the Del Mar Mesa Preserve. Although located on an unauthorized path in the Del Mar Mesa Preserve, and because the Resource Management Plan intends to actively or passively restore all existing unauthorized paths, the Viewpoint was selected because it is one of the few accessible points near the project site in the Del Mar Mesa Preserve at which a vantage point of the project is available and not obstructed by moderately tall chaparral vegetation that is characteristic of the area. As shown on Figure 5.3-6 (see Existing Conditions), the visual environment is dominated by densely vegetated chaparral-covered terrain although some linear disturbances (i.e., unauthorized paths) and contrasting elements, including the mounded soil stock pile and associated orange construction fencing lined access interrupt the otherwise consistent visual pattern and are visible. The multistory development associated with Merge 56 project and existing development at the Kilroy Santa Fe Summit Intuit Corporate Campus would also be visible.

Viewpoint 3

Viewpoint 3 is situated at the current terminus of Carmel Mountain Road and is located approximately 0.25 miles east of the eastern boundary of the site. The foreground of the Viewpoint 3 landscape consists of relatively flat and disturbed terrain that is marked by a lone tall eucalyptus tree. The density of vegetation increases to the west and shrubs display a drab green to grey color. The large soil stockpile is visible to the west as is the upper floor of existing commercial development and the parking structure at the Kilroy Santa Fe Summit Intuit Corporate Campus, which is located approximately 0.60 miles to the northwest (see Figure 5.3-7, Viewpoint 3: Current Terminus of Carmel Mountain Road). Due to the inclusion of disturbed terrain adjacent to densely vegetated areas, visibility of existing commercial development, and the general lack of scenic resources and an overall consistent visual pattern in the landscape, the visual quality at Viewpoint 3 is moderately low and a dominant visual character is not present. Development associated with the planned Merge 56 and the existing Kilroy Santa Fe Summit Intuit Corporate Campus would be visible and are depicted in Figure 5.3-7.

Viewpoint 4

Viewpoint 4 is situated on a pedestrian trail located north Rancho Peñasquitos residences off Eclipse Road and approximately 0.30 miles south of the southern boundary of the project site. With the exception of the inclusion of distant mountainous terrain and developed foothills to the north (see Figure 5.3-8, Viewpoint 4: Carmel Road Extension and Trail (South of Project Site), the view across a disturbed and then increasingly dense vegetated mesa landform and viewpoints similar to the view are available at Viewpoint 3, albeit broader. The future presumed to be existing development associated with the Merge 56 and the existing Kilroy Santa Fe Summit Intuit Corporate Campus would be visible and are depicted in Figure 5.3-8.

Viewpoint 5

Viewpoint 5 is located on a publically accessible SDG&E access road within the Del Mar Mesa Preserve and is situated approximately 0.70 miles southwest of the project site. The view from Viewpoint 5 looks across a relatively flat mesa landform densely covered in moderately tall chamise chaparral vegetation and a small grove of tall eucalyptus trees. Tan-covered hillsides and nearby mountainous terrain (including Black Mountain) with development foothills are visible beyond the immediate foreground and the hazy silhouettes or more distant mountains are visible to the west. Residences are scattered among visible foothills and contribute light tan to pink hues to the landscape (see Figure 5.3-9, Viewpoint 5: Del Mar Mesa Hiking/Biking Trail (SW of Project Site), Existing Conditions).

5.3.1.4 Light and Glare

Lighting in the surrounding area beyond the boundary of the Del Mar Mesa Preserve primarily consists of interior and exterior lighting at commercial and residential land uses to the north and east, as well as street lights and traffic signals installed along larger local area roads, including Torrey Santa Fe Road, Carmel Mountain Road, and Camino del Sur.

Existing sources of glare in the surrounding area are minimal; however, glare is generated from exterior window surfaces as part of the commercial and residential land uses (and development presumed to be existing) including development to the north and east of the project site.

5.3.2 REGULATORY SETTING

Federal

There are no federal regulations related to visual effects or neighborhood character that are applicable to the project.

State

There are no state regulations related to visual effects or neighborhood character that are applicable to the project.

Local

City of San Diego General Plan

The City's General Plan was unanimously adopted by the City Council on March 10, 2008, and was subsequently amended in 2010 and again in 2012. The General Plan builds on many of the goals and strategies of the previously adopted 1979 General Plan, in addition to offering new policy direction in the areas of urban form, neighborhood character, and conservation. It recognizes and explains the critical role of the community planning program as the vehicle to tailor the "City of Villages" strategy for each neighborhood (City of San Diego 2008a).

Urban Design Element

Urban design describes the physical features that define the character or image of a street, neighborhood, community, or the City as a whole. Urban design provides the visual and sensory relationship between people and the built and natural environment. The built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework. Citywide urban

design recommendations are necessary to ensure that the built environment continues to contribute to the qualities that distinguish the City as a unique living environment. The policies of the Urban Design Element listed below relate to grading, proximity to natural features, building materials, and architecture and as such, are particularly relevant to the project (City of San Diego 2008b):

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.

- Integrate development on hillside parcels with the natural environment to preserve and enhance views, and protect areas of unique topography.
- Minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain.
- Use a clustered development pattern, single-story structures or single-story roof elements, or roofs sloped toward the open space system or natural features, to ensure that the visibility of new developments from natural features and open space areas are minimized.
- Provide increased setbacks from canyon rims or open space areas to ensure that the visibility of new development is minimized.
- Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.
- Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment in instances where new buildings abut natural areas. This guideline must be balanced with a need to clear natural vegetation for fire protection to ensure public safety in some areas.
- Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. For example, development should not be visible from canyon trails at the point the trail is located nearest to proposed development. Lines-of-sight from trails or the open space system could be used to determine compliance with this policy.
- Design and site buildings to permit visual and physical access to the natural features from the public right-of-way.

- Encourage location of entrances and windows in development adjacent to open space to overlook the natural features.
- Protect views from public roadways and parklands to natural canyons, resource areas, and scenic vistas.
- Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as “quiet pavement” in noise sensitive locations, and bridge or roadway designs that respect the natural environment.

Policy UD-A-5: Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.

- Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well-established, distinctive character.
- Provide architectural features that establish and define a building’s appeal and enhance the neighborhood character.
- Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
- Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest.
- Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level.
- Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments.

Policy UD-A-6: Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.

- Relate buildings to existing and planned adjacent uses.

- Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.

Torrey Highlands Subarea Plan/North City Future Urbanizing Area

The Torrey Highlands Subarea Plan for NCFUA IV was adopted by the City Council on August 5, 1996, and approved by City voters on November 5, 1996 (City of San Diego 1996). NCFUA is a 12,000-acre area stretching easterly from Interstate 5 and Carmel Valley to the Rancho Peñasquitos and Rancho Bernardo communities. The NCFUA Framework Plan, adopted in October 1992, established five subareas, and a subarea plan was to be prepared for each subarea (City of San Diego 1992). The Torrey Highlands Community Plan (Subarea Plan IV) consists of 1,520 acres. The originally adopted Torrey Highlands Subarea Plan is consistent with the adopted goals and policies of the NCFUA Framework Plan, the City's Progress Guide (City of San Diego 2004), and the City's General Plan, and is based on the need to do the following:

- Develop a refined land use plan within the context of the Framework Plan.
- Develop alignments for the major circulation element roads (Camino del Sur, Carmel Valley Road, and Carmel Mountain Road).
- Provide for a future alignment for SR-56.
- Define development boundaries consistent with the MSCP Preserve.
- Locate public facilities.
- Designate pedestrian, bicycle, and equestrian trail corridors.

The Torrey Highlands Subarea Plan consists of text that sets forth goals, policies, proposals, and recommended actions (City of San Diego 1996). Chapters within the Subarea Plan include Open Space, Circulation, Land Use, Community Design Guidelines, Community Facilities, Housing, and Implementation.

The Torrey Highlands Subarea Plan identifies major visual resources in Torrey Highlands area as on-site and off-site views that will be used in developing the community. Primary on-site views include the Pacific Ocean as seen from higher elevations in Torrey Highlands, Del Mar Mesa to the south, and Black Mountain to the northeast. Several eucalyptus groves in McGonigle Canyon and the southeast portion of the subarea provide view opportunities, as does Deer Canyon located to the south of the plan area. From off site, most of the Torrey Highlands plan area is visible from the existing Rancho Peñasquitos developments to the east, Del Mar Mesa to the south, and Subarea III to the west (City of San Diego 1996).

Torrey Highlands Subarea Plan Community Design Guidelines

The Community Design Guidelines, Chapter 5 of the Torrey Highlands Subarea Plan, were created with a goal to develop Torrey Highlands as a traditional community of distinct yet complementary neighborhoods that emphasize: pedestrian-oriented design with proximity and access to institutional, retail and employment center land uses; variegated residential product types from single-family estate to Local Mixed Use center density multifamily attached in a fine-grained pattern; and unified open space elements (City of San Diego 1996). Relevant implementing principles of the Design Guidelines include the following:

- Vary building scale, architectural detail and landscape treatments in residential, commercial and Employment Center areas to create an interesting and lively pedestrian environment.
- Provide appropriate interfaces and transitions between differing land uses to minimize adverse impacts.

The Design Guidelines cover grading, landscaping, fencing and walls, streets and trails, and development areas. Relevant policies of the Design Guidelines include the following (City of San Diego 1996):

- ***Grading Policy 1:*** Extensive grading and/or terracing that disrupts the natural shape and contour of the site shall be restricted except in the Employment Center, Local Mixed Use Center and Commercial Regional areas where larger pads are required. Where these pads are necessary, grading will be limited to the areas necessary for construction.
- ***Grading Policy 2:*** Grading along the edge of the Preserve shall retain the existing characteristics of finger canyons. What limited grading that may occur within the Preserve shall be revegetated with native plant material that is horticulturally and visibly compatible with the Preserve.
- ***Grading Policy 3:*** Berming and terracing will be a preferred method which will be used to separate competing land uses. If this cannot be satisfactorily accomplished, a street may serve the same function.
- ***Fences and Walls Policy 3:*** If constructed along the boundaries of the Preserve or an open space, walls, fences and other barriers along the boundaries of the Preserve shall be of an “open” design to permit unobstructed views and vistas of the wildlife corridor and major topographical features of a particular directional orientation (e.g., Black Mountain to the east or Del Mar Mesa to the south).
- ***Fences and Walls Policy 4:*** Walls and fences shall not prohibit pedestrian, equestrian and bicycle access to streets, the Local Mixed Use Center, commercial developments, parks, community facilities and open space trails.

Del Mar Mesa Specific Plan

The Del Mar Mesa Specific Plan area is located adjacent to project site and the Torrey Highlands Subarea Plan area. A large portion of the eastern portion of the Del Mar Mesa Specific Plan area (including Del Mar Mesa Preserve lands located north, west, and south of the project site) are in a natural state and include several trails (City of San Diego 2000). The Del Mar Mesa Specific Plan has design guidelines and regulations that are included to implement the plan's goal to develop the community of Del Mar Mesa as a rural community that emphasizes open spaces, dark night skies, hiking and equestrian trails and sensitively designed development that complements the existing topography. The visual aspects of the community plan and the design details of the built form that are emphasized are considered important components in preserving the rural atmosphere, however the Del Mar Specific Plan's design guidelines do not include any designated public viewpoints.

Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan

The intent of the Resource Management Plan is to establish guidelines for the protection and maintenance of preserved natural open space on the Carmel Mountain Preserve and Del Mar Mesa Preserve (City of San Diego 2015). The Resource Management Plan identifies certain existing conditions information including ownership on these preserves, applicable plans, vegetation communities, sensitive species, and existing roads, paths, and proposed trails. There are three scenic viewpoints in the plan for the Carmel Mountain Preserve. One is located west of the project site at the northeast corner of the mesa overlooking Shaw Valley and Black Mountain Open Space Park. The two other viewpoints are on the western edge of the Del Mar Mesa Preserve where the land slopes downward toward a panoramic view of Torrey Pines State Park, Del Mar, and the Pacific Ocean. These two viewpoints are not visible from the project site. There are also two scenic viewpoints in the plan on Del Mar Mesa Preserve. The southernmost viewpoint is southwest of the project sit and it overlooks Los Peñasquitos Canyon Preserve to the south. The second viewpoint is located northeast of "The Preserve" housing development on the southernmost spur off the main road and is also west of the project site.

Carmel Mountain is owned by the City of San Diego with the exception of two private inholdings. The USFWS' National Wildlife Refuge is one of four public land owners/managers in the Del Mar Mesa Preserve where they own 75.4 acres. The USFWS requires that any changes or additions to the trail alignments included in their portion of the Del Mar Mesa Preserves be authorized in concurrence with USFWS staff.

5.3.3 IMPACT: VISTAS AND SCENIC VIEWS

Issue 1: Would the proposal result in a substantial obstruction of any vista or scenic view from a public viewing area as identified in a community plan?

5.3.3.1 Threshold

According to the City's CEQA Significance Determination Thresholds, a project is considered to have a significant impact if the project would block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains canyons, waterways). To meet this significance threshold, one or more of the following conditions must apply (City of San Diego 2016):

- a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan or the General Plan or Local Coastal Program. Minor view blockages would not be considered to meet this condition.
- b. The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan.
- c. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

5.3.3.2 Analysis of Impact

Height or Bulk Regulations

The project would be implemented consistent with the IP-3-1 zone, which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height for industrial park uses. Additionally, the project does not propose any deviations or variances from the zone requirements. The project proposes development of a four-story, approximately 81-foot-tall Building 2; five-story, approximately 84-foot-tall Building 3; six-story, approximately 99-foot-tall Building 1; and the seven-story above-ground, approximately 73-foot-tall parking structure (including shade trellises). The project would have a floor area ratio of 0.98. The project would be consistent with the height and bulk regulations of the zone.

Designated Public View Corridors

The project site is not located in a designated public view corridor as shown in the San Diego General Plan, the Torrey Highlands Subarea Plan, the Del Mar Mesa Specific Plan, or the Rancho Peñasquitos Community Plan. However, it should be noted that the Resource Management Plan identifies two proposed view points within the Del Mar Mesa Preserve area to the east of the project site; see Figure 5.3-1, Del Mar Mesa Preserve Access Roads. These proposed viewpoints would be located along the existing SDG&E access roads and the proposed multiuse trail.

Public Viewing Areas of a Public Resource

The project site is located within a view-sensitive area and would be visible from several roads in the surrounding area including SR-56, Camino del Sur, Carmel Mountain Road (in Rancho Peñasquitos to the northeast of the site), and Torrey Santa Fe Road. Additionally, distant mountainous terrain to the north and east is visible from the project site, and from trails within the Del Mar Mesa Preserve. The distant silhouettes of mountainous terrain are not considered significant visual landmarks in any community plan or the General Plan; however, implementation of the proposed project would not significantly obstruct views of this terrain due to the distance between this visual backdrop and the project site.

In addition, the project would be visible from trails and access roads within the Del Mar Mesa Preserve. The western boundary of the project site ranges in elevation from approximately 410 feet near the southern boundary to 365 feet near the northern boundary. The elevation difference between the access road and/or the viewpoints and the project site suggests that development may be visible. The presence of intervening and moderately tall chamise chaparral vegetation obscures the project site as well as other lower lying areas in the vicinity from view. Even where vegetation is less dense, the distance between trail-based recreationists along the access road and the project site would reduce the scale of the structures such that the project would not be visually prominent. Limited views of the uppermost floors of the structures are anticipated to be detectable in views from access roads and proposed viewpoints within the Del Mar Mesa Preserve; therefore, minimal interruption of existing views would occur. Further, views of the project site from the nearest SDG&E access road and proposed viewpoints as identified in the Resource Management Plan would not be prominent due to the substantial distance between the viewer and the project site. The distance between the viewer and the site would reduce the apparent bulk and scale of the project. Additionally, the dominating form and profile of Black Mountain and nearby peaks visible in westerly views would not be obstructed following project implementation.

The project would be partially visible in easterly views and from existing unauthorized paths in the Del Mar Mesa Preserve. Due to the existing vegetation density and presence of a relatively continuous oak tree canopy along Deer Creek Trail/Tunnel 1 trail alignment in Deer Canyon, easterly and southeasterly views to the project site would be largely screened (see Figure 5.3-3, Trails). Proposed viewpoints as identified in the Resource Management Plan tend to be located on elevated mesa landforms (as opposed to across slopes or lower canyon terrain) and therefore, trail-based recreationists on these facilities would be afforded views to the project site.

As shown on Figure 5.3-1 and Figure 5.3-2, a network of existing unauthorized paths occurs in the Del Mar Mesa Preserve and the majority are located primarily in the northern, western, and southern portions of the Del Mar Mesa Preserve. These paths tend to be narrow facilities that traverse mesas, slopes, and drainage courses in canyons. Similar to vegetation adjacent to SDG&E access roads, the

presence of intervening and moderately tall chamise chaparral vegetation adjacent to unauthorized paths tends to obscure the project site from view of trail-based recreationists. Several paths are located close to the project site (see Figures 5.3-1, 5.3-2 and 5.3-3) and depending on proximity and resulting angle of available view, the project could temporarily interrupt or interfere with available views to Black Mountain. The introduction of the project would add bulk and scale that is not currently displayed by natural elements on site and these new elements could block portions of Black Mountain from view of trail-based recreationists on unauthorized paths in the Del Mar Mesa Preserve. However, trail-based recreationists are mobile viewers and their views and proximity and orientation to objects in the visual environment routinely changes as they move through the landscape. Thus, on unauthorized paths adjacent to the site, the project would be visually prominent (due to proximity) but would lessen in prominence as trail-based recreationists move farther away from the project site. Therefore, the project would not permanently obstruct a sensitive visual landmark from view, including Black Mountain, due to the temporary nature of view interruption and interference, and the mobile nature of trail-based recreationists.

According to the Resource Management Plan, the nearest SDG&E access road to the project site is located approximately 0.70 miles to the southwest across a rolling ridge and canyon landscape. The nearest viewpoint is situated on the SDG&E access road located approximately 0.87 miles southwest of the project site. At the confluence of access roads located approximately 0.40 miles northeast of the project site, the SDG&E access road is situated at approximate elevation of 430 feet (the nearest viewpoint to the project site is located at a similar elevation) (City of San Diego 2015).

From lower-lying canyon trails in the Del Mar Mesa Preserve, existing views would not be substantially affected by project development due to intervening canyon terrain and vegetation that limits the expanse of available views; therefore, the project site would not be visible from the Del Mar Mesa trail/Powerlines located southwest of the project site (see Figure 5.3-3, Trails). Also, due to the consistent presence of a dense overhead canopy and intervening terrain to the east and south/southeast, similar viewing conditions occur along the Tunnel 4 trail, which extends north of Eucalyptus Grove to Deer Canyon Trail and the Deer Creek Trail/Tunnel 1 trail (see Figure 5.3-3, Trails). The project site would not be visible for most of the alignment of the Tunnel 4 trail and the Deer Creek Trail/Tunnel 1 trail in the Del Mar Mesa Preserve (see Figure 5.3-3, Trails). As such, project impacts to public views from existing authorized trails, the Tunnel 4 trail, and the Deer Creek Trail/Tunnel 1 trail in the Del Mar Mesa Preserve would be less than significant. The project would not result in substantial blockage of Black Mountain in views from publically accessible and authorized locations (and proposed future hike/bike trails) in the Del Mar Mesa Preserve.

As previously stated, the project site is visible in southerly views from several roads in the surrounding area including SR-56, Camino del Sur, Carmel Mountain Road (in Rancho Peñasquitos to the northeast of the site) and Torrey Santa Fe Road. Although the angle of orientation and distance

from each of these roadways to the project site varies, the view to the south is generally similar. For example, from SR-56 and Camino del Sur south of the SR-56 crossing, the southern view includes the graded, undeveloped parcel located immediately south of eastbound SR-56 off-ramps, street lights, traffic signals, and street trees installed in the middle of and along Camino del Sur, the Mobil gas station and adjacent convenience store, and regularly spaced street trees installed along Torrey Santa Fe Road. South of this visibly developed area, the densely vegetated and dark green-colored canyon terrain gradually rises in elevation and creates a relatively flat and nearby southern horizon line. From the Santa Fe Summit Intuit Corporate Campus east to Carmel Mountain Road the vicinity of the project site, no significant visual landmarks are visible in the southern views from SR-56, Camino del Sur, Carmel Mountain Road (in Rancho Peñasquitos to the northeast of the site) and Torrey Santa Fe Road. Further, given the short length of the available southern views and the lack of significant visual landmarks, these views are not considered to be scenic vistas for purposes of this analysis. The project would be visible from these roadways and would rise above the southern horizon line; however, project structures would not substantially block public views and would not obscure or otherwise interrupt available views to a significant visual landmark.

5.3.3.3 Significance of Impact

As previously analyzed, while the project would be visible from adjacent public areas such as roads (SR-56, Camino del Sur, Carmel Mountain Road (in Rancho Peñasquitos to the northeast of the site) and Torrey Santa Fe Road) and the Del Mar Mesa Preserve, the project would not substantially block public views and would not obscure or otherwise interrupt available views to a significant visual landmark.

The uppermost floors of the structures are anticipated to be visible in views from SDG&E access roads and proposed viewpoints within the Del Mar Mesa Preserve. However, these views of the project site as identified in the Resource Management Plan would not be prominent due to the substantial distance between the viewer and the project site. The project would not substantially block a designated public view corridor, or public viewing areas of a public resource as currently identified in adopted applicable plans. Therefore, impacts regarding obstruction of any vista or scenic view from a public viewing area would be less than significant.

5.3.3.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.3.4 IMPACT: AESTHETICS

Issue 2: Would the proposal result in the creation of a negative aesthetic site or project?

5.3.4.1 Threshold

According to the City's Significance Determination Thresholds, a project is considered to have a significant impact if a project would (City of San Diego 2016):

- Create a disorganized appearance and would substantially conflict with the City codes
- Significantly conflict with the height, bulk or coverage regulations of the zone and does not provide architectural interest
- Include crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public
- Be large and would result in an exceeding monotonous visual environment.

5.3.4.2 Analysis of Impact

Appearance

The project consists of three office buildings and a seven-story parking garage, a central private café, and a fitness center, all linked with walking paths, outdoor seating, and meeting/collaboration areas (refer to Figure 5.3-10, Proposed Site Development). The project has been designed to incorporate variation in building pad elevations and mimic the natural character of the site's landform and the surrounding area. Additionally, as depicted in Figure 3-2 (see Site Section 2), proposed elevations across the site would generally decrease from north to south; however, the gradually sloping terrain of the existing site would be replaced by a gradually sloping, slightly terraced terrain composed of horizontal and diagonal lines. The preservation of natural contours and centrally organized building orientations would prevent the project from creating a negative aesthetic site.

The office buildings would generally display a rectangular form but would incorporate recessed exteriors to enhance visual interest. The recessed areas would provide space for amenities such as open-air viewing decks on the third floor of all three office buildings. The primary exterior material of the office structures would be made of insulated glass. The upper floors (third floor and above) would be wrapped in relatively clear and blue-tinted insulated glass with exposed cast-in-place concrete pillars. The first and second floors would feature large expanses of rust-colored metal cladding that would incorporate square openings for additional glass window elements (see Figure 5.3-11, Architectural Renderings).

The project would provide a visual transition from the surrounding natural areas to the site through a landscape palette that would include trees, shrubs, and low-lying vegetation throughout the site and around the site perimeter.

Additionally, the project would include eight individual retaining walls that total 1,093 linear feet constructed in various locations across the project site. Retaining walls would range in height from one foot to 12 feet. The tallest retaining wall (12 feet) would be located on the far western portion of the project site (see Figure 3-13, Landscape Plan in the Project Description for retaining wall locations). The landscaping plan includes the installation of native vegetation and canopy trees in front of the retaining walls to partially screen views of the walls from Camino del Sur. Landscaping would also include large trees in the central portion of the site. Canopy trees would be planted along the project perimeter to provide shade as well as partially screen the parking structure and buildings from Camino del Sur (see Figure 3-13, Landscaping Plan). The landscaping scheme would thus serve to screen views of the proposed development and provide a visual transition from the natural surrounding area to the north, west, and south to the physical structures on site.

Moreover, limited areas of turf grass are proposed near the café, parking structure and in the northwestern corner of the site at an outdoor gathering space featuring bocce ball courts. Furthermore, bamboo groves are proposed along the east elevation of the proposed parking structure to soften and enhance the appearance of the grey perforated metal paneling and muted earth tone painted cast-in-place concrete building exterior as viewed from extended Camino del Sur.

Through these design elements, features, and landscape screening mechanisms, the project design would provide visual diversity and would be compatible with surrounding existing as well as the presumed to be existing development (Merge 56).

Bulk, Height, and Scale

The project would be implemented consistent with the IP-3-1 zone, which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height for industrial park uses. Additionally, the project does not propose any deviations or variances from the zone requirements. The project proposes development of a four-story, approximately 81-foot-tall Building 2; five-story, approximately 84-foot-tall Building 3; six-story, approximately 99-foot-tall Building 1; and the seven-story, approximately 73-foot-tall parking structure (including shade trellises). The project would have a floor area ratio of 0.98. The project would be consistent with the height and bulk regulations of the zone.

Retaining Walls

The project proposes eight individual retaining walls constructed in various locations across the project site. Retaining walls would range in height from one foot to 12 feet. The tallest retaining wall (12 feet) would be located on the far western portion of the project site (see Figure 3-13, Landscape Plan for retaining wall locations) and would not be visible to pedestrians or motorists. Four retaining walls would be located interior to the project site, which would not be visible from public vantage

points or to mobile viewers (one located directly north of Building 2, two located south of a proposed retaining wall at the northeastern periphery of the site, and one located near the southwestern edge of Building 3). Four retaining walls would be located at the site's periphery; however, the retaining walls are situated below the street grade of Camino del Sur and landscape screening will be provided along any exposed portions of the walls thereby minimizing any visibility of the walls to motorists along Camino del Sur or any northerly viewers looking south (see Figure 5.3-10). Implementation of the landscaping plan ensures native vegetation and canopy trees would be installed in front of the retaining walls to partially screen them from the public and motorists on Camino del Sur (see Figure 3-13, Landscape Plan).

5.3.4.3 Significance of Impact

The project would not create a disorganized appearance or significantly conflict with the height, bulk or coverage regulations of the zone or the bulk and scale of existing and presumed to be existing development in the vicinity. The project does include retaining walls that would exceed six feet in height and 50 feet in length, but these walls would be screened by landscaping to reduce visibility from public views. Additionally, the project would be designed to integrate with the surrounding existing and presumed to be existing land uses. Moreover, the project would provide visual interest in terms of the architectural design through recessed exteriors and landscaping palette to provide screening features such that the project would not result in a monotonous, single-form structural development. Therefore, the project would be compatible with the existing and presumed to be existing development and impacts resulting from the creation of a negative aesthetic site or project would be less than significant.

5.3.4.4 Mitigation, Monitoring, and Reporting

Mitigation would not be required.

5.3.5 IMPACT: BULK, SCALE, MATERIALS AND STYLE; ALTERATION TO NEIGHBORHOOD CHARACTER

Issue 3: Would the proposal result in project bulk, scale, materials, or style which would be incompatible with surrounding development?

As previously stated under Issue 1, the project would be implemented consistent with the IP-3-1 zone, which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height for industrial park uses. The project does not propose any deviations or variances from the zone requirements. The project proposes development of a four-story, approximately 81-foot-tall Building 2; five-story, approximately 84-foot-tall Building 3; six-story, approximately 99-foot-tall Building 1; and the seven-story above-ground, approximately 73-foot-tall parking structure

(including shade trellises). The project would have a floor area ratio of 0.98. The project would be consistent with the height and bulk regulations of the zone.

The project design would be compatible with surrounding existing and presumed to be existing development. The surrounding area would be increasingly developed and would include buildings of similar bulk and scale as the project and thus, would reduce the visual prominence of the project. See Figure 2-1 for the location of these existing and presumed to be existing development projects in the vicinity. Considering the existing and presumed to be existing development, the project would be compatible with surrounding development.

Issue 4: Would the proposal result in the substantial alteration to the existing or planned character of the area, such as could occur with the construction of a subdivision in a previously undeveloped area?

5.3.5.1 Threshold

According to the City's Significance Determination Thresholds, a project is considered to have a significant impact if a project would contrast the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply (City of San Diego 2016):

- a. The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.
- b. The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme.
- c. The project is located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage or architectural projections.

5.3.5.2 Analysis of Impact

Bulk, Height and Scale

The project would comply with the urban design policies in the General Plan and the Subarea Plan, as demonstrated in Table 5.1-3, Project's Consistency with City of San Diego's 2008 General Plan, and Table 5.1-4, Project's Consistency with City of San Diego's Torrey Highlands Subarea Plan for North City Future Urbanizing Area Subarea IV provided in Section 5.1, Land Use. The project would be implemented consistent with the IP-3-1 zone, which requires a maximum floor area ratio of 2.0 and does not specify a maximum structure height for industrial park uses. Additionally, the project does not propose any deviations or variances from the zone requirements. The project

proposes development of a four-story, approximately 81-foot-tall Building 2; five-story, approximately 84-foot-tall Building 3; six-story, approximately 99-foot-tall Building 1; and the seven-story above-ground, approximately 73-foot-tall parking structure (including shade trellises). The project would have a floor area ratio of 0.98. ~~Therefore, the project would not exceed allowable height or bulk regulations.~~

~~Additionally, the project's height, bulk and scale would be consistent with surrounding existing and presumed to be existing development. Therefore, the project would not exceed the height and bulk of the existing patterns of development.~~

With regard to existing patterns of development in the area, such as at the SR-56/Camino Del Sur interchange, there are existing four story office buildings. The presumed to be existing Merge 56 development, located directly east of the project site, contains structures along its western perimeter that range from four to six stories. Therefore, when compared to the existing patterns of development in the surrounding area, the project would not exceed the height or bulk of surrounding development by a significant margin. The bulk, ~~and scale and height~~ of the project buildings (which would rise above the southern horizon line) and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and rooftop HVAC aluminum panel screens would create moderately high change within the visual environment. However, when considering this change from the existing and presumed to be existing development, the project's contribution to a change in the surrounding visual environment would be moderate. ~~The surrounding area would support buildings of similar bulk and scale that would decrease the visual prominence of proposed development associated visual contrast with the adjacent Del Mar Mesa Preserve.~~

Architectural Design

Architecturally, the project area does not exhibit a cohesive or consistent pattern or theme, including the presumed to be existing development in the immediate area. Each development employs its own unique architectural style and building materials.

The primary exterior material of the project would be insulated glass. The upper floors (third floor and above) would be wrapped in relatively clear and blue-tinted insulated glass with exposed cast-in-place concrete pillars. The first and second floors would feature large expanses of rust-colored metal cladding that would incorporate square openings for additional glass window elements (see Figure 5.3-11, Architectural Renderings). Office buildings would generally display a rectangular form but would routinely incorporate recessed exteriors to enhance visual interest, soften the appearance of the multi-story structures. The recessed areas would provide space for amenities including open air viewing decks on the third floor of all three office buildings.

The café building would incorporate a large insulated glass clad exterior on its east and west elevation and would provide closed and semi-open seating areas. Unlike the office buildings, a portion of the café building exterior would be wrapped with a stone tile wall and the insulated glass exterior portion of the building would be topped by a gently sloped wood roof. A deck would be constructed around the building and provide space for outdoor seating. Lastly, roof-mounted HVAC equipment would be surrounded by an approximately 5-foot-tall equipment screen.

The seven-story above-ground, one-story below-grade parking structure would be a 437,690-180,000-gross-square-foot, rectangular, cast-in-place concrete structure. Two ingress and egress points would be provided along the north elevation of the structure. Wide areas of the north and west structure exteriors would be covered in grey perforated steel screens. Corten steel cladding would cover two tall, rectangular projections on the north exterior of the structure. Renderings of the proposed business office campus development are provided in Figure 5.3-11, Architectural Renderings. Overall, the project would feature a comprehensively designed campus featuring a contemporary appearance and range of building materials and landscaping that would provide enhancements as well as effective screening.

Viewpoints and Visual Simulations

Featureless massing models prepared include existing surrounding development as well as the presumed to be existing Merge 56 and KB Homes developments. Five key viewpoints of the project were selected that would typify the effects on visual and neighborhood aesthetics as experienced by a range of expected viewers. The locations of selected key views are presented in Figure 5.3-4, Viewpoint Locations. Figures 5.3-5 through 5.3-9 present images of the project site from the selected public key viewing locations in the surrounding area. Visual simulations (Figures 5.3-5 through 5.3-9) present a before and after (i.e., after completion of construction and with mature landscaping) depiction of the project as experienced by viewers in the project vicinity.

Viewpoint 1

As shown in the simulation (Figure 5.3-5), the insulated glass clad exterior of the northern elevation of Buildings 1, 2, and 3 (and roof-mounted HVAC screens) would be visible from Viewpoint 1. Implementation of the project would alter the character of the vacant undeveloped site. The scale of buildings would be larger than the existing sloping terrain, however, the bulk and scale of structures would be compatible with that of existing and presumed to be existing surrounding Merge 56 development. As shown on Figure 5.3-5 (Visual Simulation), existing and presumed to be existing Merge 56 development would generally consist of tall and rectangular, multi-story structures that would be clustered near existing development (e.g., the Kilroy Santa Fe Summit Intuit Corporate Campus) or would be concentrated along the planned southern

extension of Camino del Sur. Further, intervening development including the existing Kilroy Santa Fe Summit Intuit Corporate Campus and proposed development at the Meridian Santa Fe Summit Campus between Viewpoint 1 and the project site would partially block portions of the development including perimeter landscaping and bottom floors of buildings from view. The scale of the project would rise above the southern horizon and the detectable contrast in color between blue tinted insulated glass on the north elevations of buildings and roof-top HVAC aluminum panel screens would create moderately high change within the visual environment. However, the project would be of similar bulk and scale as existing and presumed to be existing surrounding development show on Figure 2-1 and Figure 5.3-5 such that the visual contrast with the adjacent preserve would be lessened.

Viewpoint 2

As shown in the simulation (Figure 5.3-6), the north and west insulated glass and metal cladded elevations of Buildings 2 and 3 would be the primary project elements visible from Viewpoint 2. Occasional perimeter trees, brush management zone plantings (i.e., the lightly colored shrubs depicted in the simulation) and a retaining wall located just north of a site surface parking lot would also be detectable in views. The presumed to be existing multi-story development associated with Merge 56 project and existing development at the Kilroy Santa Fe Summit Intuit Corporate Campus (located 250 feet northwest of Viewpoint 2) would display similar bulk and scale as the project. The project would alter the character of the site and would reduce the seemingly continuous pattern of dark-green and dense chaparral-covered terrain located west of the visible soil stockpile. Although the noticeably lighter tone of brush management plantings would create visible color contrast when viewed alongside existing canyon vegetation, the inclusions of these plantings and the earth-tone metal cladding on building exteriors would lessen the overall visual appearance of the project adjacent to natural lands. Similar to Viewpoint 1, with Viewpoint 2 the scale of the buildings would rise above the gently sloping terrain and the project would display a series of straight, horizontal and vertical lines that would contrast with the slightly rolling southwesterly ridgeline. As such, implementation of the project would create moderately high change within the visual environment.

Viewpoint 3

The project, the presumed to be existing Merge 56 project, and the existing Kilroy Santa Fe Summit Intuit Corporate Campus are depicted in Figure 5.3-7. As shown in the visual simulation, the rectangular form, insulated glass covered exterior and roof-top aluminum panel screens would rise above the seemingly flat terrain and western horizon line and would be visible from Viewpoint 3. Although the existing eucalyptus tree would screen portions of the proposed development from view, this screening effect would be temporary and would diminish as viewers move through the landscape and their orientation to the project site changes. Although Buildings 1, 2, and 3 would

be located closer to viewers at Viewpoint 3 and would be more visually prominent than visible development at the Kilroy Santa Fe Summit Intuit Corporate Campus, project structures would display similar rectangular forms and horizontal lines. Implementation of the project would create moderate change that would ultimately be assuaged by existing and presumed to be existing development in the area. Further, the project would be compatible with the character, bulk and scale of the presumed to be existing Merge 56 project and the Kilroy Santa Fe Summit Intuit Corporate Campus and as such, implementation of the project would result in a minor change within the visual environmental from Viewpoint 3.

Viewpoint 4

The proposed scale of the Buildings 1 and 3 of the project in conjunction with the presumed to be existing Merge 56 development would interrupt the slightly undulating ridgeline displayed by mountainous terrain to the north (see Figure 5.3-8). The project would not entirely block or obstruct these features from view. Due to proximity, the multi-story structures on the project site and on the adjacent presumed to be existing Merge 56 site would present a larger form than existing visible development in the landscape; however, the bulk and scale of these structures would be compatible with one another and with existing commercial development to the northwest (i.e., at the Kilroy Santa Fe Summit Intuit Corporate Campus) and proposed development at the Meridian Santa Fe Summit Campus. Both of these land uses are located approximately 0.20 miles north and northwest of the project site. Due to proposed scale of buildings, the introduction of boxy, rectangular forms, and interruption of views to ridgelines to the north, implementation of the project would create moderately high change within the visual environment. However, the change in the surrounding visual environment when considering existing and presumed to be existing development, would not be considerable since structures would be of similar character, bulk, and scale as the project.

Viewpoint 5

The project and presumed to be existing development would be largely screened from view at Viewpoint 5. As shown in the simulation (Figure 5.3-9), portions of the upper floors of development would be visible to the northeast through one of the two eucalyptus groves and above tall and dense chamise chaparral vegetation. Given the limited visibility of the project and presumed to be existing development from Viewpoint 5, the existing landscape views would not be substantially affected. As such, implementation of the project would create low change within the Viewpoint 5 visual environment.

5.3.5.3 Significance of Impact

The project would not exceed the height and bulk of the existing patterns of development in the vicinity of the project area. The project would have an architectural style that fits the common architectural theme in the area. The project would not strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections. Therefore, impacts would be less than significant.

5.3.5.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.3.6 IMPACT: TREES

Issue 5: Would the proposal result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in a community plan?

5.3.6.1 Threshold

According to the City's Significance Determination Thresholds, a project is considered to have a significant impact if the project would result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) that is identified in the General Plan, applicable community plan, or local coastal program (City of San Diego 2016).

5.3.6.2 Analysis of Impact

There are no community identification symbols or landmark trees designated on the project site in the City's General Plan or the Torrey Highlands Subarea Plan. Therefore, implementation of the project would not result in the loss of any distinctive or landmark trees.

5.3.6.3 Significance of Impact

Impacts to distinctive or landmark trees would be less than significant.

5.3.6.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.3.7 IMPACT: LANDFORM ALTERATION

Issue 6: Would the proposal result in a substantial change in the existing landform?

5.3.7.1 Threshold

According to the City's CEQA Significance Determination Thresholds:

- (a) a project is considered to have a significant impact if a project would result in more than 2,000 cubic yards of earth per graded acre by either excavation or fill. In addition, one or more of the following conditions (1–4) must apply to meet this significance threshold (City of San Diego 2016):
 - 1. The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (Land Development Code Chapter 14, Article 3, Division 1).
 - 2. The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50%).
 - 3. The project would result in a change in elevation of steep hillsides as defined by the San Diego Municipal Code Section 113.0103 from existing grade to proposed grade of more than 5 feet by either excavation or fill, unless the area over which excavation or fill would exceed 5 feet is only at isolated points on the site.
 - 4. The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.
- (b) However, the above conditions may not be considered significant if one or more of the following apply:
 - 1. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through “naturalized” variable slopes.
 - 2. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and no point vary substantially from the natural landform elevations.
 - 3. The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the projects overall grading requirements.

5.3.7.2 Analysis of Impact

The project does not contain steep hillsides, as defined in Environmentally Sensitive Lands regulations. Therefore, the project would not disturb steep hillsides in excess of the encroachment allowances.

The existing topographic contours and proposed grading contours of the project are provided in Figure 5.3-10, Proposed Site Development. Prior to project construction, all existing on-site vegetation would be removed. Development of the project as proposed would require 127,000 cubic yards (11,441 cubic yards per acre) of cut at a 40-foot depth, 78,000 cubic yards (7,027 cubic yards per acre) of fill with a maximum depth fill of 39 feet, and a total export of approximately 49,000 cubic yards of soil. As a result, cut and fill during grading and excavation activities would be unbalanced, and the project would alter more than the City's threshold of 2,000 cubic yards of grading per acre for excavation and fill.

As shown in Figure 5.3-10, the gently rolling and gradually sloping site would be graded and manufactured slopes would be constructed along the northern and western site boundary and in the southeastern corner of the site.

Elsewhere on the site, manufactured slopes would be constructed around Buildings 1 and 2, the centrally located café, walking paths, driveways, and the various bio-filtration basins distributed across the site. Portions of the existing centrally located drainage on site would be filled (see Figure 5.3-10, which depicts proposed cut and fill daylight lines within building footprints) to accommodate and provide level building pads for Building 2 and the cafeteria. In addition to the color representation of cut and fill areas in Figure 5.3-10, this information is also conveyed within the inset table titled "Building Elevations and Subgrade." As shown on the image and in the table, the subgrade of the cafeteria building and Building 2 would primarily consist of fill (these uses are proposed where the on-site drainage is currently located) and the subgrade for Buildings 1 and 3 and the parking structure would primarily consist of cut. Lastly, proposed landform alteration of the site to accommodate the proposed business office development is depicted in Figure 3-2, Site Sections, in Chapter 3. In this figure, cut is depicted as locations where the proposed building envelopes intersect the existing grade ("(E) Grade") dash line and fill is represented by new shaded and lined areas shown above the existing grade dash line.

Site development would incorporate variation in building pad elevations. Additionally, grading of the arroyo path and immediately adjacent areas is intended to mimic the natural character of arroyo landforms. Site topography would also consist of increasingly horizontal and angular forms and lines. The mounded terrain that currently characterizes the Building 3 footprint area would be cut up to 35 feet in depth to accommodate the building, adjacent bio-filtration basin, and diagonal manufactured slope along the western site boundary. The mounded terrain underlying the Building 1 footprint area would be cut up to 10 feet in depth to accommodate the building, retaining wall, vehicular driveway, bio-filtration basin, and sidewalk resulting in a less landform alteration (see Site Section 1 in Figure 3-2). Lastly, as depicted in Figure 3-2 (see Site Section 2), proposed elevations across the site would generally decrease from north to south; however, the gradually sloping terrain of the existing site would be replaced by a gradually sloping, slightly terraced terrain composed of horizontal and diagonal lines.

In summary, the project would alter more than 2,000 cubic yards of soil per graded acre and create manufactured slopes in excess of 10 feet. No Steep Hillsides, as defined in the Environmentally Sensitive Lands Regulations, are located on the project site. Additionally, although the project would incorporate variation in building pad elevation and grading to simulate the natural landforms, the project would result in a substantial change in the existing landform.

5.3.7.3 Significance of Impact

The project would alter more than 2,000 cubic yards of earth per graded acre and create manufactured slopes in excess of 10 feet. Therefore, the project would result in a substantial change in the existing landform and impacts would be significant.

5.3.7.4 Mitigation, Monitoring, and Reporting

MM-VIS-1: During grading activities, spot elevations and contour grading techniques shall be employed to imitate the existing on-site landforms to the maximum extent feasible. Implementation of grading techniques (spot elevation and contour grading) shall be ~~as shown on~~ consistent with the Tentative Map and assured through approval of final grading plans ~~Exhibit A.~~

5.3.7.5 Significance of Impact After Mitigation

Mitigation measure **MM-VIS-1** would reduce impacts to visual effects and neighborhood character (landform alteration); however, not to below a level of significance. Therefore, impacts would remain significant and unmitigated.

5.3.8 IMPACT: LIGHT AND GLARE

Issue 7: Would the proposal result in a substantial light or glare which would adversely affect daytime or nighttime views in the area?

5.3.8.1 Threshold

According to the City's Significance Determination Thresholds, a project is considered to have a significant impact if either of the following occur (City of San Diego 2016):

- a. The project would be moderate to large in scale, more than 50% of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30% (see LDC Section 12.07330(a)), and the project is adjacent to a major public roadway or public area.
- b. The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

5.3.8.2 Analysis of Impact

Implementation of the project would introduce new lighting sources to the project site. The project would install lighting for wayfinding, parking lots, safety, and landscape/architecture accents. All lighting proposed would be constructed in compliance with the standards contained in the City's Outdoor Lighting Regulations (Municipal Code Section 142.0740). Exterior lighting would be directed away from adjoining properties. Lighting sources would be required to comply with City standards for low-sodium bulbs to protect nighttime sky, and intense and visible security or flood lighting would be strictly prohibited. Furthermore, direct lighting into MHPA areas would be prohibited consistent with the requirements of the City's MHPA Land Use Adjacency Guidelines.

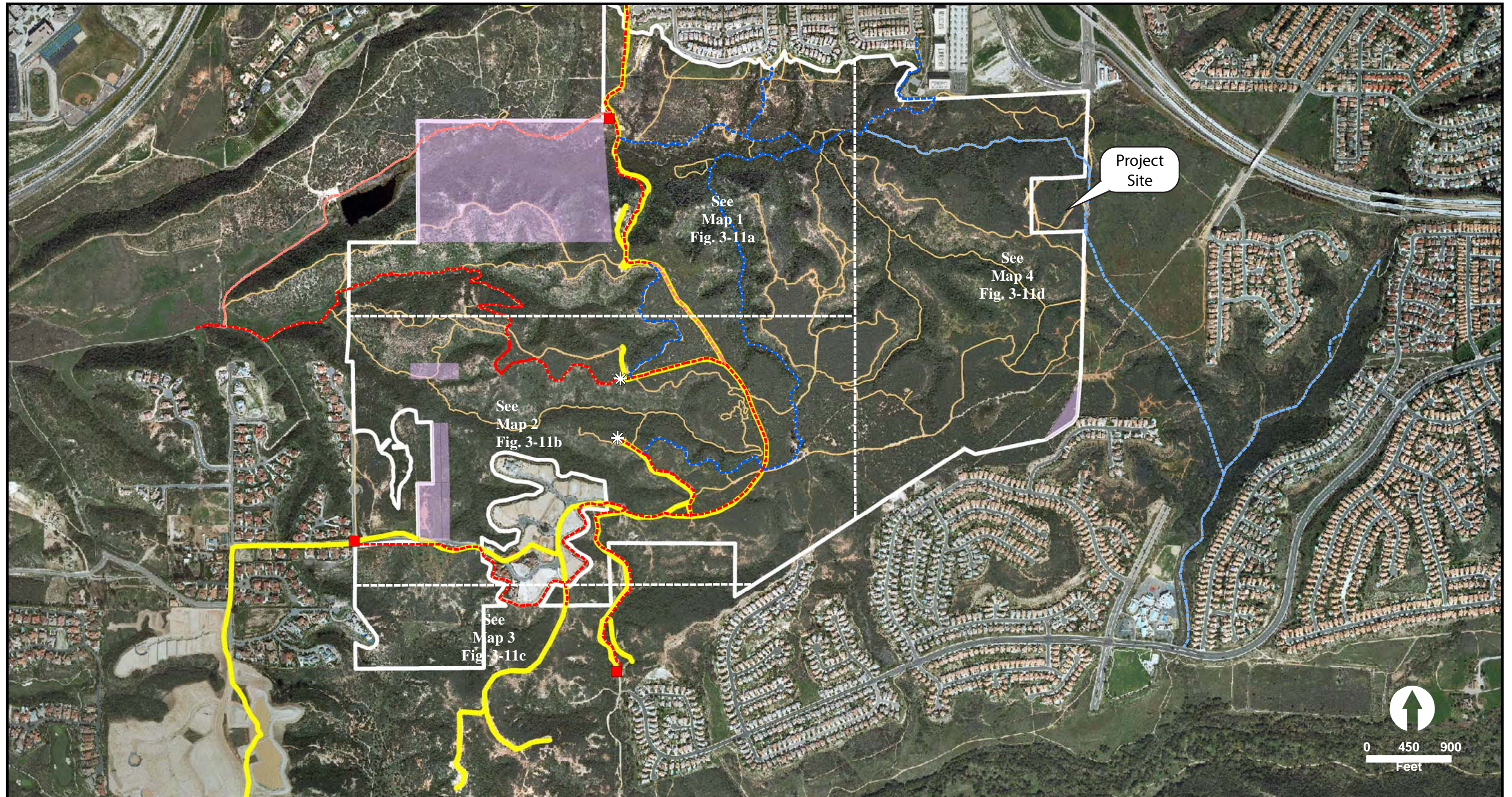
As discussed previously, the three office buildings would be constructed primarily of glass. The café building would incorporate a large insulated glass exterior on its east and west elevations. Unlike the office buildings, a portion of the café building exterior would be wrapped with a stone tile wall and the insulated glass exterior portion of the building would be topped by a gently sloped wood roof that would help minimize glare. The café and office buildings would feature glass exteriors that would extend more than 50% of its exterior; however, the glass material would not exceed a light reflectivity greater than 30%, consistent with the City's Glare Regulations. Additionally, the rooftop parking area would be covered by shade trellis structures, upon which solar photovoltaic panels would be installed. The solar photovoltaic panels would be constructed of dark-colored (usually blue or black) materials and would be covered with anti-reflective coatings. The solar photovoltaic panels would reflect no more than 2% of incoming sunlight and would not produce any excessive amount of glare (Meister Consultants Group 2014). Wide areas of the north and west structure exteriors would be covered in grey perforated steel screens and corten steel cladding would cover two tall rectangular projections on the north exterior of the structure. With the exception of glass windows, which themselves do not produce an excessive amount of received glare, the project does not include reflective building materials that would produce a substantial amount of glare that would adversely affect daytime views.










5.3.8.3 Significance of Impact

Although the project would introduce a new light source, the project would comply with the City's Outdoor Lighting Regulations. Additionally, the project would feature glass exteriors that would extend more than 50% of its exterior; however, the glass material would not exceed a light reflectivity greater than 30% consistent with the City's Glare Regulations. Therefore, a less-than-significant light and glare impact would result.

5.3.8.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.



- | | | | | | |
|---|-----------------------------|---|--------------------------|---|---------------------------------|
|  | Proposed trail access |  | Proposed view point |  | Proposed future multi-use trail |
|  | Existing unauthorized paths |  | Proposed multi-use trail |  | Proposed future hike/bike trail |
|  | SDG&E access roads |  | Proposed hike/bike trail | | |
| | |  | Private property | | |



SOURCE: City of San Diego 2015

Del Mar Mesa Preserve Access Roads

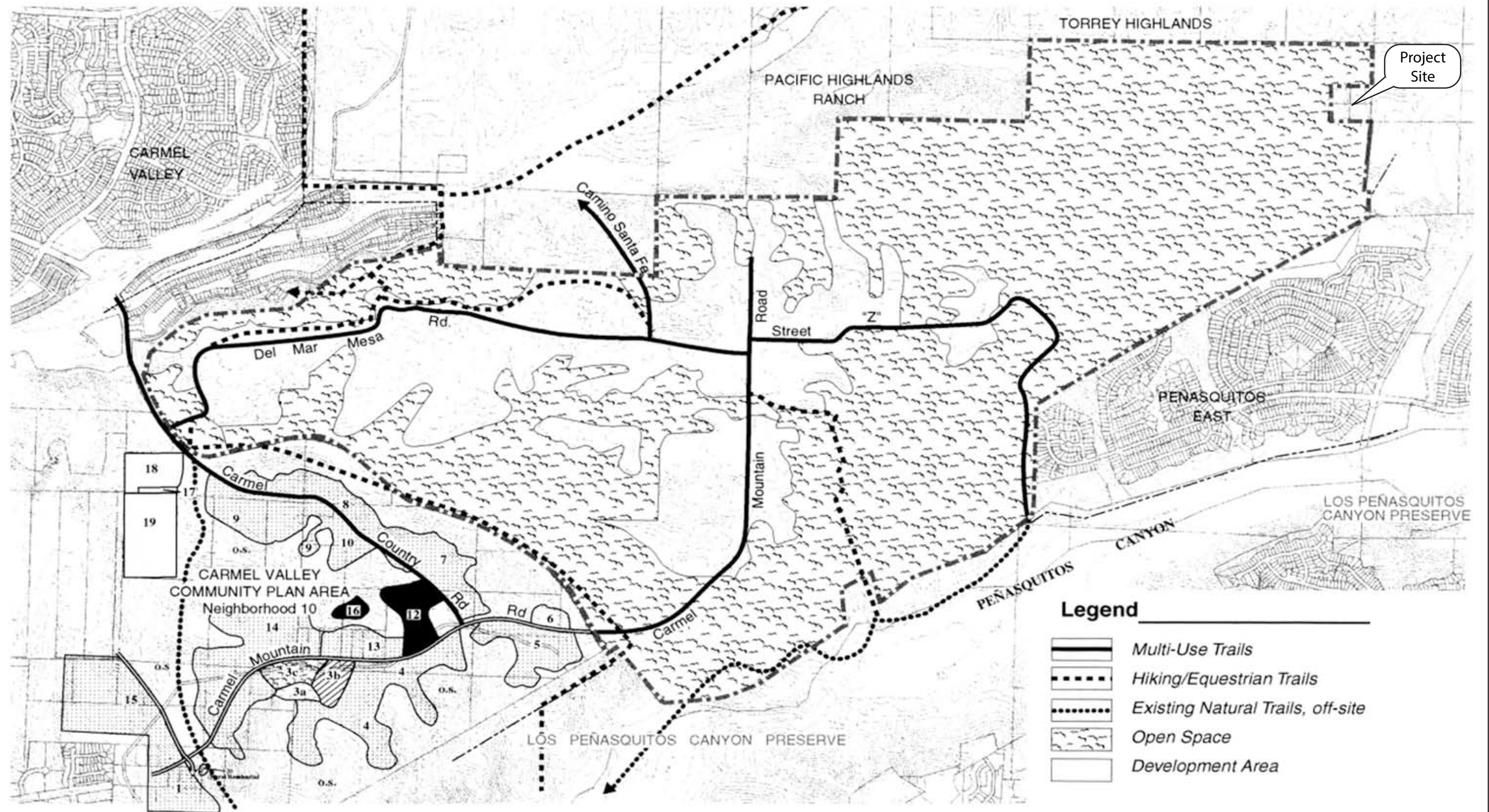
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
5.3-1

INTENTIONALLY LEFT BLANK



SOURCE: City of San Diego

Del Mar Mesa Subarea Plan Trails

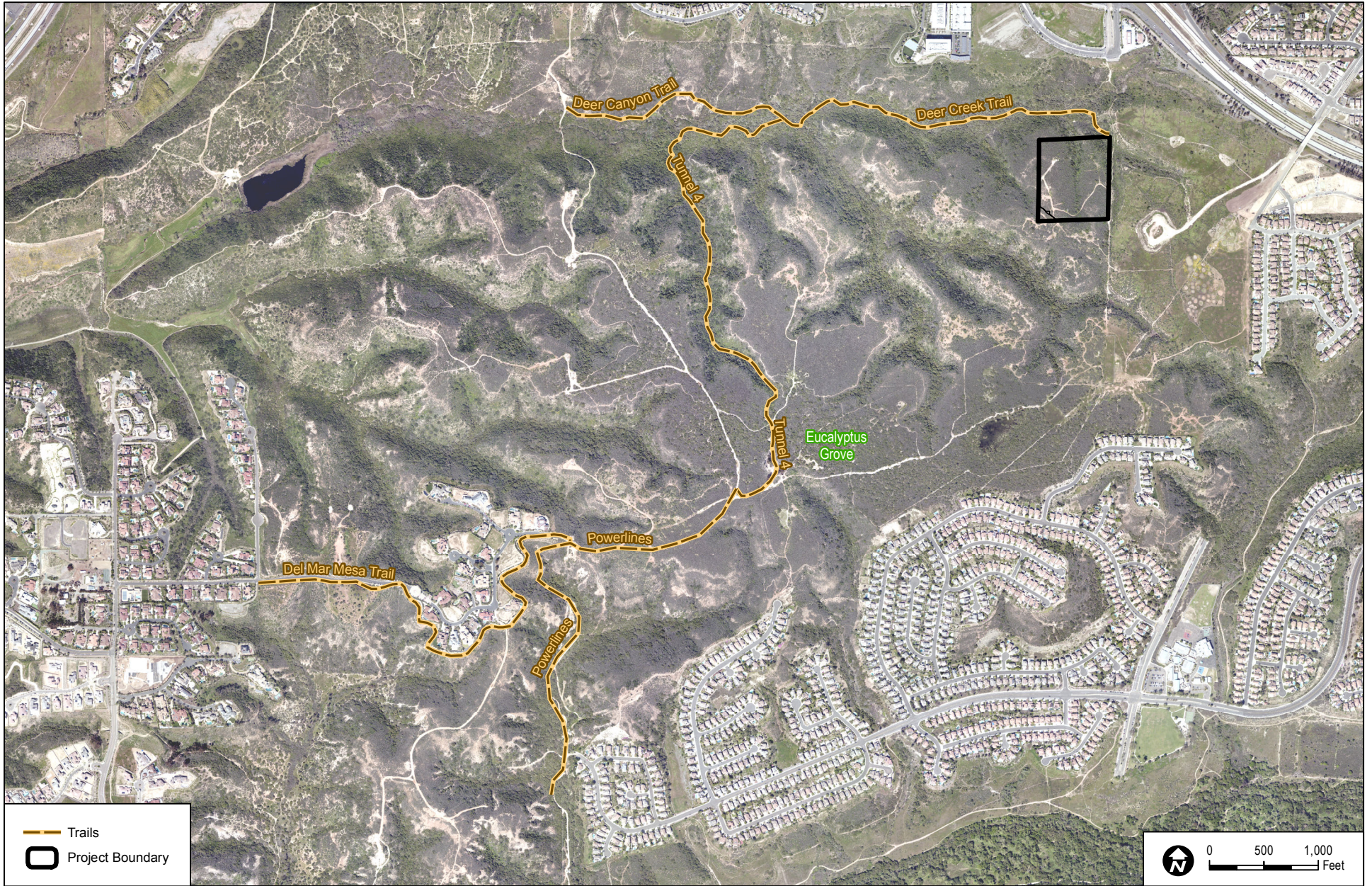
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
5.3-2

INTENTIONALLY LEFT BLANK



Trails

Setting Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
5.3-3

INTENTIONALLY LEFT BLANK



- Project Boundary
- +

 Viewpoint Locations



SOURCE: SANDAG, 2014; Dudek 2017

The Preserve at Torrey Highlands

Viewpoint Locations

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-4

INTENTIONALLY LEFT BLANK



ABOVE: Existing Conditions
BELOW: Visual Simulation



SOURCE: Dudek 2017

The Preserve at Torrey Highlands

Viewpoint 1: Eastbound SR-56

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-5

INTENTIONALLY LEFT BLANK



ABOVE: Existing Conditions
BELOW: Visual Simulation



SOURCE: Dudek 2017

The Preserve at Torrey Highlands

Viewpoint 2: Del Mar Mesa hiking/biking trail (NW of Project Site)
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-6

INTENTIONALLY LEFT BLANK



ABOVE: Existing Conditions
BELOW: Visual Simulation



File: 41872018 - Last saved by: user@csd.com
 Path: Z:\Projects\442880\DOCUMENTS\442880_4_Visual Effects\Figures 5.3-7_Visual_Simulation_1.mxd



SOURCE: Dudek 2017

The Preserve at Torrey Highlands

Viewpoint 3: Current Terminus of Carmel Mountain Road
 Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-7

INTENTIONALLY LEFT BLANK



SOURCE: Dudek 2017

The Preserve at Torrey Highlands

Viewpoint 4: Carmel Road Extension and Trail (South of Project Site)
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-8

INTENTIONALLY LEFT BLANK



ABOVE: Existing Conditions
BELOW: Visual Simulation



SOURCE: Dudek 2017

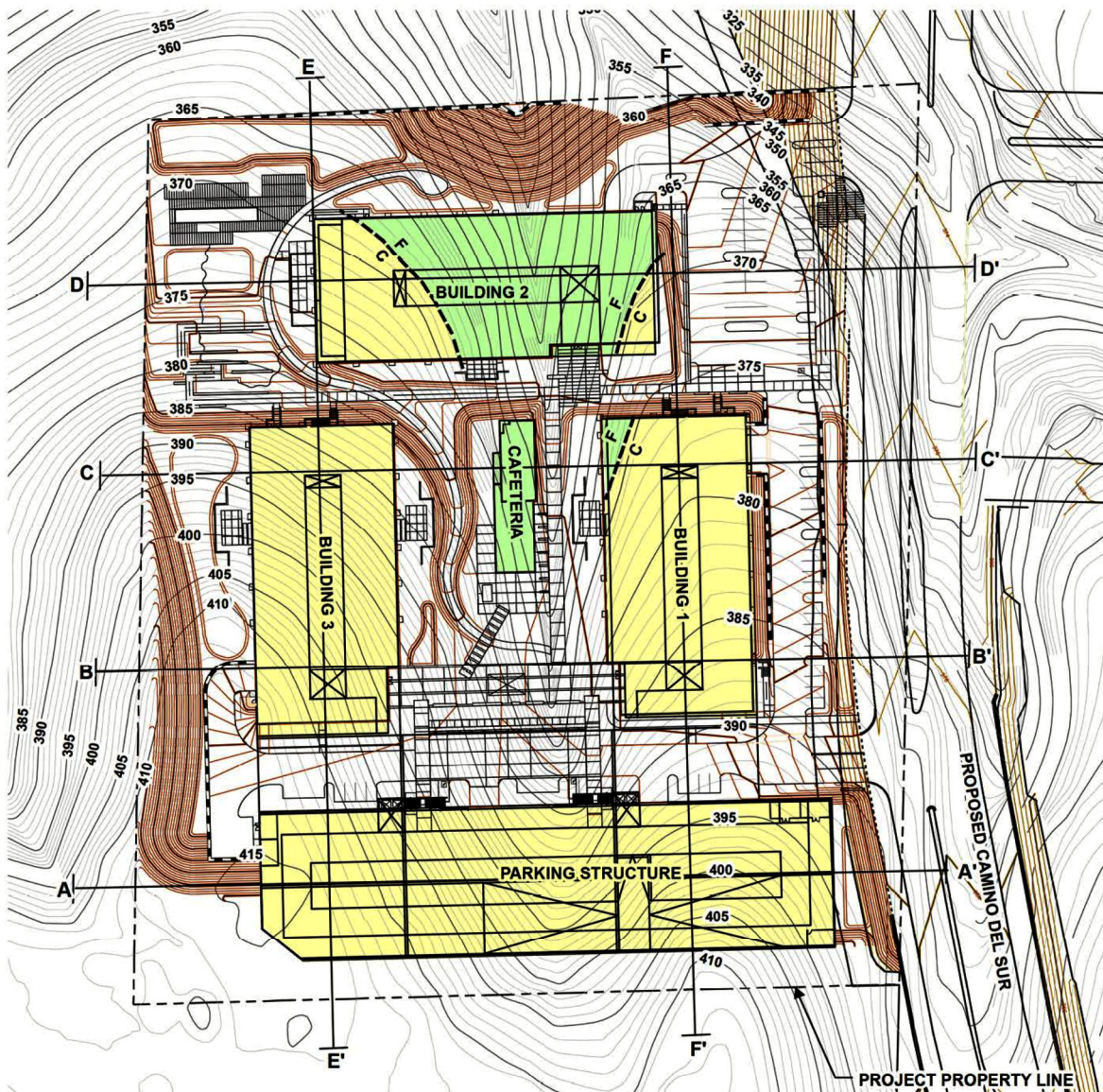
The Preserve at Torrey Highlands

Viewpoint 5: Del Mar Mesa Hiking/Biking Trail (SW of Project Site)
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-9

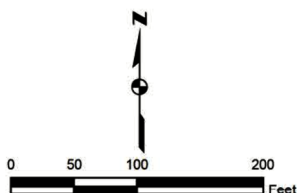
INTENTIONALLY LEFT BLANK



BUILDING ELEVATIONS AND SUBGRADE			
BUILDING	FINISH FLOOR	LOWER LEVEL	SUBGRADE
1	+ 385'	+ 373.5'	CUT/FILL
2	+ 380'	+ 368.5'	CUT/FILL
3	+ 389'	+ 377.5'	CUT
PARKING STRUCTURE	+ 387'	+ 375.5'	CUT
CAFETERIA	+ 387'	NA	FILL

LEGEND

- EXISTING TOPOGRAPHIC CONTOUR
- PROPOSED GRADING CONTOUR
- PROPOSED CURB, SIDEWALK, IMPROVEMENT
- PROPOSED RIGHT-OF-WAY
- PROPOSED WALL
- F—F' CROSS SECTION LOCATION
- C PROPOSED DAYLIGHT LINE WITHIN BUILDINGS
F C = CUT, F = FILL



SOURCE: Kleinfelder 2016

The Preserve at Torrey Highlands

Proposed Site Development

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-10

INTENTIONALLY LEFT BLANK



CAMINO DEL SUR NORTH VIEW

2



CAMINO DEL SUR SOUTH ENTRANCE VIEW

1



ARROYO TRAIL COURTYARD VIEW

4



PEDESTRIAN DROP-OFF ZONE VIEW

3

The Preserve at Torrey Highlands



SOURCE: Gensler 2011

Architectural Renderings

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.3-11

INTENTIONALLY LEFT BLANK

5.4 GREENHOUSE GAS EMISSIONS

Introduction

The following discussion summarizes the greenhouse gas (GHG) emissions analysis for The Preserve at Torrey Highlands (project) that was prepared by Dudek in May 2018. The complete report is included as Appendix C of the Environmental Impact Report (EIR).

5.4.1 EXISTING CONDITIONS

5.4.1.1 Site Conditions

The project site is currently vacant and does not support any existing development; therefore, there are no existing sources of greenhouse gas emissions at the site.

5.4.1.21 The Greenhouse Effect and Greenhouse Gases

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. This “trapping” of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Principal GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and water vapor. Some GHGs, such as CO₂, CH₄, and N₂O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely byproducts of fossil fuel combustion, whereas CH₄ results mostly from off-gassing associated with agricultural practices and landfills. Human-made GHGs, which have a much greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride, which are associated with certain industrial products and processes.

The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its “global warming potential” (GWP). GWP varies between GHGs; for example, the GWP of CH₄ is 21, and the GWP of N₂O is 310. Total GHG emissions are expressed as a function of how much warming would

be caused by the same mass of CO₂. Thus, GHG gas emissions are typically measured in terms of pounds or tons of CO₂ equivalent (CO₂E).¹

5.4.1.32 Contributions to Greenhouse Gas Emissions

Per the Inventory of *U.S. Greenhouse Gas Emissions and Sinks: 1990–2015* by the U.S. Environmental Protection Agency (EPA) (2017), total U.S. GHG emissions were approximately 6,586.7 million metric tons of carbon dioxide equivalent (MMT CO₂E) in 2015. The primary GHG emitted by human activities in the United States was CO₂, which represented approximately 82.2% of total GHG emissions (5,411.4 MMT CO₂E). The largest source of CO₂, and of overall GHG emissions, was fossil fuel combustion, which accounted for approximately 93.3% of CO₂ emissions in 2015 (5,049.8 MMT CO₂E). Relative to 1990, gross U.S. GHG emissions in 2015 were higher by 3.5%, down from a high of 15.5% above 1990 levels in 2007. GHG emissions decreased from 2014 to 2015 by 2.3% (153.0 MMT CO₂E), and overall, net emissions in 2015 were 11.5% below 2005 levels (EPA 2017).

According to California's 2000–2015 GHG emissions inventory (2017 edition), California emitted 440.36 MMT CO₂E in 2015, including emissions resulting from out-of-state electrical generation (CARB 2017a). The sources of GHG emissions in California include transportation, industrial uses, electric-power production from both in-state and out-of-state sources, commercial and residential uses, agriculture, high-GWP substances, and recycling and waste. The California GHG emission source categories (as defined in the California Air Resources Board's (CARB's) *Climate Change Scoping Plan: A Framework for Change* (Scoping Plan) (CARB 2008)) and their relative contributions in 2015 are presented in Table 5.4-1.

Table 5.4-1
Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO₂E)	Percent of Total
Transportation	164.63	37%
Industrial uses ^b	91.71	21%
Electricity generation ^c	83.67	19%
Residential and commercial uses	37.92	9%
Agriculture	34.65	8%

¹ The CO₂ equivalent for a gas is derived by multiplying the mass of the gas by the associated GWP, such that metric tons of CO₂E = (metric tons of a GHG) × (GWP of the GHG). The California Emissions Estimator Model assumes that the GWP for CH₄ is 21, which means that emissions of 1 metric ton of CH₄ are equivalent to emissions of 21 metric tons of CO₂, and the GWP for N₂O is 310 based on the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report. Although the IPCC has released subsequent Assessment Reports with updated GWPs, CARB reporting and other statewide documents use the GWP in the IPCC Second Assessment Report. As such, it is appropriate to use the hardwired GWP values in the California Emissions Estimator Model from the IPCC Second Assessment Report.

Table 5.4-1
Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO ₂ E)	Percent of Total
High GWP substances	19.05	4%
Recycling and waste	8.73	2%
Totals	440.36	100%

Source: CARB 2017a.

Notes: GHG = greenhouse gas; MMT CO₂E = million metric tons of carbon dioxide equivalent; GWP = global warming potential.

Emissions reflect 2015 California GHG inventory.

^a Percentage of total has been rounded, and total may not sum due to rounding.

^b The Aliso Canyon natural gas leak event released 1.96 MMT CO₂E of unanticipated emissions in 2015 and 0.52 MMT CO₂E in 2016. These leak emissions would be fully mitigated according to a legal settlement and are tracked separately from routine inventory emissions.

^c Includes emissions associated with imported electricity, which account for 33.74 MMT CO₂E.

5.4.1.43 Potential Effects of Human Activity on Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 *Intergovernmental Panel on Climate Change Synthesis Report* indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice have, and rising sea levels (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply (CCCC 2012). The primary effect of global climate change has been a 0.2 degrees Celsius (°C) (0.36 degrees Fahrenheit (°F)) rise in average global tropospheric temperature per decade, determined from meteorological measurements worldwide between 1990 and 2005. Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. A warming of about 0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming could be taking place.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The average temperatures in California have increased, leading to more extreme hot days and fewer cold nights; shifts in the water cycle have been observed, with less winter precipitation falling as snow, and both snowmelt

and rainwater running off earlier in the year; sea levels have risen; and wildland fires are becoming more frequent and intense due to dry seasons that start earlier and end later (CAT 2010).

5.4.2 REGULATORY SETTING

5.4.2.1 Federal

Massachusetts v. U.S. Environmental Protection Agency

On April 2, 2007, in *Massachusetts v. EPA*, the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act (CAA). On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

1. The administrator found that elevated concentrations of GHGs—CO₂, CH₄, N₂O, HFCs [hydrofluorocarbons], PFCs [perfluorocarbons], and SF₆ [sulfur hexafluoride]—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the “endangerment finding.”
2. The administrator further found the combined emissions of GHGs—CO₂, CH₄, N₂O, and HFCs [hydrofluorocarbons]—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the U.S. Department of Transportation, and the U.S. Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the U.S. Department of Transportation, U.S. Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG

reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On April 2, 2018, the Administrator signed the Mid-term Evaluation Final Determination, which finds that the model year 2022–2025 GHG standards are not appropriate in light of the record before the EPA and, therefore, should be revised (EPA 2018).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to the following three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6%–23% over the 2010 baselines.

~~Currently~~ In August 2016, the EPA and the NHTSA announced the adoption of the phase two program related to are working with CARB to develop the next phase (Phase 2) of the fuel economy and GHG standards for medium- and heavy-duty trucks, which will apply to vehicles with model year 2018 and later. The phase two program will apply to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016). ~~The EPA and the NHTSA issued a Notice of Proposed Rulemaking for Phase 2 in June 2015 and issued a final rule in October 2016 (Federal Register 2016). Upon the EPA's adoption of the Phase 2 standards, CARB staff plan to propose a Phase 2 program for California, most likely in early 2018 (CARB 2017b).~~

Energy Independence and Security Act

On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022
- Set a target of 35 mpg for the combined fleet of cars and light trucks by model year 2020, and direct NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances

U.S. Environmental Protection Agency and National Highway Traffic Safety Administration Joint Final Rules for Vehicle Standards

On April 1, 2010, the EPA and NHTSA announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles model years 2012 through 2016. The joint rule is intended to reduce GHG emissions and improve fuel economy. The EPA approved the first-ever national GHG emissions standards under the CAA, and NHTSA approved Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act (75 FR 25324–25728). The final rule became effective on July 6, 2010 (75 FR 25324–25728).

The EPA's GHG standards require new passenger cars, light-duty trucks, and medium-duty passenger vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile in model year 2016, which is equal to 35.5 mpg if the automotive industry were to meet this CO₂ level through fuel economy improvements alone. The Corporate Average Fuel Economy standards for passenger cars and light trucks will be phased in between 2012 and 2016. The final standards equivalent would be 37.8 mpg for passenger cars and 28.8 mpg for light trucks, resulting in an estimated combined average of 34.1 mpg. The rules will simultaneously reduce GHG emissions, improve energy security, increase fuel savings, and provide clarity and predictability for manufacturers.

In 2011, the EPA and NHTSA approved the first-ever program to reduce GHG emissions and increase fuel efficiency for medium- and heavy-duty vehicles (76 FR 57106–57513). Effective November 14, 2011, the CO₂ emissions and fuel efficiency standards of this regulation apply to the following car types with the model years 2014 to 2018: combination tractors (i.e., semi-trucks); heavy-duty pickup trucks and vans; and vocational vehicles, including transit and school buses. This regulation covers vehicles with a gross vehicle weight rating of 8,500 pounds or greater; medium-duty passenger vehicles are covered by the previous regulation for passenger cars and light-duty trucks. In addition, the EPA has adopted standards to control hydrofluorocarbons leakage from air conditioning systems in combination tractors and heavy-duty pickup trucks and vans, as well as CH₄ and N₂O standards for heavy-duty engines, pickup trucks, and vans.

In August 2012, the EPA and NHTSA approved a second round of GHG and Corporate Average Fuel Economy standards for model years 2017 and beyond (77 FR 62624–63200). These standards will reduce motor vehicle GHG emissions to 163 grams of CO₂ per mile, which is equal to 54.5 mpg if this level was achieved solely through improvements in fuel efficiency, for cars and light-duty trucks by model year 2025. However, a portion of these improvements will likely be made through reductions in air conditioning

leakage and through use of alternative refrigerants, which would not contribute to fuel economy. The regulations also include targeted incentives to encourage early adoption and introduction of advanced technologies into the marketplace to dramatically improve vehicle performance, including the following:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel-cell vehicles
- Incentives for hybrid technologies for large pickup trucks and other technologies that achieve high fuel economy levels on large pickup trucks
- Incentives for natural gas vehicles
- Credits for technologies with potential to achieve real-world GHG reductions and fuel economy improvements that are not captured by the standard test procedures

5.4.2.2 State

Executive Order S-3-05

In June 2005, Governor Schwarzenegger issued Executive Order S-3-05, which established the following statewide GHG emission reduction goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. In adopting the 2006 Global Warming Solutions Act (Assembly Bill (AB) 32), discussed below, the Legislature did not adopt the 2050 horizon-year goal from Executive Order S-3-05, and in the last legislative session, the Legislature rejected legislation to enact the Executive Order's 2050 goal (i.e., Senate Bill (SB) 32 (Pavley)).

Assembly Bill 32

The California Global Warming Solutions Act of 2006 was enacted after considerable study and expert testimony before the Legislature. The heart of AB 32 is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020 (California Health and Safety Code, Section 38550), which is one element of Executive Order S-3-05.

ARB has been assigned responsibility for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions. This program will be used to monitor and enforce compliance with the established standards. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 also authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

Relevant to this analysis, in 2007, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 MMT CO₂E). CARB's adoption of this limit is in accordance with the California Health and Safety Code, Section 38550.

Further, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (Scoping Plan) in accordance with California Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020.

In the Scoping Plan, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5% from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020), absent GHG-reducing laws and regulations (referred to as "Business-As-Usual" (BAU)). For example, in further explaining CARB's BAU methodology, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards.

In the 2011 Final Supplement to the Scoping Plan's Functional Equivalent Document, CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7% (down from 28.5%) from the BAU conditions. When the 2020 emissions level projection also was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009–2016) and the Renewable Portfolio Standard (12% to 20%), CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16% (down from 28.5%) from the BAU conditions.

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update) (CARB 2014). The stated purpose of the First Update is to "highlight California's success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050." The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80% below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals (CARB 2014).

In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the State's economy to evaluate and describe the larger transformative actions that will be needed to meet the State's more expansive emission reduction needs by 2050" (CARB 2014).

Those six areas are (1) energy, (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure), (3) agriculture, (4) water, (5) waste management, and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of Executive Order S-3-05's 2050 reduction goal (CARB 2014).

Based on CARB's research efforts presented in the First Update, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050." Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery, decarbonizing electricity and fuel supplies, and the rapid market penetration of efficient and clean energy technologies (CARB 2014).

As part of the First Update, CARB recalculated the state's 1990 emissions level using more recent GWPs identified by the Intergovernmental Panel on Climate Change (IPCC). Using the recalculated 1990 emissions level (431 MMT CO₂E) and the revised 2020 emissions level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15% (instead of 28.5% or 16%) from the BAU conditions (CARB 2014).

On January 20, 2017, CARB released The 2017 Climate Change Scoping Plan Update (Second Update; CARB 2017c) for public review and comment. This update proposes CARB's strategy for achieving the state's 2030 GHG target as established in SB 32 (discussed below), including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20%. The Second Update incorporates approaches to cutting short-lived climate pollutants under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), acknowledges the need for reducing emissions in agriculture, and highlights the work underway to ensure that California's natural and working lands increasingly sequester carbon. During development of the Second Update, CARB held a number of public workshops in the Natural and Working Lands, Agriculture, Energy, and Transportation sectors to inform development of the 2030 Scoping Plan Update (CARB 2016). When discussing project-level GHG emissions reduction actions and thresholds, the Second Update states "achieving no net increase in GHG emissions is the correct overall objective, but it may not be appropriate or feasible for every development project. An inability to mitigate a project's GHG emissions to zero does not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA [California Environmental Quality Act]" (CARB 2016). The Second Update ~~has not been considered by CARB's Governing Board at the time this analysis was prepared~~was approved by CARB's Governing Board on December 14, 2017.

2015 State of the State Address

In January 2015, in his inaugural address and annual report to the Legislature, Governor Brown established supplementary goals that would further reduce GHG emissions over the next 15 years. These goals include an increase in California's renewable energy portfolio from 33% to 50%, a reduction in vehicle petroleum use for cars and trucks by up to 50%, measures to double the efficiency of existing buildings, and decreasing emissions associated with heating fuels.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued an executive order that identified a mid-term GHG reduction target in support of targets previously identified in Executive Order S-3-05 and AB 32. Specifically, Executive Order B-30-15 set an interim target goal of reducing statewide GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050. To facilitate achievement of this goal, Executive Order B-30-15 directs CARB to update its Scoping Plan and calls upon state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target. ~~In the last legislative session, the Legislature rejected legislation to enact the Executive Order's 2030 goal (i.e., SB 32 (Pavley)).~~

Energy-Related Sources

Renewable Portfolio Standard

SB 1078. SB 1078 (2002) established the RPS program, which requires an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010.

SB 1368. SB 1368 (2006) requires the CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent with the standards adopted by the CPUC. This effort will help protect energy customers from financial risks associated with investments in carbon-intensive generation by allowing new capital investments in power plants whose GHG emissions are as low as or lower than new combined-cycle natural gas plants by requiring imported electricity to meet GHG performance standards in California and by requiring that the standards be developed and adopted in a public process.

SB X1 2. SB X1 2 (2011) expanded the RPS by establishing that 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years be secured from qualifying renewable energy sources. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. In addition to the retail sellers previously covered by the RPS, SB X1 2 added local, publicly owned electric utilities to the RPS.

SB 350. SB 350 (2015) further expanded the RPS by establishing that 50% of the total electricity sold to retail customers in California per year by December 31, 2030, be secured from qualifying renewable energy sources. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

SB 100. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling. California's Renewable Portfolio Standard requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33% of total retail sales by 2020.² The 33% standard is consistent with the Renewable Portfolio Standard goal established in the Scoping Plan. As interim measures, this standard requires 20% of retail sales to be sourced from renewable energy by 2013 and 25% by 2016.³

Additionally, pursuant to SB 350, which was chaptered into law in October 2015, and in furtherance of the state's long-term energy de-carbonization strategy, California's Renewable Portfolio Standard will increase to 50% by 2030.

²—Initially, the Renewable Portfolio Standard provisions applied only to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to the standard.

³—On January 28, 2015, Assembly Member Eduardo Garcia introduced AB 197, which, if enacted, would require an electrical corporation or local publicly owned electric utility to adopt a long-term procurement strategy to achieve a target of procuring 50% (not 33%) of its electricity products from eligible renewable energy resources by December 31, 2030.

Mobile Sources

Pavley Standards (Assembly Bill 1493)

As enacted in 2002, AB 1493 (Pavley) required the CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other noncommercial personal transportation vehicles. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in 2004. In 2010, the CARB Executive Officer approved revisions to the motor vehicle GHG standards to harmonize the state program with the national program for 2012–2016 model years discussed above.

Low Carbon Fuel Standard

Executive Order S-1-07 requires a 10% or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by the CARB by 2020.⁴ In 2009, the CARB approved the Low Carbon Fuel Standard (LCFS) regulations, which became fully effective in April 2010. In 2013, an ethanol company obtained a court order compelling the CARB to remedy substantive and procedural defects under CEQA of the LCFS adoption process (POET LLC v. CARB 2013). However, the court allowed implementation of the LCFS to continue pending correction of the identified defects. Consequently, this analysis assumes that the LCFS would remain in effect during construction and operation of the project.

Advanced Clean Cars Program

In 2012, the CARB approved the Advanced Clean Cars Program, a new emissions-control program for model years 2017–2025. (This program is sometimes referred to as “Pavley II.”) The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34% fewer GHGs.

Senate Bill 375

In 2008, SB 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans, was enacted into law. SB 375 required CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035. Regional metropolitan planning organizations (MPOs) are then responsible for preparing a Sustainable Communities Strategy within their Regional Transportation Plan. The goal of the Sustainable Communities Strategy is to establish a forecasted development pattern for the region that, after considering transportation measures and policies, will achieve, if feasible, the GHG

⁴ Carbon intensity is a measure of the GHG emissions associated with the various production, distribution and use steps in the “lifecycle” of a transportation fuel.

reduction targets. If a Sustainable Communities Strategy is unable to achieve the GHG reduction target, a metropolitan planning organizations must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code, Section 65080(b)(2)(K), a sustainable communities strategy does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the San Diego Association of Governments (SANDAG) are a 7% reduction in emissions per capita by 2020 and a 13% reduction by 2035.

SANDAG completed and adopted its *2050 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) in October 2011. In November 2011, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

After SANDAG's 2050 RTP/SCS was adopted, a lawsuit was filed by the Cleveland National Forest Foundation and others. The case was resolved and decided upon in July 2017 by the California Supreme Court; the court found that SANDAG's EIR did not have to use EO S-3-05's 2050 goal of an 80% reduction in GHG emissions from 1990 levels as a significance threshold because the EIR sufficiently informed the public of the potential impacts.

Although the EIR for SANDAG's 2050 RTP/SCS was pending before the California Supreme Court, in 2015, SANDAG adopted the next iteration of its RTP/SCS in accordance with statutorily mandated timelines and no subsequent litigation challenge was filed. More specifically, in October 2015, SANDAG adopted San Diego Forward: The Regional Plan. Like the 2050 RTP/SCS, this planning document meets CARB's 2020 and 2035 reduction targets for the region (SANDAG 2015). In December 2015, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

Executive Order B-16-2012

As issued by Governor Brown in March 2012, Executive Order B-16-2012 directs state entities under the Governor's direction and control to support and facilitate development and distribution

of zero-emission vehicles. This Executive Order also sets a long-term target of reaching 1.5 million zero-emission vehicles on California's roadways by 2025. On a statewide basis, the Executive Order also establishes a GHG emissions reduction target from the transportation sector equaling 80% less than 1990 levels by 2050.

Building Standards

Building Energy Efficiency Standards (Title 24)

Title 24, Part 6, of the California Code of Regulations regulates the design of building shells and building components. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

The 2016 Title 24 standards went into effect on January 1, 2017. Regarding single-family residences, the 2016 Title 24 standards will result in approximately 28% less energy use for lighting, heating, cooling, ventilation, and water heating than the 2013 Title 24 standards (CEC 2015). Data regarding the comparative efficiencies of the 2016 Title 24 standards relative to the 2013 Title 24 standards is not yet available for all building types (e.g., multi-family residences and commercial buildings).

In addition to the California Energy Commission's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as "CALGreen" and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality.⁵ CALGreen is periodically amended, was most recently amended in 2013, and became effective on January 1, 2014, with a supplement becoming effective on July 1, 2015.

The California Public Utilities Commission, California Energy Commission, and CARB also have a shared, established goal of achieving zero net energy for new construction in California. The key policy timelines include (1) all new residential construction in California will be zero net energy by 2020, and (2) all new commercial construction in California will be zero net energy by 2030.⁶

⁵ Comparisons of the requirements of Tiers 1 and 2 of CALGreen with LEED v4 indicate where CALGreen and LEED points overlap and where additional effort is required to achieve LEED points. See https://www.bayren.org/sites/default/files/CG%202013_LEEDv4_Comparison_Detailed.pdf.

⁶ See, CPUC, Zero Net Energy Initiatives accessed at <http://www.cpuc.ca.gov/ZNE/>. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

Appliance Energy Efficiency Standards

The California Energy Commission also has adopted the 2012 Appliance Efficiency Regulations (2012 Appliance Standards), which are contained in Title 20 of the California Code of Regulations and include standards for both federally regulated appliances and non-federally regulated appliances.

Solid Waste Sources

The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows (1) diversion of 25% of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50% of all solid waste on and after January 1, 2000; and (3) diversion of 75% of all solid waste on or after 2020 and annually thereafter. The California Department of Resources Recycling and Recovery (CalRecycle) is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal (CalRecycle 2015).

CalRecycle published *California's New Goal: 75 Percent Recycling*, which identified concepts that would assist the state in reaching the 75% goal by 2020. Subsequently, in October 2013, CalRecycle released a revised concept list, *Update on AB 341 Legislative Report: Statewide Strategies to Achieve the 75 Percent Goal by 2020* (CalRecycle 2013).

5.4.2.3 Local

City of San Diego Climate Action Plan

The City of San Diego adopted a Climate Action Plan (CAP) that quantifies GHG emissions, establishes citywide reduction targets for 2020 and 2035, identifies strategies and measures to reduce GHG levels, and provides guidance for monitoring progress on an annual basis (City of San Diego 2015a). The CAP identifies a comprehensive set of goals, policies, and actions that the City can use to reduce GHG emissions. The CAP includes five strategies: (1) water- and energy-efficient buildings; (2) clean and renewable energy; (3) bicycling, walking, transit, and land use; (4) zero waste; and (5) climate resiliency.

CAP Consistency Checklist

To provide a mechanism for CEQA tiering, the City developed a CAP Consistency Checklist to provide a streamlined review process for GHG emissions for development subject to CEQA. The checklist contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emission targets identified in the CAP are achieved. Implementation of the measures identified in the

checklist would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving identified GHG reduction targets (City of San Diego 2017a).

2050 Regional Transportation Plan

The SANDAG Board of Directors adopted the Regional Plan of record and associated EIR on October 5, 2015. The current Regional Plan, San Diego Forward, consists of an RTP and, as required by SB 375, an SCS that demonstrates how the region would achieve GHG emission reduction targets for passenger vehicles set by CARB. Since SANDAG is required by law to update its RTP every 4 years, the 2019 Regional Plan represents the next iteration of SANDAG's blueprint of future transportation investments and forecasted regional growth and land use change across the County through 2050.

The Cleveland National Forest Foundation (CNFF) and Center for Biological Diversity (CBD) filed a lawsuit on SANDAG's Board of Director's approval of the current Regional Plan and related Program EIR. CNFF and CBD was critical of the Program EIR's description of existing toxic air pollution, analysis of toxic air contaminant-related impacts on public health, and evaluation of GHG emissions/demonstration of consistency with GHG reduction goals established in Executive Order S-3-05. While the Supreme Court found that SANDAG did not abuse its discretion by declining to explicitly engage in an analysis of the consistency of projected 2050 GHG emissions with the goals in Executive Order S-3-05, the Supreme Court cautioned that the GHG analysis impacts employed by SANDAG for the 2011 RTP/SCS EIR will not necessarily be sufficient going forward.

City of San Diego General Plan

The City's General Plan (City of San Diego 2008) includes various goals and policies designed to help result in a reduction in GHG emissions. As discussed in the General Plan, climate change and GHG reduction policies are addressed in multiple chapters of the General Plan. The policies related to greenhouse gas emissions relevant to the project are as follows (City of San Diego 2008):

Goals

- To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.

Policies

CE-A.4 Pursue the development of "clean" or "green" sector industries that benefit San Diego's environment and economy.

- CE-A.5** Employ sustainable or “green” building techniques for the construction and operation of buildings.
- CE-A.6** Design new and major remodels to City buildings, and where feasible, long term building leases for City facilities, to achieve at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design (LEED™) Green Building Rating System to conserve resources, including but not limited to energy and renewable resources.
- 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.
- CE-A.8** Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than construction new buildings.
- 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.
- CE-A.10** Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- CE-A.12** Reduce the San Diego Urban Heat Island, through actions such as:
- Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;
 - Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and
 - Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible.
- CE-A.13** Regularly monitor, update and implement the City’s Climate Protection Action Plan to ensure, at a minimum compliance with all applicable federal state and local laws.

5.4.3 IMPACT: GENERATION OF GREENHOUSE GAS EMISSIONS AND CLIMATE ACTION PLAN CONSISTENCY

Issue 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Issue 2: Would the project conflict with the City's Climate Action Plan or other applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

5.4.3.1 Threshold

According to the City's Significance Determination Thresholds, projects that are consistent with the City's CAP, as determined through the CAP Consistency Checklist, would result in a less-than-significant cumulative impact regarding GHG emissions. If a project is not consistent with the City's CAP, as determined through the CAP Consistency Checklist, potentially significant cumulative GHG impacts would occur.

5.4.3.2 Analysis of Impact

The City's CAP was adopted to ensure that emissions from activities in the City would not exceed established state targets. The CAP assumes a baseline level of construction and buildout of the land use and zoning as of the CAP's adoption. Land use changes such as ones proposed by the project would potentially result in an increase in emissions compared to those assumed in the CAP by allowing a greater intensity of development or allowing land uses that have a higher rate of vehicle trips.

The first step is to assess a project's consistency with the growth projections utilized in the development of the CAP, as determined through the CAP Consistency Checklist. The second step is to review and evaluate a project's consistency with applicable strategies and actions of the CAP. The third step is to determine whether a project with a land use and/or zone designation change within a TPA would be consistent with the assumptions of the CAP. Step 3 would only apply if Step 2 is answered in the affirmative under Option B. The project's consistency with the CAP Consistency Checklist is presented below.

Global climate change is inherently a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. The City's CAP Consistency Checklist also serves as the significance determination threshold for cumulative impacts related to climate change.

Step 1: Land Use Consistency

As identified under Step 1, if a project is not consistent with the existing land use plan and/or zoning designations, would the project include a land use plan and/or rezone designation amendment that would result in an equivalent or less intensive project when compared to the existing designations.

The project site is currently designated as Commercial Employment, Retail, and Services in the City's General Plan, and as Commercial Limited (CL) land use under the existing Torrey Highlands Subarea Plan. The permitted land uses under the Commercial Limited (CL) land use are religious facilities, trade schools, storage, veterinary clinics, nurseries, and garden centers. Designated Commercial Limited (CL) land uses are under discretionary review to ensure compatibility with the adjacent Deer Canyon (City of San Diego 1996). The project site is zoned Agriculture-Residential (AR-1-1; requires minimum 10-acre lots) under the City's General Plan. The project would retain the General Plan land use designation but would change the Community Plan designation from Commercial Limited (CL) to Employment Center (EC) and would change the zoning from Agriculture-Residential (AR-1-1) to Industrial Park (IP-3-1), which would allow for research and development, office, and residential uses. Development under the proposed community plan amendment would be capped at 450,000 square feet and any development greater than 450,000 square feet would not be permitted. Moreover, the proposed community plan amendment places a limit on the allowable building square footage that could otherwise be developed on the site under the proposed I-P-3 zone alone. Because the project would not be consistent, an analysis of the estimated emissions under both existing and proposed land use and zoning designations is warranted.

~~Potential emissions from the existing land use plan and zone designation and project are presented in Table 5.4-3 and Table 5.4-4, respectively.~~ For the purposes of emissions modeling, it was assumed that construction of the proposed project would commence in fall 2018. Earthwork for the project would require the export of approximately 49,000 cubic yards of soil. Construction of the project from start to finish is estimated to take approximately 22 months. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Site preparation – 7 days
- Grading – 17 days
- Utilities – 2.5 months
- Building construction (~~Phase stage 1~~) – 1.5 years
- Building construction (~~Phase stage 2~~) – 1 year
- Building construction (~~Phase stage 3~~) – 1.5 years
- Site work – 1.5 years

- Paving – 2 months
- Application of architectural coating (~~Phase application 1~~) – 8 months
- Application of architectural coating (~~Phase application 2~~) – 1 year
- Application of architectural coating (~~Phase application 3~~) – 9.5 months
- Landscaping – 6 months

The construction phasing and equipment mix used for estimating the construction emissions of the project is based on information provided by the applicant (Appendix C). For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month), during project construction. Construction-worker trip, vendor trip, and haul truck trip estimates by construction phase were also provided by the applicant. A detailed depiction of the construction schedule—including information regarding subphases and equipment used during each subphase—is included in Appendix C of this EIR. The information in Appendix C was used for California Emissions Estimator Model (CalEEMod) model inputs.

Construction Emissions

Construction of the project would result in short-term GHG emissions through the use of construction equipment, off-site trucks hauling construction materials, and worker trips.

Table 5.4-2 presents construction emissions for the project in 2018, 2019, and 2020 from on-site and off-site emission sources.

Table 5.4-2
Estimated Annual Project Construction GHG Emissions

Year	CO₂	CH₄	N₂O	CO₂E
	<i>Metric Tons per Year</i>			
2018	1,157	0.16	0.00	1,162
2019	5,789	0.70	0.00	5,806
2020	1,417	0.18	0.00	1,421
Total	8,363	1.04	0.00	8,389
Amortized Construction Emissions over 30 years				280

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.
 See Appendix C for detailed results.

As shown in Table 5.4-2, the estimated GHG emissions generated during project construction would be approximately 8,389 MT CO₂E. Estimated project-generated construction emissions amortized over 30 years would be approximately 280 MT CO₂E per year.

Operational Emissions

CalEEMod, Version 2013.3.2,⁷ was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. Two scenarios were analyzed for comparative purposes as part of this quantitative analysis:

- Development under existing land use and zone designations
- Buildout of the proposed project

Emissions from each category are discussed in the following text with respect to the development consistent with existing land use designations (and thus consistent with Step 1 of the CAP) and the project.

Project Consistent with Existing Land Uses

As previously described, the project site's land use designation is Commercial Limited (CL), which permits religious facilities, trade schools, storage facilities, nurseries, garden centers, and veterinary clinics. Additionally, the site is currently zoned Agriculture-Residential (AR-1-1). This zoning allows for recreational, agriculture, residential, and childcare uses. For purposes of this comparative analysis, the previously approved Our Lady of Mount Carmel Church project was utilized as the buildout scenario under the existing land use and zoning designations. Our Lady of Mount Carmel Church proposed a 1,200-seat church and a 500 student school (K-8).

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from hearths and landscape maintenance equipment. Emissions associated with natural gas use in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described in the following text.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions

⁷ CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform to calculate construction and operational emissions from land use development projects. The model was developed for the California Air Pollution Control Officers Association in collaboration with multiple air districts across the state. Numerous lead agencies in the state, including the San Diego Air Pollution Control District, use CalEEMod to estimate GHG emissions.

associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of nonresidential building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. Default CalEEMod assumptions were used to estimate area source emissions.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs since GHG emissions occur at the site of the power plant, which is typically off site. Emissions were calculated by multiplying the energy use by the utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units (Btu) for natural gas) for CO₂ and other GHGs. The CalEEMod emission factors were adjusted to reflect the forecasted renewable mix in 2020 in accordance with the state RPS goals. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using these emissions factors for San Diego Gas & Electric (SDG&E), which would be the energy source provider to the site.

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage). The energy intensity value (electricity or natural gas usage per square foot per year) for nonresidential buildings is calculated in CalEEMod based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 Btu for natural gas) for CO₂ and other GHGs. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using the emissions factors for SDG&E, which would be the energy source provider to the site.

Mobile Sources

Mobile sources for the project would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the proposed land use designation and would primarily include future residents. The anticipated trip generation under this scenario, including the trip rates and total trips, is based on the previously adopted Our Lady of Mount Carmel Traffic Study prepared by LLG and CalEEMod default emission rates (LLG 2017).

Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with

newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2019 to the extent it was captured in EMFAC 2014.

The Low Carbon Fuel Standard calls for a 10% reduction in the carbon intensity of motor vehicle fuels by 2020, which would further reduce GHG emissions. However, the carbon intensity reduction associated with the Low Carbon Fuel Standard was not assumed in EMFAC 2014 and thus was not included in CalEEMod, Version 2016.3.1, or the calculations below, which are considered conservative.

Solid Waste

The project would generate solid waste and therefore result in CO₂E emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste. Per AB 341 (requiring mandatory commercial recycling beginning July 1, 2012), commercial developments, such as the project, would be required to provide recycling services (City of San Diego 2017b). AB 341 and the City's Zero Waste Plan aim for a statewide 75% diversion rate by 2020, and as a result, have been included in the GHG assessment.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project would require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project would require the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values with a 20% reduction to account for the Model Water Landscape Efficiency Ordinance.

Project Consistent with Existing Land Use Designations Emissions

Table 5.4-3 presents the operational GHG emissions from buildout of the comparative project-consistent existing land uses. As described previously, this scenario was modeled as a 1,200-seat church and 500-student school.

Table 5.4-3
Estimated Annual Existing Land Use Buildout Operational Greenhouse Gas Emissions

Emission Source	CO₂	CH₄	N₂O	CO₂E
	<i>Metric Tons per Year</i>			
Area	0.01	0.00	0.00	0.01

Table 5.4-3
Estimated Annual Existing Land Use Buildout Operational Greenhouse Gas Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ E
	<i>Metric Tons per Year</i>			
Energy	218	0.01	0.00	219
Mobile	1,791	0.10	0.00	1,794
Solid waste	21	1.25	0.00	53
Water supply and wastewater	21	0.08	0.00	24
Total	2,051	1.44	0.00	2,089

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.
 Mobile emissions are based on an average daily traffic (ADT) of 1,974.
 Emissions estimates are based on a buildout year of 2020.
 Totals may not sum due to rounding.
 See Appendix A for detailed results.

As shown in Table 5.4-3, annual emissions from buildout of the existing land use would be approximately 2,089 MT CO₂E per year.

Proposed Project

Operation of the project would result in GHG emissions from area sources (landscape maintenance), energy sources (electrical generation, natural gas consumption), mobile sources (vehicular traffic), solid waste, and water supply (including wastewater generation). Per the construction schedule assumptions, construction of the project is assumed to be complete in 2018, with the first full year of operation potentially being 2019. However, construction was assumed to commence at least 1 year before the current anticipated schedule, so an operational year of 2020 accurately represents the anticipated operational year.

Area Sources

Default CalEEMod assumptions were used to estimate area source emissions for the project.

Energy Sources

GHG energy emissions from building energy use were estimated assuming a 5% improvement over the default values in CalEEMod, which reflect the 2013 Title 24 California Energy Code. This improvement represents compliance with the 2016 Title 34 standards, which became effective January 1, 2017. An adjustment of the CO₂ intensity factor to reflect the 2020 RPS (33% renewable energy sources) was included in the analysis.

Mobile Sources

The project would impact air quality through the vehicular traffic generated by the project. According to the project's traffic report prepared by LLG (2018), the project would result in 5,264 trips per day for weekdays. Reduced trip rates for Saturday and Sunday were assumed consistent with CalEEMod assumptions for general office building average weekend trip rates.

Project-related traffic was assumed to include a mixture of vehicles in accordance with the model outputs for traffic. Emission factors representing the vehicle mix and emissions for 2020 were used to estimate emissions associated with full buildout of the project.

Solid Waste

The project would generate solid waste and therefore result in CO₂E emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste. Per AB 341 (requiring mandatory commercial recycling beginning July 1, 2012), all commercial developments must provide recycling services (City of San Diego 2017b). AB 341 and the City's Zero Waste Plan aim for a statewide 75% diversion rate by 2020, and as a result, have been included in the GHG assessment (City of San Diego 2015b).

Water and Wastewater

The project would include installation of low-flow bathroom and kitchen faucets, low-flow toilets, and low-flow showers. In regard to outdoor water, the project would involve installation of water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought-tolerant plant species appropriate to the climate and region. Xeriscaping would be employed such that areas of water use throughout the landscape plan are grouped according to water needs. The project would apply a water conservation strategy resulting in a 20% reduction in indoor water use per CALGreen requirements for plumbing fixtures and fittings and a minimum 20% reduction in outdoor water use.

Proposed Project Emissions

The estimated operational project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment, considering the project design features, in 2020 (i.e., first full year of project operation) are shown in Table 5.4-4.

Table 5.4-4
Project Buildout Operational Greenhouse Gas Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ E
	Metric Tons per Year			
Area	0.04	0.00	0.00	0.05
Energy	2,924	0.11	0.03	2,936
Mobile	4,006	0.22	0.00	4,012
Solid waste	25	1.27	0.00	62
Water supply and wastewater	336	2.12	0.05	406
Total	7,291	3.71	0.08	7,416

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.
See Appendix A for detailed results.
Emissions estimates are based on a buildout year of 2020.
Totals may not sum due to rounding.

As shown in Table 5.4-4, emissions from the project would be approximately 7,416 MT CO₂E per year.

As described previously, the City's emissions inventory for the CAP was conducted based on the buildout of the existing land uses. Therefore, because the project would not be consistent with the existing land use and zoning designations, and emissions would be greater than a project built consistent with existing land uses, the project would result in a more GHG-intensive project when compared to the existing designations. As such, the project would be inconsistent with the CAP.

Step 2: CAP Strategies Consistency

Step 2 evaluates the project's consistency with the applicable strategies and actions of the CAP. The project's consistency with the five CAP strategies is presented below, in Table 5.4-5.

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item	Consistency Evaluation
<i>Strategy 1: Energy- and Water-Efficient Buildings</i>	
1. Cool/Green Roofs <ul style="list-style-type: none"> • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code?; OR • Would the project roof construction have a thermal mass over the roof membrane, including areas of 	Consistent. The project would include cool roof (thermoplastic polyolefin) above the 3-year-old solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums.

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item	Consistency Evaluation
<p>vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; OR</p> <ul style="list-style-type: none"> • Would the project include a combination of the above two options? 	
<p>2. Plumbing Fixtures and Fittings</p> <p>With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:</p> <p>Residential buildings:</p> <ul style="list-style-type: none"> • Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 pounds per square inch; • Standard dishwashers: 4.25 gallons per cycle; • Compact dishwashers: 3.5 gallons per cycle; and • Clothes washers: water factor of 6 gallons per cubic feet of drum capacity? <p>Nonresidential buildings:</p> <ul style="list-style-type: none"> • Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code; and • Appliances and fixtures for commercial applications that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code? 	<p>Consistent. The project would include the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings.</p>

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item	Consistency Evaluation
<i>Strategy 3: Bicycling, Walking, Transit and Land Use</i>	
<p>3. Electric Vehicle Charging</p> <ul style="list-style-type: none"> • Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents? • Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents? • Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use? 	<p>Consistent. The project would include a total of 1,781 parking spaces. Per the California Green Building Code Standards Code, the project will provide 107 electric vehicle-capable (pre-wired) parking spaces and per the CAP, the project would commit to supplying 50% (54) of the 107 pre-wired parking spaces with electric vehicle charging as determined by Table 5.106.5.3.3 of the California Green Building Standards Code.</p>
<p>4. Bicycle Parking Spaces</p> <p>Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?</p>	<p>Consistent. The City's Municipal Code requires 0.1 short-term bicycle spaces per 1,000 sf ($450 \times 0.1 = 45$); or 5% of the required automobile parking space minimum ($1,718 \text{ parking spaces} \times 0.05 = 86$), whichever is greater. Therefore, 86 short-term bicycle parking spaces would be required per the municipal code.</p> <p>The City's Municipal Code requires long-term bicycle parking to equal at least 5% of the required automobile parking for any premises with more than ten full-time employees ($1,718 \text{ parking spaces} \times 0.05 = \mathbf{86 \text{ long-term}}$ bicycle parking spaces).</p>

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item	Consistency Evaluation																		
	The project would provide 90 short-term bicycle parking spaces and 90 long-term bicycle parking spaces, which is greater than the requirements of the City's Municipal Code for both short-term and long-term bicycle parking spaces.																		
<p>5. Shower Facilities</p> <p>If the project includes non-residential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table [Table 5.4-8a5a] below?</p> <p style="text-align: center;">Table 5.4-8a5a</p> <p style="text-align: center;">Shower Facility Requirements</p> <table><tr><th>Number of Tenant Occupants (Employees)</th><th>Shower/Changing Facilities Required</th><th>Two-Tier (12 Inches × 15 Inches × 72 Inches) Personal Effects Lockers Required</th></tr><tr><td>0–10</td><td>0</td><td>0</td></tr><tr><td>11–50</td><td>1 shower stall</td><td>2</td></tr><tr><td>51–100</td><td>1 shower stall</td><td>3</td></tr><tr><td>101–200</td><td>1 shower stall</td><td>4</td></tr><tr><td>Over 200</td><td>1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants</td><td>1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants</td></tr></table>	Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12 Inches × 15 Inches × 72 Inches) Personal Effects Lockers Required	0–10	0	0	11–50	1 shower stall	2	51–100	1 shower stall	3	101–200	1 shower stall	4	Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants	<p>Consistent. The project is anticipated to include 2,400 full-time-equivalent employees (tenant occupants) and would provide 12 shower stalls and 48 two-tier lockers.</p>
Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12 Inches × 15 Inches × 72 Inches) Personal Effects Lockers Required																	
0–10	0	0																	
11–50	1 shower stall	2																	
51–100	1 shower stall	3																	
101–200	1 shower stall	4																	
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants																	
<p>6. Designated Parking Spaces</p> <p>If the project includes an employment use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the table [Table 5.4-8b5b] below?</p>	<p>Not Applicable. The project is not located in a Transit Priority Area (TPA); however, it would include 179 carpool/vanpool spaces (10% of total spaces).</p>																		

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item		Consistency Evaluation																		
<p style="text-align: center;">Table 5.4-8b5b Parking Requirements</p> <table><tr><th>Number of Required Parking Spaces</th><th>Number of Designated Parking Spaces</th></tr><tr><td>0-9</td><td>0</td></tr><tr><td>10-25</td><td>2</td></tr><tr><td>26-50</td><td>4</td></tr><tr><td>51-75</td><td>6</td></tr><tr><td>76-100</td><td>9</td></tr><tr><td>101-150</td><td>11</td></tr><tr><td>151-200</td><td>18</td></tr><tr><td>201 and over</td><td>At least 10% of total</td></tr></table> <p>This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements. Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.</p>		Number of Required Parking Spaces	Number of Designated Parking Spaces	0-9	0	10-25	2	26-50	4	51-75	6	76-100	9	101-150	11	151-200	18	201 and over	At least 10% of total	
Number of Required Parking Spaces	Number of Designated Parking Spaces																			
0-9	0																			
10-25	2																			
26-50	4																			
51-75	6																			
76-100	9																			
101-150	11																			
151-200	18																			
201 and over	At least 10% of total																			
<p>7. Transportation Demand Management Program If the project would accommodate over 50 tenant-occupants (employees), would it include a Transportation Demand Management Program that would be applicable to existing tenants and future tenants that includes:</p> <p>At least one of the following components:</p> <ul style="list-style-type: none">• Parking cash out program?• Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools?• Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development?		<p>Consistent. The Transportation Demand Management Program would include:</p> <ul style="list-style-type: none">• Implement a parking cash-out program, and/or• Provide unbundled parking option for employees, and/or• Charge employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools.• Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces will be																		

Table 5.4-5
Consistency with the Climate Action Plan Strategies and Step 2 Checklist Requirements

CAP Consistency Checklist Item	Consistency Evaluation
<p>And at least three of the following components:</p> <ul style="list-style-type: none"> • Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees? • On-site carsharing vehicle(s) or bikesharing? • Flexible or alternative work hours? • Telework program? • Transit, carpool, and vanpool subsidies? • Pre-tax deduction for transit or vanpool fares and bicycle commute costs • Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either on site or within 1,320 feet (1/4 mile) of the structure/use? 	<p>signed and striped “Car/Vanpool Parking Only.” Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas or on intranets, as appropriate.</p> <p>Additionally, the project applicant would require office tenants to:</p> <ul style="list-style-type: none"> • Maintain an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees. • Offer partially subsidized monthly passes for employees, should service routes be implemented in the future. • Offer partially subsidized vanpool/rideshare services. • Offer a telework program. <p>Moreover, the project includes a café and a fitness center on site.</p>

Source: City of San Diego 2015a, 2017.

As summarized in Table 5.4-5, the project would be consistent with applicable CAP Consistency Checklist items and would be consistent with the City’s CAP with respect to planning and land use strategies. The project would not impede the City’s ability to implement the actions identified in the CAP to achieve the CAP’s targets and associated GHG emission reductions. Therefore, the project would result in a less than significant impact on climate change with regard to Step 2 of the City’s CAP Consistency Checklist. The majority of measures listed in Step 2 of the CAP Consistency Checklist cannot be correlated with a quantifiable reduction; therefore, the emissions presented in Table 5.4-5 are conservative.

Step 3: Project CAP Conformance Evaluation

Because the project site is not located within a TPA as defined by the Land Development Code, Step 3 is not applicable.

Consistency with Other Applicable Plans and Policies

There are numerous plans, policies, and regulations adopted for the purpose of reducing GHG emissions as detailed in Section 5.4.2. The principal overall state plan and policy are AB 52 and the follow-up legislation, SB 32. The quantitative goal of AB 52 is to reduce GHG emissions to 1990 levels by 2020, and the goal of SB 32 is to reduce GHG emissions to 40% below 1990 levels by 2030. The City's CAP outlines measures for the City to achieve its fair share of state GHG reductions. As discussed under Issue 1, the project would result in a more GHG-intensive project and would therefore be inconsistent with the growth projects utilized in the CAP. Although inconsistent, the project would implement the Step 2 CAP Consistency Checklist Strategies.

Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide, rather than project-specific, level. Therefore, the project would not conflict with those plans and regulations.

The City's General Plan includes policies in the Conservation Element to reduce GHG emissions. The project's consistency with these policies is analyzed below. As shown in Table 5.4-6, the project would be consistent with the City's General Plan policies for reducing GHG emissions.

Table 5.4-6
Consistency with ~~County~~ City of San Diego General Plan Conservation Element

Conservation Element Policy	Consistency Evaluation
CE-A.4 Pursue the development of "clean" or "green" sector industries that benefit San Diego's environment and economy.	Not Applicable. This policy is directed at City-wide sustainability efforts and does not directly apply to the project; however, the project would implement renewable energy installations (solar PV) and would achieve LEED Silver <u>Gold</u> certification or equivalency in support of this City-wide policy.
CE-A.5 Employ sustainable or "green" building techniques for the construction and operation of buildings.	Consistent. The project would achieve LEED Silver <u>Gold</u> certification or equivalency. As part of the project's LEED design, the project would implement renewable energy installations (solar PV), exceed current

Table 5.4-6
Consistency with ~~County~~ City of San Diego General Plan Conservation Element

Conservation Element Policy	Consistency Evaluation
	Title 24 energy requirements, install a cool roof to reduce energy demand, implement the water flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings, and implement a comprehensive TDM program to reduce vehicle miles travelled (VMT), and include a café and a gym on-site to further reduce VMT.
CE-A.6 Design new and major remodels to City buildings, and where feasible, long term building leases for City facilities, to achieve at a minimum, the Silver Rating goal identified by the Leadership in Energy and Environmental Design (LEEDTM) Green Building Rating System to conserve resources, including but not limited to energy and renewable resources.	Not Applicable. This policy is directed at City-wide sustainability efforts for City-run building retrofits, remodels and construction, and does not directly apply to the project; however, the project would implement renewable energy installations (solar PV) and would achieve LEED Silver <u>Gold</u> certification or equivalent ty in support of this City-wide 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.	Consistent. The project includes variable refrigerant flow systems <u>which would ensure adequate air flow and ventilation</u> for the heating, ventilation and air conditioning (HVAC) system to achieve healthful indoor air quality <u>and prevent the accumulation of indoor air contamination and toxins.</u>
CE-A.8 Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than construction new buildings.	Consistent. The project would construct new buildings; however, the project would achieve LEED Silver <u>Gold</u> certification or equivalent ty which includes construction and demolition waste reductions measures. Additionally, the project would be consistent with AB 341 which includes a 75% diversion rate of solid waste by

Table 5.4-6
Consistency with ~~County~~ City of San Diego General Plan Conservation Element

Conservation Element Policy	Consistency Evaluation
	2020, which would be fully enforced and implemented prior to project completion.
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.	Consistent. The project would construct new buildings; however, the project would achieve LEED Silver <u>Gold</u> certification or equivalent, which includes measures for sustainably-sourced building materials.
CE-A.10 Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.	Consistent. The project would include recycling bins in addition to standard refuse bins in all waste disposal areas.
CE-A.12 Reduce the San Diego Urban Heat Island, through actions such as: <ul style="list-style-type: none"> • Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; • Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and • Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible. 	Consistent. The project would include a cool roof (thermoplastic polyolefin) above the 3-year-old solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums pursuant to the "Cool/Green Roofs" requirement of the City's CAP Consistency Checklist. The project would include a comprehensive landscaping treatment including shade trees and other vegetation. Moreover, the parking garage rooftop would include shade structures which would support the solar PV installations.
CE-A.13 Regularly monitor, update and implement the City's Climate Protection Action Plan to ensure, at a minimum compliance with all applicable federal state and local laws.	Not Applicable. Implementation of the CAP is the responsibility of the City; therefore, this policy does not apply to the project.

5.4.3.3 Significance of Impact

The project proposes both a Community Plan amendment and a rezone; therefore, the project would be inconsistent with the growth projections utilized in the CAP. As such, the project would result in a more GHG-intensive project located outside of a TPA when compared to existing land use designations, thereby resulting in a significant impact.

5.4.3.4 Mitigation, Monitoring, and Reporting

The project would implement mitigation measures **MM-GHG-1** through **MM-GHG-13**, which include all measures as required under “Step 2: CAP Strategies Consistency” table of the City’s Climate Action Plan Consistency Checklist.

MM-GHG-1 The owner/permittee shall install a solar photovoltaic system to be incorporated as part of the parking garage rooftop trellis structures. The photovoltaic system shall occupy the maximum surface area provided by the trellis structures, and would be no less than 25,000 square feet, consistent with Figure 3-14 of this EIR.

The photovoltaic system shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-2 The project shall achieve a 5% increase in energy efficiency over the 2016 Title 24 Standards through structural design elements including variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; and heat reflecting roofing material.

These design elements including the variable refrigerant flow systems for the HVAC system, high performance glazing, and heat reflecting roofing material shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-3 The owner/permittee shall install a cool roof (thermoplastic polyolefin) above the 3-year-old solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums pursuant to the “Cool/Green Roofs” requirement of the City’s CAP Consistency Checklist. The cool roof specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-4 The owner /permittee shall implement the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings pursuant to the “Plumbing Fixtures and Fittings” requirement of the City’s CAP Consistency Checklist.

MM-GHG-5 The owner /permittee shall provide 107 electric vehicle-capable (pre-wired) parking spaces consistent with the California Green Building Code Standards Code. Additionally, 50% (54) of the 107 pre-wired parking spaces would include electric

vehicle charging infrastructure as determined by Table 5.106.5.3.3 of the California Green Building Standards Code. This measure would be pursuant to the “Electric Vehicle Charging” requirements of the City’s CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-6 The owner /permittee shall provide 90 short-term bicycle parking spaces and 90 long-term bicycle parking spaces pursuant to the “Bicycle Parking Spaces” requirement of the City’s CAP Consistency Checklist. Bicycle parking specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-7 The owner /permittee shall provide 12 shower stalls and 48 two-tier lockers pursuant to the “Shower Facilities” requirement of the City’s CAP Consistency Checklist. Shower stalls and lockers shall be incorporated on all project plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-8 The owner /permittee shall include 179 carpool/vanpool spaces (10% of total spaces) pursuant to the “Designated Parking Spaces” requirement of the City’s CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.

MM-GHG-9 Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Consistency Checklist, the owner /permittee shall require office tenants to:

- a. Implement a parking cash-out program, and/or
- b. Provide unbundled parking option for employees, and/or
- c. Charge employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools.
- d. Carpool/vanpool parking spaces shall be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces shall be signed and striped “Car/Vanpool Parking Only.” Information about the availability of and the means of accessing the car/vanpool parking spaces shall be posted on Transportation Information Displays located in common areas or on intranets, as appropriate.
- e. The owner /permittee shall conduct an employee commute travel survey within 6 months of occupancy to evaluate the efficacy of the Transportation Demand

Management plan, and to inform/validate any changes that may be proposed or needed. A copy of the results of this survey will be provided to the City Development Services Department. The owner /permittee shall continue monitoring the effectiveness of the project's Transportation Demand Management plan, including the provision of items a. through d. as listed above, and provide the results in an annual report to the Development Services Department for a period of 5 years. The first report submittal shall occur 1 year after project occupancy.

- MM-GHG-10** Pursuant to the "Transportation Demand Management Program" requirement of the City's CAP Consistency Checklist, the owner /permittee shall require office tenants to maintain an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees. Participation in the iCommute program and use of the RideMatcher service shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.
- MM-GHG-11** The owner /permittee shall require office tenants to offer partially subsidized monthly transit passes for employees, should service routes be implemented in the future. If transit passes are offered, issuance of transit passes shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.
- MM-GHG-12** The owner /permittee shall require office tenants to offer partially subsidized vanpool/rideshare services to all employees. Employee utilization of vanpool/rideshare services shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.
- MM-GHG-13** Pursuant to the "Transportation Demand Management Program" requirement of the City's CAP Consistency Checklist, the owner /permittee shall require office tenants to offer a telework program to all employees. Employee utilization of the telework program shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.

5.4.3.5 Significance of Impact After Mitigation

The estimated operational project-generated GHG emissions would be reduced following implementation of **MM-GHG-1** through **MM-GHG-13**. According to the National Renewable Energy Laboratory PVWatts Calculator, the solar photovoltaic system as presented in **MM-GHG-1** would generate approximately 628,802 kilowatt-hours of energy per year (NREL 2017).⁸

⁸ To calculate the energy production of the photovoltaic system, PVWatts default values were used for a commercial system in the 92129 zip code.

The estimated operational project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water supply, and wastewater treatment, considering the project design features and implementation of **MM-GHG-1** through **MM-GHG-13** are shown in Table 5.4-7. Because the mobile emission reduction measures included as part of the project's TDM program cannot be accurately quantified as to their GHG reduction potential, the components of the TDM program are not included in the quantified emission reduction estimates for the project as provided in Table 5.4-7. Therefore, emissions presented in Table 5.4-7 are conservative.

Table 5.4-7
Project Buildout Operational Greenhouse Gas Emissions After Mitigation

Emission Source	CO₂	CH₄	N₂O	CO₂E
	<i>Metric Tons per Year</i>			
Area	0.04	0.00	0.00	0.05
Energy	2,697	0.10	0.03	2,709
Mobile	4,006	0.22	0.00	4,012
Solid waste	25	1.27	0.00	62
Water supply and wastewater	336	2.12	0.05	406
Total	7,064	3.71	0.08	7,189

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂E = carbon dioxide equivalent.
 See Appendix A for detailed results.
 Emissions estimates are based on a buildout year of 2020.
 Totals may not sum due to rounding.

As shown in Tables 5.4-7, following implementation of **MM-GHG-1** through **MM-GHG-13** emissions would be approximately 7,189 MT CO₂E per year. With implementation of mitigation, GHG impacts would be reduced but would still exceed emissions associated with the comparative project as allowed under existing land uses. Impacts would be significant and not fully mitigated.

5.5 AIR QUALITY AND ODOR

Introduction

This section evaluates potential short-term (construction) and long-term (operational) air quality and odor impacts associated with The Preserve at Torrey Highlands (project). The following discussion is based on the air quality technical report (June 2018), included as Appendix E of this Environmental Impact Report.

5.5.1 EXISTING CONDITIONS

5.5.1.1 Site Conditions

The project site is currently vacant and does not support any existing development; therefore, there are no existing sources of air quality emissions at the site.

5.5.1.2~~1~~ Climate, Topography, and Meteorology

The weather of the San Diego region, as in most of Southern California, is influenced by the Pacific Ocean and its semi-permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average temperature ranges (in degrees Fahrenheit (°F)) from the mid-40s to the high 90s. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains (WRCC 2016).

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east; along with local meteorology, it influences the dispersal and movement of pollutants in the San Diego Air Basin (SDAB). The mountains to the east prohibit dispersal of pollutants in that direction and help trap them in inversion layers.

The interaction of ocean, land, and the Pacific High Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

Air Pollution Climatology

The project site is located within the SDAB. The SDAB lies in the southwest corner of California and comprises the entire San Diego region, covering 4,260 square miles, and is an area of high air pollution potential. The SDAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and

moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (WRCC 2016).

5.5.1.32 Criteria Pollutants and Health Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Pollutants of concern include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter (PM_{10} , $PM_{2.5}$), and lead (Pb). These pollutants are discussed in the following paragraphs.¹ In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O_3 is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOCs), sometimes referred to as reactive organic gases (ROGs), and oxides of nitrogen (NO_x) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of VOCs and NO_x , the precursors of O_3 , are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation and ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Nitrogen Dioxide. Most NO_2 , like O_3 , is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_x and are major contributors to O_3 formation. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis and some increase in bronchitis in children (2 and 3 years old) has also been observed at concentrations below 0.3 parts per million by volume (ppm).

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are

¹ The descriptions of health effects for each of the criteria air pollutants associated with project construction and operation are based on the U.S. Environmental Protection Agency's Six Common Air Pollutants (EPA 2015a) and the California Air Resources Board Glossary of Air Pollutant Terms (CARB 2011).

influenced by local meteorological conditions; primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Sulfur Dioxide. SO₂ is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO₂ are coal and oil used in power plants and industries; as such, the highest levels of SO₂ are generally found near large industrial complexes. In recent years, SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels. SO₂ is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. SO₂ can also yellow plant leaves and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM_{2.5} and PM₁₀ represent fractions of particulate matter. Fine particulate matter, or PM_{2.5}, is roughly 1/28 the diameter of a human hair. PM_{2.5} results from fuel combustion (e.g., motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. In addition, PM_{2.5} can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOC. Inhalable or coarse particulate matter, or PM₁₀, is about 1/7 the thickness of a human hair. Major sources of PM₁₀ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

PM_{2.5} and PM₁₀ pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{2.5} and PM₁₀ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as Pb, sulfates, and nitrates, can cause lung damage directly or be absorbed into the blood stream, causing damage elsewhere in the body. Additionally, these substances can transport absorbed gases, such as chlorides or ammonium, into the lungs, also causing injury. Whereas PM₁₀ tends to collect in the upper portion of the respiratory system, PM_{2.5} is so tiny that it can penetrate deeper into the lungs and

damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, the manufacturing of batteries, paint, ink, ceramics, and ammunition and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance including intelligence quotient performance, psychomotor performance, reaction time, and growth.

5.5.1.43 Air Quality Standards

An area is designated in attainment when it is in compliance with the National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). These standards are set by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. The federal and state standards for criteria pollutants have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. The criteria pollutants of primary concern that are considered in this analysis are O₃, NO₂, CO, SO₂, PM₁₀, and PM_{2.5}. Although there are no ambient standards for VOCs or NO_x, they are important as precursors to O₃.

5.5.1.54 San Diego Air Basin – Existing Air Quality

The project site is located within the SDAB and is subject to the San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of 15 air basins that geographically divide California.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air

masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O₃, commonly known as smog.

Light daytime winds, predominately from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO_x emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO₂) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O₃ concentrations, as measured at air pollutant monitoring stations within San Diego County. The transport of air pollutants from Los Angeles to San Diego has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O₃ are transported.

5.5.1.65 San Diego Air Basin Attainment Designation

Pursuant to the 1990 Clean Air Act (CAA) amendments, the EPA classifies air basins (or portions thereof) as “attainment” or “nonattainment” for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “nonattainment” for that pollutant. As previously discussed, these standards are set by the EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified” or “unclassifiable.” The designation of “unclassifiable/attainment” means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are redesignated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as “attainment” or “nonattainment,” but based on CAAQS rather than NAAQS. The attainment classifications for the criteria pollutants are listed in Table 5.5-1.

**Table 5.5-1
San Diego Air Basin Attainment Classification**

Pollutant	Federal Designation	State Designation
O ₃ (1-hour)	Attainment ^a	Nonattainment
O ₃ (8-hour – 1997) (8-hour – 2008)	Attainment (Maintenance) Nonattainment (Moderate)	Nonattainment
NO ₂	Unclassifiable/Attainment	Attainment
CO	Attainment (Maintenance)	Attainment
SO ₂	Unclassifiable/Attainment	Attainment
PM ₁₀	Unclassifiable/Attainment	Nonattainment
PM _{2.5}	Unclassifiable/Attainment	Nonattainment
Lead	Unclassifiable/Attainment	Attainment
Sulfates	No federal standard	Attainment
Hydrogen sulfide	No federal standard	Unclassified
Visibility-reducing particles	No federal standard	Unclassified
Vinyl chloride	No federal standard	No designation

Sources: EPA 2018 (federal); CARB 2016 (state).

Notes: Bold text = not in attainment; Attainment = meets the standards; Attainment (Maintenance) = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

^a The federal 1-hour standard of 0.12 parts per million was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in SIPs.

The SDAB is designated as an attainment area for the 1997 8-hour O₃ NAAQS and as a nonattainment area for the 2008 8-hour O₃ NAAQS. The SDAB is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5} CAAQS. The portion of the SDAB where the Project Area is located is designated as attainment or unclassifiable/unclassified for all other criteria pollutants under the NAAQS and CAAQS.

Air Quality Monitoring Data

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The SDAPCD monitors air quality conditions at 11 locations throughout the SDAB. The nearest SDAPCD-operated monitoring station in which criteria pollutants data was collected is the San Diego—Kearny Villa Road monitoring station, which was located approximately 7.5 miles east of the project site. Ambient concentrations of pollutants from 2012 through 2014 are presented in Table 5.5-2.

Table 5.5-2
Local Ambient Air Quality Data

Pollutant	Averaging Time	2012	2013	2014	Most Stringent Ambient Air Quality Standard	Monitoring Station
O ₃	8-hour	0.076 ppm	0.071 ppm	0.082 ppm	0.070 ppm (State)	San Diego—Kearny Villa Road
	1-hour	0.099 ppm	0.081 ppm	0.099 ppm	0.090 ppm (State)	
NO ₂	1-hour	0.057 ppm	0.067 ppm	0.051 ppm	0.100 ppm (National)	San Diego—Kearny Villa Road
	Annual	N/A	0.011 ppm	0.010 ppm	0.030 ppm (State)	
CO	1-hour	N/A	N/A	N/A	20 ppm (State)	San Diego—Kearny Villa Road
	8-hour	1.85 ppm	N/A	N/A	9.0 ppm (State)	
SO ₂	24-hour	0.001 ppm	0.001 ppm	N/A	0.04 ppm (State)	San Diego—Kearny Villa Road
	Annual	N/A	N/A	N/A	0.030 ppm (National)	
PM ₁₀	24-hour	35.0 µg/m ³	38.0 µg/m ³	39.0 µg/m ³	50 µg/m ³ (State)	San Diego—Kearny Villa Road
	Annual	N/A	20.0 µg/m ³	19.5 µg/m ³	20 µg/m ³ (State)	
PM _{2.5}	24-hour	20.1 µg/m ³	22.0 µg/m ³	20.2 µg/m ³	35 µg/m ³ (National)	San Diego—Kearny Villa Road
	Annual	N/A	8.3 µg/m ³	8.2 µg/m ³	12 µg/m ³ (National)	

Sources: CARB 2014; EPA 2014.

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter; O₃ = ozone; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; NO₂ = nitrogen dioxide; N/A = not available; CO = carbon monoxide; SO₂ = sulfur dioxide.

Data were taken from CARB iADAM (CARB 2015a) or EPA AirData (EPA 2014) and represent the highest concentrations experienced over a given year. Exceedances of federal and state standards are only shown for ozone and particulate matter. Daily exceedances for particulate matter are estimated days because PM₁₀ and PM_{2.5} are not monitored daily. All other criteria pollutants did not exceed either federal or state standards during the years shown. There is no federal standard for 1-hour ozone, annual PM₁₀, or 24-hour SO₂, nor is there a state 24-hour standard for PM_{2.5}.

^a San Diego – Kearny Villa Road Monitoring Station is located at 6125A Kearny Villa Road, San Diego, California.

The number of days exceeding the ozone and particulate AAQS is shown in Table 5.5-3. The state 8-hour O₃ standards were exceeded in 2012, 2013, and 2014 (CARB 2015a), and the federal 8-hour O₃ and state 1-hour O₃ standards were exceeded in 2012 and 2014. No exceedances occurred for the state 24-Hour PM₁₀ standards. Air quality within the project region was in compliance with both CAAQS and NAAQS for NO₂, CO, PM_{2.5}, and SO₂ during this monitoring period.

Table 5.5-3
Frequency of Air Quality Standard Violations

Monitoring Site	Year	Number of Days Exceeding Standard			
		State 1-Hour O ₃	State 8-Hour O ₃	National 8-Hour O ₃	State 24-Hour PM ₁₀
San Diego—Kearny Villa Road	2012	1	3	1	N/A
	2013	0	1	0	0
	2014	1	4	1	0

Source: CARB 2015a.

O₃ = ozone; PM₁₀ = coarse particulate matter. N/A = data not available.

5.5.1.76 Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced either on short-term (acute) or long-term (chronic) exposure to a given TAC.

5.5.1.87 Odor

Projects that involve offensive odors may be a nuisance to neighboring uses, including businesses, residences, sensitive receptors, and public area. Significant odor impacts on residential areas and sensitive receptors warrant close scrutiny. Analysis of potential odor impacts should be conducted for sources of odorous emissions, and receptors located near odorous sources.

5.5.1.98 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The closest off-site sensitive receptors to the project are single family residential land uses to the southeast, located approximately 0.25 miles from the project site.

5.5.2 REGULATORY SETTING

Federal

Federal Clean Air Act

The federal CAA, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including setting NAAQS for major air pollutants, setting hazardous air pollutant standards, approving state attainment plans, setting motor vehicle emission standards, issuing stationary source emission standards and permits, and establishing acid rain control measures, stratospheric O₃ protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for criteria pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O₃, NO₂, SO₂, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O₃, NO₂, SO₂, PM₁₀, and PM_{2.5} are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

State

California Air Resources Board

The federal CAA delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the CAA, and regulating emissions from motor vehicles and consumer products.

CARB established the CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, PM_{2.5}, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

The NAAQS and CAAQS are presented in Table 5.5-4.

Table 5.5-4
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
O ₃	1 hour	0.09 ppm (180 µg/m ³)	—	Same as Primary Standard ^f
	8 hours	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³) ^f	
NO ₂ ^g	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	
CO	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	None
	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	
SO ₂ ^h	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m ³)

Table 5.5-4
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^g	—
	Annual	—	0.030 ppm (for certain areas) ^g	—
PM ₁₀ ⁱ	24 hours	50 µg/m ³	150 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m ³	—	
PM _{2.5} ⁱ	24 hours	—	35 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m ³	12.0 µg/m ³	15.0 µg/m ³
Lead ^{j,k}	30-day Average	1.5 µg/m ³	—	—
	Calendar Quarter	—	1.5 µg/m ³ (for certain areas) ^k	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m ³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)	—	—
Vinyl chloride ^j	24 hours	0.01 ppm (26 µg/m ³)	—	—
Sulfates	24- hours	25 µg/m ³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2016a.

Notes: µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; ppm = parts per million by volume; O₃ = ozone; NO₂ = nitrogen dioxide; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

^a California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, suspended particulate matter (PM₁₀, PM_{2.5}), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

- ^b National standards (other than O₃, NO₂, SO₂, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
- ^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ^d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
- ^e National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ^f On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ^g To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ^h On June 2, 2010, a new 1-hour SO₂ standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- ⁱ On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.
- ^j CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ^k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure or acute (short-term) and/or chronic (long-term) noncancer health effects. A toxic substance released into the air is considered a TAC.

Examples include certain aromatic and chlorinated hydrocarbons, diesel particulate matter (DPM), certain metals, and asbestos. TACs are generated by a number of sources, including stationary

sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced through either acute or chronic exposure to a given TAC.

California's air toxics control program began in 1983 with the passage of Assembly Bill 1807, the Toxic Air Contaminant Identification and Control Act, better known as the Tanner Bill. The Tanner Bill established a regulatory process for the scientific and public review of individual toxic compounds. When a compound becomes listed as a TAC under the Tanner Bill, CARB normally establishes minimum statewide emission-control measures to be adopted by air quality management districts and air pollution control districts. By 1992, 18 of the 189 federal hazardous air pollutants had been listed by CARB as state TACs. In April 1993, CARB added 171 substances to the state program to make the state TAC list equal to the federal list of hazardous air pollutants. In 1998, CARB designated DPM as a TAC (CARB 1998). The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established for DPM.

The second major component of California's air toxics program, supplementing the Tanner process, was provided by the passage of Assembly Bill 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Assembly Bill 2588 currently regulates over 600 compounds, including all of the Tanner Bill-designated TACs.

Additionally, Proposition 65, passed by California voters in 1986, requires that a list of carcinogenic and reproductive toxicants found in the environment be compiled; the discharge of these toxicants into drinking water be prohibited; and warnings of public exposure by air, land, or water be posted if a significant adverse public health risk is posed. The emission of any listed substances by a facility would require a public warning unless health risks could be demonstrated to be less than significant. For carcinogens, Proposition 65 defines the "no significant risk level" as the level of exposure that would result in an increased cancer risk of greater than 1 in 100,000 over a 70-year lifetime (27 CCR 25711). The "no significant risk level" is 1 in 1,000 of the "no observable effect level" for reproductive toxicants.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80% decrease in statewide diesel health risk by 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy-Duty Diesel Vehicle (In-Use) Regulation, On-Road Heavy-Duty (New) Vehicle Program, In-Use Off-Road Diesel

Vehicle Regulation, and New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

Local

The following local/regional regulations pertaining to air quality would apply to the project.

San Diego Air Pollution Control District

Although CARB is responsible for the regulation of mobile emission sources within the state, local AQMDs and APCDs are responsible for enforcing standards and regulating stationary sources. The project site is located within the SDAB and is subject to the guidelines and regulations of the SDAPCD.

In the SDAB, O₃ and particulate matter are the pollutants of main concern, since exceedances of state ambient air quality standards for those pollutants are experienced here in most years (CARB 2015a). For this reason, the SDAB has been designated as a nonattainment area for the state PM₁₀, PM_{2.5}, and O₃ standards. The SDAB is also a federal O₃ attainment (maintenance) area for 1997 8-hour O₃ standard, a O₃ nonattainment area for the 2008 8-hour O₃ standard, and a CO maintenance area (western and central part of the SDAB only). The project area is in the CO maintenance area.

The SDAPCD and the San Diego Association of Governments (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 County of San Diego's *Regional Air Quality Strategy* (RAQS) was initially adopted in 1991, and is updated on a triennial basis, most recently in 2009 (SDAPCD 2009a). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O₃. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, and information regarding projected growth in the cities and San Diego County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the cities and San Diego County as part of the development of their general plans.

The *Eight-Hour Ozone Attainment Plan for San Diego County* indicates that local controls and state programs would allow the region to reach attainment of the federal 1997 8-hour O₃ standard by 2009 (SDAPCD 2007). In this plan, SDAPCD relies on the RAQS to demonstrate how the region will comply with the federal O₃ standard. The RAQS details how the region will manage and reduce O₃ precursors (NO_x and VOCs) by identifying measures and regulations intended to reduce these

contaminants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and the EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS. In the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County, the SDAB did not reach attainment of the federal 1997 standard until 2011 (SDAPCD 2012). This plan, however, demonstrates the region's attainment of the 1997 O₃ NAAQS and outlines the plan for maintaining attainment status.

In December 2005, SDAPCD prepared a report titled *Measures to Reduce Particulate Matter in San Diego County* to address implementation of Senate Bill (SB) 656 in San Diego County (SB 656 required evaluation of additional controls to reduce ambient concentrations of PM₁₀ and PM_{2.5}) (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

As stated, the SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD:

- **SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions.** Regulates the discharge of any air contaminant other than uncombined water vapor. This rule prohibits the discharge into the atmosphere from any asphalt paving equipment with an application temperature specification of 320°F or higher, or pavement rehabilitation equipment, any emissions whatsoever of air contaminants for a period or periods aggregating more than three minutes in any period of 60 consecutive minutes which is darker in shade than that designated as Number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 2 on the Ringelmann Chart (SDAPCD 1997).
- **SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance.** SDAPCD Rule 51 prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors (SDAPCD 1969).
- **SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust.** Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust

emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009b).

- **SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings.** Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2001).

5.5.3 IMPACT: CONSISTENCY WITH APPLICABLE AIR QUALITY PLANS

Issue 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

5.5.3.1 Threshold

If a project proposes development that is greater than that anticipated in the general plan and SANDAG's growth projections, the project might conflict with the SIP and RAQS and may contribute to a potentially significant impact on air quality.

5.5.3.2 Analysis of Impact

The RAQS and SIP rely on information from CARB and SANDAG, including mobile and area source emissions, to project future emissions and to determine strategies for the reduction of emissions through regulatory controls. CARB source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plan(s) would be consistent with the growth projections of the SIP because associated emissions of criteria pollutants in a designated nonattainment area would be accounted for in these air quality plans. If a project proposes development that is greater than anticipated in SANDAG's growth projections, the project would be in conflict with the RAQS and SIP, and could potentially result in a significant air quality impact.

The property is currently designated Commercial Limited (CL) under the Torrey Highlands Subarea Plan (community plan) and zoned AR-1-1, which allows for development of single-dwelling-unit homes at a required minimum of 10-acre lots. The project proposes an amendment to the Community Plan (CPA) and a rezone to allow for the development. The CPA would redesignate the site from Commercial Limited (CL) to Employment Center (EC) and a rezone from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses). The proposed CPA and rezone would allow a greater amount of development than the adopted

community plan, and therefore, the project would not be consistent with the SANDAG projections for emissions in the area.

5.5.3.3 Significance of Impact

The project would be considered inconsistent with the RAQS; therefore, impacts would be significant.

5.5.3.4 Mitigation, Monitoring, and Reporting

As this impact would occur as a result of a change in land use, there is no mitigation available to reduce the impact. When the RAQS and SIP are updated, projects that are approved through General Plan/Community Plan amendments would be included in the SANDAG growth projections, and therefore updated in the RAQS and SIP.

5.5.3.5 Significance of Impact After Mitigation

No mitigation is available; therefore, impacts would remain significant and unavoidable.

5.5.4 IMPACT: VIOLATION OF AIR QUALITY STANDARDS

Issue 2: Would the project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

5.5.4.1 Threshold

As stated in Appendix G of the California Environmental Quality Act (CEQA) Guidelines, “significance established by the applicable air quality management or air pollution control district may be relied upon.” The City’s air quality significance determination thresholds are established by the SDAPCD. The SDAPCD sets forth quantitative emission thresholds for stationary sources. Project-related air quality impacts would be considered significant if any of the applicable significance thresholds presented herein are exceeded.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project’s total emissions would not result in a significant impact to air quality. Significance thresholds are listed in Table 5.5-5.

Table 5.5-5
San Diego Air Pollution Control District Air Quality Significance Thresholds

Construction Emissions			
Pollutant	Total Emissions (Pounds per Day)		
Respirable Particulate Matter (PM ₁₀)	100		
Fine Particulate Matter (PM _{2.5})	55		
Oxides of Nitrogen (NO _x)	250		
Oxides of Sulfur (SO _x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC)	137*		
Operational Emissions			
Pollutant	Total Emissions		
	Pounds per Hour	Pounds per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	—	100	15
Fine Particulate Matter (PM _{2.5})	—	55	10
Oxides of Nitrogen (NO _x)	25	250	40
Sulfur Oxides (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	137*	13.7

Sources: City of San Diego 2011; SDAPCD 1998.

* VOC threshold based on the significance thresholds recommended by the Monterey Bay Unified Air Pollution Control District for the North Central Coast Air Basin, which has similar federal and state attainment status as the SDAB for O₃.

5.5.4.2 Analysis of Impact

Construction

Construction of the project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Pollutant emissions associated with construction activity were quantified using the California Emissions Estimator Model (CalEEMod). Default values provided by the program were used where detailed project information was not available.

For the purposes of modeling, it was assumed that construction of the project would commence in fall 2018. The project would require 127,000 cubic yards of cut at a 40-foot depth, 78,000 cubic yards of fill with a maximum depth fill of 39 feet, and a total export of approximately 49,000 cubic yards of soil. Construction of the project from start to finish is estimated to take approximately 22 months. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Site Preparation – 7 days
- Grading – 17 days
- Utilities – 2.5 months
- Building Construction (~~phase stage 1~~) – 1.5 years
- Building Construction (~~phase stage 2~~) – 1 year
- Building Construction (~~phase stage 3~~) – 1.5 years
- Site work – 1.5 years
- Paving – 2 months
- Application of Architectural Coating (~~phase application 1~~) – 8 months
- Application of Architectural Coating (~~phase application 2~~) – 1 year
- Application of Architectural Coating (~~phase application 3~~) – 9.5 months
- Landscaping – 6 months

The construction phasing and equipment mix used for estimating the construction emissions of the project is based on information provided by the applicant (see Appendix A of Appendix E for details). For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month) during project construction. The applicant also provided construction-worker trip, vendor trip, and haul truck trip estimates by construction phase.

Implementation of the project would generate construction-related air pollutant emissions from three general activity categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project is subject to SDAPCD Rule 55, Fugitive Dust Control. This rule requires that the project take steps to restrict visible emissions of fugitive dust beyond the property line (SDAPCD 2009b). Compliance with Rule 55 would limit fugitive dust (PM₁₀ and PM_{2.5}) that may be generated during grading and construction activities. To account for dust control measures in the calculations, it was assumed that

the active sites would be watered at least three times daily, resulting in an approximately 61% reduction of particulate matter.

Exhaust from internal combustion engines used by construction equipment, hauling trucks (dump trucks), vendor trucks (delivery trucks), and worker vehicles would result in emissions of NO_x, VOC, CO, SO_x, PM₁₀, and PM_{2.5}. The application of architectural coatings, such as exterior/interior paint and other finishes, would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SDAPCD Rule 67.0.1, Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2001). VOC content used for this analysis include 150 grams per liter for exterior coatings and use of 50 grams per liter for interior coatings as outlined in SDAPCD Rule 67.0.1.

Table 5.5-6 shows the estimated maximum daily construction emissions associated with construction of the project as estimated using CalEEMod.

Table 5.5-6
Estimated Maximum Daily Construction Emissions

Construction Year	VOC (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_x (lbs/day)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
2018	23.55	284.40	165.52	0.47	42.14	22.79
2019	43.88	256.45	223.94	0.64	33.13	14.90
2020	41.17	197.22	187.52	0.54	27.43	11.76
Maximum Daily Emissions	43.88	284.40	223.94	0.64	42.14	22.79
Emission Threshold	75	250	550	250	100	55
Threshold Exceeded?	No	Yes	No	No	No	No

Notes: See Appendix E for complete results.

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; lbs/day = pounds per day.

As shown in Table 5.5-6, NO_x emissions would exceed the maximum daily emission threshold and would potentially result in a violation of an air quality standard. All other criteria air pollutant emissions (VOC, CO, SO_x, PM₁₀, or PM_{2.5}) would be below the maximum daily emission thresholds.

Operation

Operational emissions would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile and stationary sources, including vehicular traffic and area sources (water heating and landscaping).

Vehicular Traffic

According to the project's transportation impact analysis prepared by LLG, the project would result in a total of 5,264 trips per day (Appendix D).

Project-related traffic was assumed to include a mixture of vehicles in accordance with CalEEMod outputs for traffic. Emission factors representing the vehicle mix and emissions for 2020 were used to estimate emissions associated with full buildout of the project.

Energy

CalEEMod was also used to estimate emissions from the project's energy use, which includes natural gas combustion. CalEEMod default rates were applied to the project.

Area Sources

CalEEMod was also used to estimate emissions from the project's area sources, which include landscaping, consumer products, and architectural coatings for building maintenance. The values shown for motor vehicles and area sources are the maximum summer or winter daily emissions results from CalEEMod.

Table 5.5-7
Estimated Daily Maximum Operational Emissions

Emissions Source	VOC (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO_x (lbs/day)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
Area	13.48	0.00	0.25	0.00	0.00	0.00
Energy	0.29	2.65	2.23	0.01	0.20	0.20
Mobile	9.37	38.32	102.43	0.33	27.00	7.43
Total	23.14	40.97	104.91	0.35	27.20	7.63
Emission Threshold	55	250	550	250	100	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: See Appendix E for complete results.

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; lbs/day = pounds per day.

Emissions represent maximum of summer and winter. Summer emissions are representative of the conditions that may occur during the ozone season (May 1 through October 31), and winter emissions are representative of the conditions that may occur during the balance of the year (November 1 through April 30).

As shown in Table 5.5-7, daily operational project emissions of all criteria pollutants would not exceed the maximum daily emission thresholds.

5.5.4.3 Significance of Impact

Daily construction emissions would exceed the maximum daily emission threshold for NO_x, thereby resulting in a potential significant impact.

Operational emissions were found to be less than significant for all criteria pollutants.

5.5.4.4 Mitigation, Monitoring, and Reporting

The following mitigation measures would be required to reduce construction-related air quality impacts attributed by NO_x to below a level of significance.

MM-AQ-1 The project owner/permittee shall include verbatim in construction contracts the engine tier requirements in accordance with MM-AQ-2.

MM-AQ-2 Prior to the start of construction activities, the owner/permittee, or its designee, shall ensure that all diesel-powered aerial lifts, forklifts, tractors, loaders, backhoes, and welders be powered with California Air Resources Board–certified Tier 4 Final engines, except where Tier 4 Final equipment is not available. All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where Tier 3 equipment is not available. Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans. An exemption from these requirements may be granted by the City of San Diego in the event that the owner/permittee documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment.² Before an exemption may be considered by the City of San Diego, the owner/permittee shall be required to demonstrate that at least two construction fleet owners/operators in the San

² For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Diego region were contacted and that those owners/operators confirmed the requested equipment could not be located within the San Diego region.

5.5.4.5 Significance of Impact After Mitigation

Resulting emissions following implementation of **MM-AQ-1** and **MM-AQ-2** are shown in Table 5.5-8.

Table 5.5-8
Estimated Maximum Daily Construction Emissions – Mitigated

Construction Year	VOC (lb/day)	NO_x (lb/day)	CO (lb/day)	SO_x (lb/day)	PM₁₀ (lb/day)	PM_{2.5} (lb/day)
2018	11.97	188.71	166.01	0.47	20.67	10.10
2019	31.99	188.08	226.85	0.64	27.09	9.24
2020	30.78	151.06	191.64	0.54	23.22	7.81
Maximum Daily Emissions	31.99	188.71	226.85	0.64	27.09	10.10
Emission Threshold	75	250	550	250	100	55

Notes: See Appendix E for complete results.

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; lb/day = pounds per day.

As shown in Table 5.5-8, with implementation of mitigation (**MM-AQ-1** and **MM-AQ-2**), daily construction emissions of NO_x would be reduced to below a level of significance.

5.5.5 IMPACT: SENSITIVE RECEPTORS

Issue 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

5.5.5.1 Threshold

The SDAPCD's *Supplemental Guidelines for Submission of Air Toxics "Hot Spots" Program Health Risk Assessments* (SDAPCD 2015) provides guidance to perform health risk assessments (HRAs) within the San Diego Air Basin. Although the SDAPCD guidance is specifically targeted toward health risk from air toxic emissions from stationary source operations, the thresholds were adapted here for informational purposes. The SDAPCD's current thresholds of significance for TAC emissions from the operations of permitted and non-permitted sources are presented in Table 5.5-9.

Table 5.5-9
SDAPCD CEQA TAC Emissions Thresholds

Carcinogens	Non-Carcinogens
	<i>Chronic</i>
Maximally exposed individual risk equals or exceeds 10 in 1 million	Hazard Index equals or exceeds 1 for the maximally exposed individual

Source: SDAPCD 2015.

Notes: CEQA = California Environmental Quality Act; SDAPCD = San Diego Air Pollution Control District

5.5.5.2 Analysis of Impact

Construction Impacts

Toxic Air Contaminants

Although residences are not officially designated as sensitive receptors per the City of San Diego's Significance Determination Thresholds (with the exception of medical patients in homes) (City of San Diego 2016), residences are considered sensitive receptors under the City's General Plan. Therefore, a Health Risk Assessment (HRA) was conducted to evaluate the risk to existing residents located in close proximity to the project. Nearby existing residences, the presumed to be existing Merge 56 project, and the KB Homes project were taken into consideration.

To assess health risk at proximate receptors, the HRA includes DPM emitted from exhaust from on-site construction equipment and diesel vehicles. Criteria air pollutant emissions associated with temporary construction activities were quantified using CalEEMod version 2016.3.2. Construction schedule assumptions, including phase type, duration, and sequencing is described in Section 5.5.4.2. To account for pass-by and on-site DPM emissions from diesel haul and vendor trucks at nearby sensitive receptors for purposes of the HRA, the truck trip lengths were assumed to be ¼-mile.

Table 5.5-10 presents the estimated annual construction exhaust emissions generated during construction of the project prior to implementation of **MM-AQ-1** and **MM-AQ-2**. Details of the emission calculations are provided in Appendix B to Appendix E.

Table 5.5-10
Estimated Annual On-Site Construction Emissions – Exhaust Only

Year	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
	<i>Tons per year</i>					
2018	0.42	4.48	3.01	0.01	0.18	0.17
2019	3.02	19.98	15.27	0.03	0.81	0.77

Table 5.5-10
Estimated Annual On-Site Construction Emissions – Exhaust Only

Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	<i>Tons per year</i>					
2020	1.07	5.18	4.52	0.01	0.22	0.22

Source: Appendix B to Appendix E

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SO_x = sulfur oxides; ROG = reactive organic compound

See Appendix B to Appendix E for complete results.

The cancer risk calculations were performed by multiplying the AERMOD-predicted DPM concentrations in µg/m³ due to DPM emissions from trucks and construction equipment by the appropriate risk values. The exposure and risk equations that were used to calculate the cancer risk at residential receptors are taken from the OEHHHA manual for health risk assessments prepared under the Air Toxics “Hot Spots” program (OEHHHA 2008).

The potential exposure pathway for DPM includes inhalation only. The potential exposure through other pathways (e.g., ingestion) requires substance and site-specific data, and the specific parameters for DPM are not known for these pathways (CARB 1998). Cancer risks were evaluated using the inhalation cancer potency factor published by the OEHHHA and CARB (CARB 2013). The cancer potency factor for DPM is 1.1 per milligram per kilogram of body weight per day. In accordance with CARB policy (CARB 2015b), the breathing rate equal to the 80th percentile, or 302 liters per kilogram of body weight per day, was used for the cancer risk calculations. Table 5.5-11 summarizes the construction HRA results based on this HRA methodology and details contained in Appendix B to Appendix E.

Table 5.5-11
Construction Activity Health Risk Assessment Results

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
<i>Prior to Mitigation</i>				
MICR—Residential	Per Million	37.1	10.0	Potentially Significant
HIC	Not Applicable	0.02	1.0	Less than Significant

Sources: Appendix B to Appendix E

Notes: MICR = Maximum Individual Cancer Risk; HIC = Chronic Hazard Index

The maximally exposed individual resident would be located east of the project site at the Merge 56 development, with cancer risk and chronic hazard index estimated at 37.1 in 1 million and 0.02, respectively. The results of the HRA demonstrate that the diesel exhaust emissions from

construction of the project exhibit cancer risks above the 10 in 1 million threshold prior to mitigation, but below the chronic hazard index less than 1.

The results determined in this analysis reflect reasonable estimates of source emissions and exhaust characteristics, available meteorological data near the project site, and the use of currently approved air quality models. Given the limits of available tools for such an analysis, the actual impacts may vary from the estimates in this assessment. However, the combined use of the AERMOD dispersion model and the health impact calculations required by OEHHA and SDAPCD tend to over-estimate impacts such that they produce conservative (i.e., health-protective) results. Accordingly, the health impacts are not expected to be higher than those estimated in this assessment.

Operational Impacts

Carbon Monoxide – CO “Hotspots”

Mobile-source impacts occur on two basic scales of motion. Regionally, project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SDAB. Locally, project traffic would be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles “cold-started” and operating at pollution-inefficient speeds, and operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO “hotspots” in the area immediately around points of congested traffic.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To determine if the project would cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. A traffic report (Appendix D), evaluated the level of service (LOS) (i.e., increased congestion) impacts at intersections affected by the project. The potential for CO hotspots was evaluated based on the results of the traffic report. Per the City's Significance Determination Thresholds, a quantitative analysis of CO hotspots would be required if a proposed development causes a six- or four-lane roadway to deteriorate to a LOS E or worse, causes a six-lane roadway to drop to LOS F, or if a proposed development is within 400 feet of a sensitive receptor and the LOS is D or worse. The project's traffic report (Appendix D) evaluated 23 key intersections, 21 surface street segments, and 4 freeway mainline segments in the project vicinity to assess existing conditions, opening day (2020), and long-term (2035) conditions.

For opening day (2020) conditions, the traffic study determined that existing conditions plus the project would not deteriorate LOS at study area intersections to E or worse. The following study area intersections would continue to operate at LOS E or F conditions with the addition of project traffic.

1. Intersection No. 3 – Camino del Sur and Wolverine Way for AM peak hour
2. Intersection No. 19 – Black Mountain Road and Park Village Road for AM peak hour

For Long-Term (2035) Conditions with Project, the project's traffic report found that a total of four intersections would result in LOS E or worse and are within 400 feet of sensitive receptors including residential units at the Merge 56 development at the Camino del Sur/SR-56 intersection, residential units at the Black Mountain Road/SR-56 intersection (WB and EB ramps), and residential units and Canyon View Elementary School at the Black Mountain Road/Park Village Road intersection. Therefore, requiring a qualitative CO hotspot analysis.

A site-specific CO hotspot analysis was performed for these four intersections during the long-term 2035 with project traffic conditions. The potential impact of the project on local CO levels was assessed at these intersections with the California Department of Transportation (Caltrans) CL4 interface, based on the California LINE Source Dispersion Model (CALINE4), which allows microscale CO concentrations to be estimated along roadway corridors or near intersections (Caltrans 1998a, 1998b). CO concentrations were modeled at the intersections to assess the maximum potential CO exposure that could occur in 2035. Additionally, sensitive receptors within 400 feet of a study intersection, such as residences or schools, were modeled. The modeling assumptions used in the CO hotspot analysis are outlined in Appendix E, and the results of the model are shown in Table 5.5-12, CALINE4 Predicted Carbon Monoxide Concentrations.

Table 5.5-12
CALINE4 Predicted Carbon Monoxide Concentrations

Intersection	Maximum Modeled Impact Long-Term 2035 (ppm)	
	1-Hour	8-Hour
Camino del Sur and SR-56 WB Ramp (Intersection #6)	4.9	3.4
Black Mountain Road and SR-56 WB ramp (Intersection #17)	4.8	3.4
Black Mountain Road and SR-56 EB ramp (Intersection #18)	4.9	3.4
Black Mountain Road and Park Village Road (Intersection #19)	4.9	3.4

Source: Caltrans 1998a (CALINE4).

Notes: WB = westbound; EB = eastbound; ppm = parts per million.

Modeled concentrations reflect background 1-hour concentration of 4.4 ppm.

8-hour concentrations were obtained by multiplying the 1-hour concentration by a factor of 0.7 (as referenced in Table B.15 in Caltrans 1997).

As shown in Table 5.5-12, maximum CO concentrations predicted for the 1-hour averaging period would be 4.8 ppm, which is below the state 1-hour CO standard of 20 ppm. Maximum predicted 8-hour CO concentrations of 3.4 ppm would be below the state CO standard of 9 ppm. Neither the 1-hour nor 8-hour state standard would be equaled or exceeded at any of the intersections studied.

Toxic Air Contaminants

No residual TAC emissions and corresponding cancer risk are anticipated after construction. The project is not anticipated to generate long-term, operational sources of TAC emissions because the project would only include business office uses. The project would not include heavy industrial uses or other land uses typically associated with stationary sources of TACs. Additionally, the project would not locate sensitive receptors next to a major source of TAC because business office space would not be associated with sensitive receptors. Therefore, the project would not result in substantial operational TAC emissions that may affect nearby receptors, nor would sensitive receptors be located at the project site that would be exposed to nearby sources of TACs.

Additionally, CARB has published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005), which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as “schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities.” The *Air Quality and Land Use Handbook* is a guide for siting of new sensitive land uses, but it does not mandate specific separation distances to avoid potential health impacts. The enumerated facilities or sources include the following:

- High-traffic freeways and roads
- Distribution centers
- Rail yards
- Ports
- Refineries
- Chrome plating facilities
- Dry cleaners
- Large gas-dispensing facilities.

The project would not include any of these listed land uses, nor would it generate substantial TAC emissions that would conflict with surrounding sensitive receptors.

5.5.5.3 Significance of Impact

Construction

The results of the HRA demonstrate that the diesel exhaust emissions from construction of the project exhibit cancer risks that exceed the 10 in 1 million threshold prior to mitigation, but below

the chronic hazard index less than 1. Therefore, impacts to residential units at the presumed to be existing Merge 56 project would be potentially significant.

Operation

Carbon Monoxide – CO “Hotspots”

Neither the 1-hour nor 8-hour state standard would be equaled or exceeded at any of the intersections studied. Impacts would be less than significant.

Toxic Air Contaminants

Exposure of project-related TAC emission impacts to sensitive receptors would be less than significant.

5.5.5.4 Mitigation, Monitoring, and Reporting

Mitigation measure **MM-AQ-1** and **MM-AQ-2**, as described in Section 5.5.4.4, would be implemented during construction.

5.5.5.5 Significance of Impact After Mitigation

Construction

Following implementation of **MM-AQ-1** and **MM-AQ-2**, as described in Section 5.5.4.4, impacts would be reduced to below a level of significance.

The emissions presented in Table 5.5-13 represent emissions following implementation of **MM-AQ-1** and **MM-AQ-2**, which requires all diesel-powered aerial lifts, forklifts, tractors, loaders, backhoes, and welders be powered with CARB certified Tier 4 Final engines, except where Tier 4 Final equipment is not available and all other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where Tier 3 equipment is not available. Details of the emission calculations are provided in Appendix B to Appendix E.

Table 5.5-13
Estimated Annual On-Site Construction Emissions – Exhaust Only (Mitigated)

Year	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
	<i>Tons per year</i>					
2018	0.11	2.60	3.00	0.01	0.03	0.03
2019	1.58	13.20	15.55	0.03	0.17	0.17
2020	0.69	3.49	4.69	0.01	0.08	0.08

Notes: CO = carbon monoxide; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SO_x = sulfur oxides; ROG = reactive organic compound
 See Appendix B to Appendix E for complete results.

Table 5.5-14 summarizes the construction HRA results based on the HRA methodology described above and contained in Appendix B to Appendix E, following implementation of **MM-AQ-1** and **MM-AQ-2**.

Table 5.5-14
Construction Activity Health Risk Assessment Results

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
<i>With Mitigation</i>				
MICR—Residential	Per Million	8.5	10.0	Less than Significant
HIC	Not Applicable	0.005	1.0	Less than Significant

Sources: Appendix B to Appendix E

Notes: MICR = Maximum Individual Cancer Risk; HIC = Chronic Hazard Index

With implementation of **MM-AQ-1** and **MM-AQ-2**, cancer risk and chronic hazard index were estimated at 8.50 in 1 million and 0.005, respectively. The results of the HRA demonstrate that the diesel exhaust emissions from construction of the project exhibit cancer risks below a level of significance following mitigation. Therefore, TAC emissions from construction of the project would not expose sensitive receptors to substantial pollutant concentrations with mitigation, and impacts would be less than significant.

Operation

Carbon Monoxide – CO “Hotspots”

Impacts would be less than significant.

Toxic Air Contaminants

Exposure of project-related TAC emission impacts to sensitive receptors would be less than significant.

5.5.6 IMPACT: ODORS

Issue 4: Would the project create objectionable odors affecting a substantial number of people?

5.5.6.1 Threshold

Per the City's CEQA Significance Determination Thresholds (City of San Diego 2011), determining the significance of potential odor impacts should be based on what is known about the quantity of the odor compound(s) that would result from the project's proposed use(s), the types of neighboring

uses potentially affected, the distance(s) between the project's point source(s) and the neighboring uses such as sensitive receptors, and the resultant concentration(s) at receptors.

SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person (SDAPCD 1969). A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

5.5.6.2 Analysis of Impact

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project would not result in the creation of a land use that is associated with odors.

5.5.6.3 Significance of Impact

Odors generated during construction of the project would be temporary and short-term in nature and would not occur in concentrations that would impact a significant number of people. Therefore, impacts associated with odors during construction would be considered less than significant. As the project is not considered an odor-producing land use, operation of the business office development would not result in long-term odor impacts; therefore, impacts would be considered less than significant.

5.5.6.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.5.7 IMPACT: PARTICULATE MATTER

Issue 5: Would the project exceed 100 pounds per day of Particulate Matter (PM) (dust)?

5.5.7.1 Threshold

Per the City's CEQA Significance Determination Thresholds (City of San Diego 2011), the project would have significant effects if it exceeded 100 pounds of PM dust per day.

5.5.7.2 Analysis of Impact

Construction

As previously discussed in Section 5.5.4.2, project construction would result in a temporary addition of pollutants to the local airshed, partially caused by soil disturbance and fugitive dust emissions. Implementation of the project would generate construction-related air pollutant emissions from entrained dust and exhaust from internal combustion engines used by construction equipment. Pollutant emissions associated with construction activity were quantified using CalEEMod, and as shown in Table 5.5-6, the estimated maximum daily construction dust emissions were approximately 42.14 pounds per day of PM₁₀ and 22.79 pounds per day of PM_{2.5}. Therefore, PM₁₀ would not exceed the City's threshold of 100 pounds per day and PM_{2.5} would not exceed the City's threshold of 55 pounds per day.

Operation

The project's operational emissions would generate PM dust emissions from mobile and stationary sources, including vehicular traffic and area sources (water heating and landscaping). Pollutant emissions associated with operational activity were quantified using CalEEMod, and as shown in Table 5.5-7, it was found the PM dust generated per day during operation of the project would be approximately 27.18 pounds of PM₁₀ and 7.62 pounds of PM_{2.5}. Therefore, PM₁₀ would not exceed the City's threshold of 100 pounds per day and PM_{2.5} would not exceed the City's threshold of 55 pounds per day.

5.5.7.3 Significance of Impact

Project construction would result in a temporary addition of pollutants to the local air shed caused by entrained dust and exhaust; however, daily construction emissions would not exceed the significance threshold for PM emissions. PM₁₀ emissions would not exceed the City's threshold of 100 pounds per day and PM_{2.5} emissions would not exceed the City's threshold of 55 pounds per day. Impacts would be less than significant.

Project operations would also result in PM dust emissions from mobile and stationary sources, including vehicular traffic and area sources; however, daily operational emissions would not exceed the significance threshold for PM dust of 100 pounds per day and impacts would be less than significant.

5.5.7.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

5.6 BIOLOGICAL RESOURCES

Introduction

This section evaluates potential biological resources impacts associated with The Preserve at Torrey Highlands (project). The following discussion is based on the Biological Resources Technical Report for The Preserve at Torrey Highlands Project (March 2018), included as Appendix F of this Environmental Impact Report (EIR).

5.6.1 EXISTING CONDITIONS

Vegetation Communities

Based on species composition and general physiognomy, three native vegetation communities were identified on the project site: scrub oak chaparral (0.6 acres), southern mixed chaparral (2.4 acres), and chamise chaparral (8.1 acres) as shown on Figure 5.6-1. Two vernal pool features are located adjacent to the property along the southern project boundary. No vernal pool features are located within the project boundary (see Figure 5.6-1).

There are 0.92 acres that are considered Not a Part (NAP) of the project, but are included in the 11.1-acre total project acreage. This NAP area includes 0.16 acres of scrub oak chaparral, 0.41 acres of southern mixed chaparral, and 0.35 acres of chamise chaparral. The NAP area is associated with the extension of Camino del Sur associated with the proposed Merge 56 project (see Section 2.3.1 of Chapter 2, Setting) located along the eastern edge of the site that would not be impacted by the project.

Table 5.6-1
Vegetation Communities and Land Cover Types on the Project Site

Vegetation Community or Land Cover Type	Subarea Plan Tier*	Acreage
Scrub oak chaparral	I	0.63
Southern mixed chaparral	IIIA	2.38
Chamise chaparral	IIIA	8.09
Total		11.10

* **Source:** City of San Diego 2012

Scrub Oak Chaparral (Subarea Plan Tier I)

Scrub oak chaparral is a vegetation community that covers areas with dense vegetation stands up to 20 feet in height and are dominated by Nuttall's scrub oak (*Quercus dumosa*) and mountain mahogany (*Cercocarpus betuloides*). Scrub oak chaparral occurs in elevations up to 5,000 feet and

is known to be a quick successor in post-fire environments. This community often occurs on mesic, steep, and north-facing slopes.

Within the project site, scrub oak chaparral is located in the northern portions of the site toward the lower portions of the slopes on site, approximately 6.6 miles east of the Pacific Ocean. According to Natural Resources Conservation Service data, the soils present within the areas mapped as scrub oak chaparral are primarily (more than 60%) terrace escarpments, but a small portion of the mapping lies within the Redding gravelly loam soil (USDA 2017). Nuttall's scrub oak dominates this community on site and occupies nearly 100% coverage of the canopy, with very few to no native understory species present. The extent of this community on site was mapped according to the Nuttall's scrub oak contiguous canopy structure. Scrub oak chaparral is considered a sensitive vegetation community by the City of San Diego (City) (i.e., Tier I "rare uplands") (City of San Diego 2012). Appendix F of this EIR describes plant species observed on site that are associated with this vegetation community.

Southern Mixed Chaparral (Subarea Plan Tier IIIA)

Southern mixed chaparral is a drought- and fire-adapted community of woody shrubs, 1.5 to 3.0 meters tall, frequently forming dense, impenetrable stands. It primarily develops on north-facing slopes and in canyons, and is characterized by crown- or stump-sprouting species that regenerate following burns or other ecological catastrophes.

Within the site, this vegetation community is mapped within both Redding gravelly loam and terrace escarpments soils (nearly equal), present within the northeastern and central portions of the site, and located approximately 6.5 miles east of the Pacific Ocean (USDA 2017). Southern mixed chaparral on site is diverse in species composition and is dominated by black sage (*Salvia mellifera*), lemonadeberry (*Rhus integrifolia*), and sticky monkey-flower (*Mimulus aurantiacus*). Appendix F describes plant species observed on site that are associated with this vegetation community.

Southern mixed chaparral is considered a sensitive vegetation community by the City (i.e., Tier IIIA "common uplands") (City of San Diego 2012). This community was concluded to be southern mixed chaparral rather than southern maritime chaparral due to its distance from the coast (i.e., greater than 6 miles east of the Pacific Ocean coastline), the presence of clay soils rather than marine sandstone soils, and the lack of typical maritime dominant species (Appendix F).

Although the City's Biology Guidelines (City of San Diego 2012) state that for mapping as southern maritime chaparral, particular vegetation species need only to be present and not dominant, there are other contributing factors that classify a vegetation community as southern maritime chaparral. Oberbauer et al. (2008) states that dominant species of southern maritime chaparral vegetation include wart-stemmed ceanothus (*Ceanothus verrucosus*) and Del Mar manzanita (*Arctostaphylos glandulosa* ssp. *crassifolia*), neither of which were detected on site. Furthermore, southern maritime

chaparral in San Diego County has a distinct species composition and distribution per Hogan (1996). The species composition indicative of southern maritime chaparral includes the following: Del Mar manzanita, chamise (*Adenostoma fasciculatum*), wart-stemmed ceanothus (noted as coast white ceanothus in Hogan 1996), Torrey pine (*Pinus torreyana*), canchalagua (*Centaurium venustum*), Indian pink (*Silene laciniata*), rein orchid (*Piperia unalascensis*), short-leaved dudleya (*Dudleya blochmaniae* ssp. *brevifolia*), Encinitas baccharis (*Baccharis vanessae*), Nuttall's scrub oak, Orcutt's spineflower (*Chorizanthe orcuttiana*), lemonadeberry, summer holly (*Comarostaphylis diversifolia* ssp. *diversifolia*), Mojave yucca (*Yucca schidigera*), and spiny redberry (*Rhamnus crocea*) (Hogan 1996).

Hogan (1996) states that there are two forms of southern maritime chaparral in San Diego: one form found on coastal/ocean bluffs, and the second form found inland within 4 miles of the coast (but may be located up to 5 miles inland). Beyond 5 miles inland are other kinds of chaparral that replace southern maritime chaparral. Ultimately, since the project site is greater than 6 miles from the coast, does not support weathered sandstone soils, and the species composition is generally limited to common mixed chaparral species, vegetation on site is considered southern mixed chaparral rather than southern maritime chaparral.

Chamise Chaparral (Subarea Plan Tier IIIA)

Chamise chaparral is described by Holland (1986) and Oberbauer et al. (2008) as a vegetation community that exists in stands ranging from approximately 3 to 9 feet in height and is overwhelmingly dominated by chamise. The community has adapted to repeated fires of moderate frequency through resprouting. Chamise chaparral occurs on all slopes in shallow soils that form over colluvium and many types of bedrock.

Chamise chaparral is the largest vegetation community on site, occupying nearly 73% of the property. Within the site, chamise chaparral vegetation occurs on Redding gravelly loam and terrace escarpment soils (USDA 2017), and is chiefly dominated by chamise, with scattered mission manzanita (*Xylococcus bicolor*) shrubs. Chamise chaparral is considered a sensitive vegetation community by the City (i.e., Tier IIIA “common uplands”) (City of San Diego 2012). This community was not classified as southern mixed chaparral due to the lack of species composition characteristics of southern mixed chaparral (i.e., the vegetation within the area mapped as chamise chaparral has low plant species diversity and is not composed of typical southern mixed chaparral species). Although a few Nuttall’s scrub oaks were observed, they were not mapped as a separate community due to the overwhelming dominance of chamise. Plant species observed on site that are associated with this vegetation community are provided in Appendix F.

Within the chamise chaparral mapped on site there are existing dirt access roads and old geotechnical investigation spur roads that continue into off-site areas. One of these old spur roads,

located in the eastern portion of the site, is entirely overgrown with black sage that has recruited into this disturbed space between the dense chamise stands. After evaluation of the surrounding landscape/vegetation and for purposes of site mapping, this area was included within the chamise chaparral vegetation because the species can be a component of chamise chaparral (Appendix F).

Botany

A total of 45 species of vascular plants were detected during the surveys: 31 native species (69%) and 14 non-native species (31%). The floral diversity is relatively low and mostly consists of native shrub species such as chamise, lemonadeberry, and Nuttall's scrub oak. A list of plant species identified on the project site, including habitat associations, is presented in Appendix F.

Special-Status Plant Species

Five special-status plant species were observed on site during surveys conducted in August 2015 and April 2016: 30 individuals of summer holly (*Comarostaphylis diversifolia* ssp. *diversifolia*) (California Rare Plant Rank (CRPR) 1B.2), 13 individuals of Nuttall's scrub oak (CRPR 1B.1), one occurrence of California adolphia (*Adolphia californica*) (CRPR 2B.1), several areas of ashy spike-moss (*Selaginella cinerascens*) (CRPR 4.1), and one occurrence of western dichondra (*Dichondra occidentalis*) (CRPR 4.2). None of these species is considered covered species under the City's Multiple Species Conservation Program (MSCP) Subarea Plan (City of San Diego 1997). No narrow endemic species as identified in the MSCP were observed, nor do they have potential to occur on site (Appendix F).

Zoology

A total of 31 wildlife species were detected during the surveys. The majority of wildlife species observed are common disturbance-adapted species typically found in urban and suburban settings, such as California towhee (*Melospiza crissalis*), house finch (*Carpodacus mexicanus*), California scrub-jay (*Aphelocoma californica*), and common raven (*Corvus corax*). A list of all wildlife species observed or detected within the project site during the survey is presented in Appendix F.

Special-Status Wildlife Species

Nine wildlife species have a moderate potential to occur on site. A brief description of each of these species and area specific management directives where applicable are provided below.

Coastal California Gnatcatcher

Coastal California gnatcatcher (*Poliophtila californica californica*) is federally listed as threatened, a CDFW-designated Species of Special Concern (SSC), and is covered under the MSCP. It nests and forages in various sage scrub communities, often dominated by California sagebrush (*Artemisia*

californica) and California buckwheat (*Eriogonum fasciculatum*). Coastal California gnatcatcher generally avoids nesting in areas with a slope of greater than 40% and generally nests at less than 1,000 feet in elevation. Coastal California gnatcatcher was observed on site during a focused survey and was likely dispersing through the site, but is not expected to nest on site due to lack of suitable nesting habitat (i.e., coastal sage scrub).

Coast Patch-nosed Snake

Coast patch-nosed snake (*Salvadora hexalepis virgulata*) is a CDFW-designated SSC that occurs in brushy or shrubby vegetation. This species requires small mammal burrows for refuge and overwintering sites. Coast patch-nosed snake has a moderate potential to occur within the chaparral habitat on site and has been recorded in the project vicinity.

Orange-Throated Whiptail

Orange-throated whiptail (*Aspidoscelis hyperythra*) is a CDFW-designated Watch List species and is covered under the MSCP. This species occurs in low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. It has a moderate potential to occur within the chaparral habitat on site and has been recorded in the project vicinity.

Area specific management directives are included in the conditions of coverage of orange-throated whiptail. Area specific management directives for orange-throated whiptail solely include analyzing and addressing potential edge effects on the species from project impacts. The project complies with the MHPA Land Use Adjacency Guidelines (LUAGs) as described in Section 5.1.5.2 of Section 5.1, Land Use. Compliance with the LUAGs through permit conditions would ~~will~~ address potential edge effects that could affect orange-throated whiptail, including drainage, lighting, noise, barriers, invasives, brush management, and grading/land development. A combination of six-foot tall deer barrier fencing around the perimeter of the project site, walls, wire guardrail, signage, the parking garage, and natural rock/boulder barriers are provided to prevent intrusion into the MHPA and DMMER (Del Mar Mesa Ecological Reserve) and to provide protection of the species from edge effects, as shown in Figure 3-17, Fencing and Barriers.

Coronado Skink

Coronado skink (*Plestiodon skiltonianus interparietalis*) is a CDFW-designated Watch List species that occurs in rocky areas near water within woodlands, grasslands, pine forests, and chaparral. This species has a moderate potential to occur within chaparral habitat on site. It has been recorded in the project vicinity.

Blainville's Horned Lizard

Blainville's horned lizard (*Phrynosoma blainvillii*) is a CDFW-designated SSC species and is covered under the MSCP. This species occurs in open areas of sandy soil in valleys, foothills, and semi-arid mountains. It occurs in coastal scrub, chaparral, valley-foothill hardwood, conifer, riparian, pine-cypress, juniper, and annual grassland habitats. Blainville's horned lizard has a moderate potential to occur on site and has been recorded in the project vicinity.

Area-specific management directives for Blainville's horned lizard (horned lizard) require measures to maintain native ant species, discourage Argentine ant (*Linepithema humile*) presence, and address potential edge effects on horned lizard from project impacts (City of San Diego 1997). Specifically, immediately prior to installation of common landscape improvements, container plants will be inspected by the project biologist for the presence of disease, weeds, and pests, including Argentine ants. Plants with pests, weeds, or diseases will be rejected. This directive is identified on the project landscape plan. Additionally, these directives discussed herein, including plant inspection, would be made conditions of approval for the project. Moreover, because Argentine ants are associated with increased soil moisture, compliance ~~through permit conditions~~, with the MHPA LUAGs through permit conditions, relating to drainage will minimize the risk of an invasion of Argentine ants that could impact Blainville's horned lizard. Specifically, all new and proposed parking lots and developed areas in and adjacent to the preserve will not drain directly into the MHPA. Lastly, consistent with the MHPA LUAGs and the project's landscape plan, non-native and invasive plants would not be planted adjacent to the MHPA areas surrounding the site (see Section 5.1.5.2). Compliance with both the area specific management directives and MHPA LUAGs would be made conditions of approval of the project.

Red Diamond Rattlesnake

Red diamond rattlesnake (*Crotalus ruber*) is a CDFW-designated SSC species that occurs in coastal scrub, chaparral, oak and pine woodlands, rocky grasslands, cultivated areas, and desert flats. This species has a moderate potential to occur on site and has been recorded in the project vicinity.

Bell's Sparrow

Bell's sparrow (*Artemisiospiza belli belli*) is a USFWS-designated Bird of Conservation Concern and a CDFW-designated Watch List species. Bell's sparrows nest and forage in coastal scrub and dry chaparral. They generally occur in large, unfragmented patches dominated by chamise. They typically nest in more dense patches, but use more open habitat in winter. Bell's sparrow has a moderate potential to occur on site and has been recorded in the project vicinity.

San Diego Desert Woodrat

San Diego desert woodrat (*Neotoma lepida intermedia*) is a CDFW-designated SSC species that occurs in rocky areas in coastal scrub, desert scrub, and chaparral. This species has a moderate potential to occur on site and has been recorded in the project vicinity.

Dulzura Pocket Mouse

Dulzura pocket mouse (*Chaetodipus californicus femoralis*) is a CDFW-designated SSC species that occurs in open habitat, coastal scrub, chaparral, oak woodland, chamise chaparral, and mixed conifer habitats. Dulzura pocket mouse is a disturbance specialist. It occurs below 3,000 feet in elevation. This species has a moderate potential to occur within the chaparral habitat on site and has been recorded in the project vicinity.

Northwestern San Diego Pocket Mouse

Northern San Diego pocket mouse (*Chaetodipus fallax fallax*) is a CDFW-designated SSC species. This species occurs in coastal scrub, mixed chaparral, sagebrush, desert wash, desert scrub, pinyon-juniper, and annual grassland habitats. It has a moderate potential to occur within the chaparral habitat on site and has been recorded in the project vicinity.

Wildlife Corridors and Habitat Linkages

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Wildlife corridors contribute to population viability by ensuring continual exchange of genes between populations, providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after local extirpation or ecological catastrophes (e.g., fires).

Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation. Habitat linkages provide a potential route for gene flow and long-term dispersal of plants and animals, and may also serve as primary habitat for smaller animals, such as reptiles and amphibians. Habitat linkages may be continuous habitat or discrete habitat islands that function as stepping stones for dispersal.

The project site is likely used for general movement by several terrestrial animals (i.e., birds, mammals, reptiles, and amphibians) because the current conditions are generally vegetated without restrictions to movement other than the vegetation itself. The existing vegetation on site is dense chaparral but has existing dirt roads, which wildlife species will use periodically. Thus, wildlife movement is currently constrained in all directions in vegetated portions of the site but the site certainly is occupied by various native wildlife species. Additionally, the site may be used by at least

three relatively large mammals: coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), and bobcat (*Lynx rufus*), and possibly mountain lion (*Puma concolor*).

However, the project site is unlikely to serve as an important wildlife corridor or habitat linkage in the area because the site is relatively small and located on the eastern edge of the Del Mar Mesa Preserve. It is also bordered on the east by the Merge 56 proposed development project described in Section 2.3.1, thus potential east to west wildlife movement is limited. Although the project site is bordered on three sides by the City's Multi-Habitat Planning Area (MHPA) (City of San Diego 1997), including the USFWS National Wildlife Refuge to the south, north-south wildlife movement in the area is generally constrained by residential development farther to the north and south.

In the project vicinity, other key wildlife corridors and habitat linkages exist that would be more likely to support regional wildlife movement. Peñasquitos Canyon located to the south of the project site and McGonigle Canyon located to the north are both wildlife corridors/habitat linkages identified in the MSCP. Deer Canyon is also located immediately north of the project site and is more likely to convey wildlife to adjacent upland areas, though it may also be limited by development at its eastern terminus (Figure 5.6-2).

Jurisdictional Wetlands Delineation

All potential wetland areas or non-wetland waters of the United States were identified in accordance with the U.S. Army Corps of Engineers (ACOE) delineation manual (ACOE 1987). Evidence of hydrology and hydrophytic vegetation was examined throughout the approximate 11.1-acre project site, and data station pits were established at two locations. Vernal pool features (i.e., road ruts) were identified at the edge of the project site and off site to the south of the property; however, these features were not analyzed as part of the jurisdictional wetlands delineation.

Results of the delineation concluded that two unvegetated ephemeral channels exist on the project site. One channel, approximately 1 foot in width, extends along the center of the project site; the second channel, approximately 2 feet in width, spans the northeast corner of the site (Figure 5.6-1).

The data station pit results indicate that the ephemeral channels on site do not support hydrophytic vegetation or hydric soils, but do have a defined bed and bank to indicate seasonal, ephemeral hydrology; however, seasonal, ephemeral hydrology would not be considered hydrology suitable for sustaining a wetland (Appendix F). Thus, both channels were determined to be non-wetland waters of the United States under the joint regulation of ACOE and the Regional Water Quality Control Board (RWQCB) pursuant to Sections 401 and 404 of the federal Clean Water Act, and the California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600–1605 of the California Fish and Game Code. In total, the two ephemeral channels occupy approximately 0.03 acre and approximately 610 linear feet (Figure 5.6-1).

The ephemeral drainages do not currently support hydric soils, wetland hydrology, or wetland vegetation, nor has wetland vegetation been removed by human disturbance. These drainages have resulted from seasonal ephemeral flows that have etched the landscape over time. Therefore, according to the City's Biology Guidelines (City of San Diego 2012), neither feature is considered City of San Diego wetlands.

5.6.2 REGULATORY SETTING

Federal

Federal Endangered Species Act

Under the federal Endangered Species Act of 1973 (ESA), the Secretary of the Interior and the Secretary of Commerce jointly have the authority to list a species as threatened or endangered (16 United States Code (U.S.C.) 1533(c)). Pursuant to the requirements of the ESA, an agency reviewing a project within its jurisdiction must determine whether any federally listed threatened or endangered species may be present in the planning area, and determine whether the project would have a potentially significant impact on such species. In addition, the agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under the ESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 U.S.C. 1536(3)(4)). The U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration National Marine Fisheries Service are responsible for implementation of the federal ESA.

USFWS also publishes a list of candidate species. Species on this list receive special attention from federal agencies during environmental review, although they are not protected otherwise under the federal ESA. The candidate species are those for which USFWS has sufficient biological information to support a proposal to list as endangered or threatened.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the Migratory Bird Treaty Act is extensive; the species are listed in Title 50 of the Code of Federal Regulations (CFR), Part 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species, and also includes any part, egg, or nest of such birds (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The Migratory Bird Treaty Act, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the

take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

State

California Endangered Species Act

The California ESA establishes state policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. Under the California ESA, the CDFW is responsible for maintaining a list of threatened species and endangered species (California Fish and Game Code, Section 2070). CDFW also maintains a list of candidate species, which are species that CDFW has formally noticed as under review for addition to the threatened or endangered species list. CDFW also maintains lists of Species of Special Concern, which serve as watch lists. Pursuant to the requirements of the California ESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the area, and determine whether the proposed project would have a potentially significant impact on such species. CDFW encourages informal consultation on any proposed project that may impact a candidate species.

California Fish and Game Code

Under the California Fish and Game Code, CDFW provides protection from “take” for a variety of species, including fully protected species. “Fully protected” is a legal protective designation administered by CDFW intended to conserve wildlife species that risk extinction within California. Lists have been created for birds, mammals, fish, amphibians, and reptiles.

Birds of prey are protected in California under the Fish and Game Code (Section 3503.5). Section 3503.5 states that it is “unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by CDFW. Section 3511 prohibits take or possession of a fully protected species. In addition, Section 3513 states “It is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.” Any loss of fertile eggs or nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Non-raptor native birds receive similar protection under California Fish and Game Code Section 3503. Project impacts

to these species would not be considered significant unless the species are known to, or have a high potential to, nest in the area or rely on it for primary foraging.

The Native Plant Protection Act of 1977 (California Fish and Game Code, Section 1900 et seq.) gives CDFW authority to designate state endangered, threatened, and rare plants, and provides specific protection measures for identified populations.

CDFW also protects streams, water bodies, and riparian corridors through the Streambed Alteration Agreement process under Sections 1601–1606 of the California Fish and Game Code. The California Fish and Game Code stipulates that it is “unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake” without notifying CDFW, incorporating necessary mitigation, and obtaining a Streambed Alteration Agreement. Through policy, CDFW asserts jurisdiction to the top of banks of all streams, including intermittent and ephemeral streams, extending laterally to the upland edge of adjacent riparian vegetation. CDFW uses the Cowardin system for wetland identification and classification, which typically results in a larger jurisdictional area than federal jurisdiction under the Clean Water Act. Under this system, wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year (Cowardin et al. 1979).

California Native Plant Society

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. CDFW works in collaboration with the California Native Plant Society (CNPS) and with botanical experts throughout the state to maintain an Inventory of Rare and Endangered Plants and the similar Special Vascular Plants, Bryophytes and Lichens List. Species on these lists may meet the CEQA definition of rare or endangered. CNPS places sensitive native plants into categories or ranks reflecting degrees of concern as follows:

California Rare Plant Rank (CRPR) 1A: Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere

CRPR 1B: Plants Rare, Threatened, or Endangered in California and Elsewhere

CRPR 2A: Plants Presumed Extirpated in California, But More Common Elsewhere

CRPR 2B: Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere

CRPR 3: Plants About Which More Information is Needed – A Review List

CRPR 4: Plants of Limited Distribution – A Watch List

1. Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
2. Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
3. Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

~~California Native Plant Society's CRPRs are defined as follows: CRPR 1A (plants presumed extinct), CRPR 1B (plants rare, threatened, or endangered in California and elsewhere), CRPR 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere), CRPR 3 (plants about which more information is needed—a review list), and CRPR 4 (plants of limited distribution—a watch list).~~
Designation of these species by the California Native Plant Society does not constitute legal status or protection under federal or state endangered species legislation; however, in general, substantial adverse impacts to plants appearing on CRPR 1A, 1B, or 2 would be considered significant.

California Natural Community Conservation Planning Act of 1991

The Natural Community Conservation Planning Act of 1991 provides a framework for state and local government and private interest efforts for the protection of regional biodiversity and the ecosystems upon which they depend. Natural community conservation plans allow for the appropriate, compatible economic activity to occur while ensuring the long-term conservation of multiple species. In the City, the MSCP is an outgrowth of this conservation planning.

Local

Multiple Species Conservation Program

The MSCP is a comprehensive habitat conservation planning program for San Diego County. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms. The City's MSCP Subarea Plan, approved in March 1997, is a plan and process for the issuance of permits under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act of 1991. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth.

In July 1997, the City signed an Implementing Agreement with the USFWS and the CDFW. The Implementing Agreement serves as a binding contract between the City, the USFWS, and the CDFW that identifies the roles and responsibilities of the parties to implement the MSCP and Subarea Plan. The agreement allows the City to issue incidental take authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

Multi-Habitat Planning Area

One of the primary objectives of the MSCP is to identify and maintain a preserve system, which allows for animals and plants to exist at both the local and regional levels. The MSCP has identified large blocks of native habitat having the ability to support a diversity of plant and animal life known as “core biological resource areas.” “Linkages” between these core areas provide for wildlife movement. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. Input from responsible agencies and other interested participants resulted in creation of the City’s MHPA. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. MHPA lands are considered by the City to be sensitive biological resources. In accordance with the MSCP, for parcels located outside the MHPA, there is no limit on encroachments into sensitive biological resources, with the exception of wetlands and listed non-covered species’ habitat. Regardless, impacts to sensitive biological resources are to be assessed, and mitigation, where necessary, must be provided in conformance with the City’s Biology Guidelines (City of San Diego 2012).

To address the integrity of the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The adjacency guidelines are intended to be addressed on a project-by-project basis either in the planning or management stage. These guidelines address the issues of drainage, toxics, lighting, noise, invasives, brush management, access to MHPA, and grading/land development. The project’s consistency with the guidelines are discussed further in Section 5.1.5.2.

As described above, MHPA lands are those that have been included within the City’s MSCP Subarea Plan for habitat conservation. These lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. MHPA lands are considered by the City to be a sensitive biological resource. The project site lies within the northern area of the City of San Diego’s MSCP boundary; however, the property does not contain any lands designated as part of the City’s MHPA. The project site is bordered to the north, east, and south by the MHPA.

Torrey Highlands Subarea Plan

The North City Future Urbanizing Area (NCFUA) is a 12,000-acre area stretching easterly from Interstate (I) 5 and Carmel Valley to the Rancho Peñasquitos and Rancho Bernardo communities. The NCFUA Framework Plan, adopted in October 1992, established five subareas. A subarea plan was to be prepared for each subarea; the document was to describe the open space, transportation, development and other definitive aspects of the proposed subarea upon buildout (City of San Diego 1992). The Torrey Highlands Subarea Plan (Subarea IV), which is fully incorporated into the City's MSCP, consists of 1,134 acres. The Torrey Highlands Subarea is surrounded by Rancho Peñasquitos to the east, Los Peñasquitos Canyon Reserve to the southeast, Subarea V to the south, Subarea III to the west, Fairbanks Ranch to the northwest, and Subarea I and Del Mar Mesa Preserve to the north. The project site is located in the southeastern portion of Subarea IV. Fairbanks Highlands, a 386-acre Planned Residential Development is also encompassed within the Torrey Highlands Subarea.

The Torrey Highlands Subarea (IV) Plan (City of San Diego 1996) was developed consistent with the adopted goals and policies of the NCFUA Framework Plan and is consistent with the City's Progress Guide General Plan and requires the following:

- Develop a refined land use plan for Subarea IV within the context of the Framework Plan
- Develop alignments for the major circulation element roads (Camino del Sur, Carmel Valley Road, and Carmel Mountain Road)
- Provide future alignments for SR-56 –(of which the northernmost was adopted and built)
- Define development areas and conservation boundaries consistent with the Resource Protection Ordinance which later morphed into Multi-Habitat Planning Areas under the City's Multiple Species Conservation Program Subarea Plan..
- Locate public facilities
- Designate pedestrian, bicycle, and equestrian trail corridor
- Requires biological mitigation to be carried out consistent with Section 2.5.5. This section outlines options with priority for on-site (within Subarea IV mitigation). Acquisition and restoration within the MSCP Preserve but outside the Subarea requires two times the mitigation ration provided under 2.5.4 Mitigation Ratio Guidelines but will be waived upon finding that on-site within Subarea IV Preserve Segment is infeasible

The Torrey Highlands Subarea Plan consists of text that sets forth goals, policies, proposals, and recommended actions to guide future development, including that of the proposed project. Chapters within the Subarea Plan include Open Space, Circulation, Land Use, Community Design Guidelines, Community Facilities, Housing, and Implementation (City of San Diego 1996).

Torrey Highlands Subarea Open Space Concept

The Torrey Highlands Subarea Plan identified approximately 270 acres of open space, which was later incorporated as MHPA lands (City of San Diego 2006). The Torrey Highlands Open Space area (shown on Figure 2-2 of the Subarea Plan) is defined by McGonigle Canyon, which bisects the Subarea from the northeast to southwest, and acts as a unifying wildlife corridor connecting to the east/west oriented La Zanja Canyon to the north, and Deer Canyon in the southwest. The Subarea Plan also includes Appendix C - Appendix D of the Biological Report: Restoration and Enhancement Plan, which utilized a mitigation based program to conserve and restore native vegetation throughout the Subarea and enhance the McGonigle Canyon wildlife corridor.

Torrey Highlands Subarea IV EIR

The project site lies within the Torrey Highlands Subarea IV EIR study area (City of San Diego 1996; Figure 2-4). The EIR provides mitigation measures for impacts within the Subarea at a programmatic level, but notes that individual project-level mitigation will be necessary to compensate for losses that would result from subsequent development within the Subarea. Specifically, the EIR relies on mitigation ratios provided in the Land Development Manual – Biology Guidelines (City of San Diego 2012) to guide these project-specific impacts.

Environmentally Sensitive Lands Regulations

Environmentally Sensitive Lands (ESL) regulations are supplemental development regulations that are part of the City's Municipal Code, Article 3, Division 1. These regulations are intended to assure that development occurs in a manner that protects the overall quality of resources (SDMC 143.0101). The City of San Diego's Biology Guidelines were developed to aid in the interpretation and implementation of the ESL regulations and to be used as part of the environmental review process to meet the requirements of CEQA and the MSCP. The project site contains ESL due to the presence of sensitive biological resources according to the ESL definition. Environmentally Sensitive Lands include lands within the MHPA as well as lands that contain wetlands, vegetation communities classified as Tier I, II, IIIA, or IIIB, habitat for rare, endangered or threatened species, or narrow endemic species (City of San Diego 2012). The Biology Guidelines provide guidance on permits required for projects that encroach on Environmentally Sensitive Lands. The guidelines also address requirements for project impacts analysis pertaining to wetlands and buffer limits within and outside the Coastal Overlay Zone, siting requirements to avoid the most sensitive portion of a site, and requirements for development outside of the MHPA (City of San Diego 2012).

Vernal Pool Habitat Conservation Plan

The City of San Diego Vernal Pool Habitat Conservation Plan (VPHCP) was developed to protect, enhance, and restore vernal pool resources in the City of San Diego. The VPHCP was approved by

San Diego City Council in 2018. It also serves to streamline the environmental permitting process for impacts to listed species associated with vernal pools by providing coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the MSCP. Species covered under the plan include Otay Mesa mint (*Pogogyne nudiuscula*), San Diego Mesa mint (*P. abramsii*), spreading navarretia (*Navarretia fossalis*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), California Orcutt grass (*Orcuttia californica*), Riverside fairy shrimp (*Streptocephalus woottoni*), and San Diego fairy shrimp (*Branchinecta sandiegonensis*). The VPHCP expands the City's MHPA to include more vernal pool resources.

Carmel Mountain Preserve and Del Mar Mesa Preserves Resource Management Plan (RMP)

The Carmel Mountain Preserve and Del Mar Mesa Preserve (Preserves) is a natural open space area that is located north of the Torrey Highlands Subarea. The Preserves harbor sensitive and depleted vegetation communities and species unique to the San Diego region. The primary resources to be protected on the Preserves are vernal pools; southern maritime chaparral; the continuity of habitat for wildlife movement and gene flow and the federally and state listed flora and fauna. The Carmel Mountain Preserve and Del Mar Mesa Preserve Resource Management Plan (RMP) describes the tasks that will ensure management and maintenance of the Preserves in accordance with the MSCP and the Subarea Plan.

5.6.3 IMPACTS TO BIOLOGICAL RESOURCES

According to the City Significance Determination Thresholds, potential impacts to biological resources are assessed through review of the project's consistency with the City's ESL Regulations, Biology Guidelines, and MSCP Subarea Plan. Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established. Thus, significance determination, pursuant to the City's Significance Determination Thresholds, proceeds in two steps: (1) determine if significant biological resources are present; and (2) determine the sensitivity of identified biological resources in terms of direct, indirect, and cumulative impacts that would result from project implementation.

1. Sensitive biological resources are defined by the City of San Diego Municipal Code as:
 - Lands that have been included in the MHPA as identified in the City of San Diego MSCP Subarea Plan (City of San Diego 1997);
 - Wetlands (as defined by the Municipal Code, Section 113.0103);
 - Lands outside the MHPA that contain Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines (July 2002 or current edition) of the Land Development manual;

- Lands supporting species or subspecies listed as rare, endangered, or threatened;
 - Lands containing habitats with narrow endemic species as listed in the Biology Guidelines of the Land Development manual; and
 - Lands containing habitats of covered species as listed in the Biology Guidelines of the Land Development manual.
2. Occurrence of any of the following situations associated with identified biological resources may indicate significant direct and indirect biological impacts.
- A. Direct Impacts
- Any encroachment in the MHPA is considered a significant impact to the preservation goals of the MSCP. Any encroachment into the MHPA (in excess of the allowable encroachment by a project) would require a boundary adjustment, which would include a habitat equivalency assessment to ensure that what would be added to the MHPA is at least equivalent to what would be removed.
 - Lands containing Tier I, II, IIIA, and IIIB habitats and all wetlands are considered sensitive and declining habitats. Impacts to these resources may be considered significant.
 - Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts. Impacts to state or federally listed species and all narrow endemics should be considered significant.
 - Certain species covered by the MSCP and other species not covered by the MSCP may be considered significant on a case-by-case basis taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP.
- B. Indirect Impacts
- The Significance Determination Thresholds indicate that depending on the circumstances, indirect effects of a project may be as significant as the direct effects of the project. Indirect effects include, but are not limited to, the following impacts:
- Introduction of urban meso-predators into a biological system
 - Introduction of urban runoff into a biological system
 - Introduction of invasive exotic plant species into a biological system
 - Noise and lighting impacts
 - Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles
 - Loss of a wetland buffer that includes no environmentally sensitive lands.

All biological resources within the project footprint area, including grading, the required Zone 1 Fuel Modification Zone (FMZ), and landscaping are considered a direct impact and 100% lost. There are no direct temporary impacts proposed as part of this project.

5.6.4 IMPACT: SENSITIVE SPECIES; HABITATS

Issue 1: Would the proposal result in substantial adverse impacts, either directly or through habitat modifications, to any species identified as a candidate, sensitive or special status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

Issue 2: Would the proposal result in a substantial adverse impact on any Tier I, Tier II, Tier IIIA or Tier IIIB habitats as identified in the Biology Guidelines of the Land Development Code or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

5.6.4.1 Analysis of Impact

Direct Impacts

Vegetation

Implementation of the project would result in direct impacts to approximately 9.75 acres of native vegetation, including 0.47 acres of scrub oak chaparral (Tier I), 1.97 acres of southern mixed chaparral (Tier IIIA), and 7.31 acres of chamise chaparral (Tier IIIA) (see Table 5.6-2). Project impacts are depicted in Figure 5.6-3.

Table 5.6-2
Project Impacts to Vegetation Communities

Vegetation Community	Subarea Plan Tier	Total On-Site Acreage*	Impact Acreage
Scrub oak chaparral	I	0.63	0.47
Southern mixed chaparral	IIIA	2.38	1.97
Chamise chaparral	IIIA	8.09	7.31
Total		11.10	9.75

* Total on-site acreage includes 0.92 acres that are considered Not a Part (NAP), including 0.16 acres of scrub oak chaparral, 0.41 acres of southern mixed chaparral, and 0.35 acres of chamise chaparral. The NAP is associated with the extension of Camino del Sur associated with the proposed Merge 56 project (see Section

2.3.1 of Section 2, Setting) located along the eastern edge of the site that would not be impacted by the project. Other acreage not impacted includes the covenant of easement discussed in Section 5.6.4.3, Mitigation, Monitoring, and Reporting.

Special-Status Plant Species

Direct project impacts are anticipated to the on-site populations of four special-status plant species: summer holly, Nuttall's scrub oak, ashy spike-moss, and western dichondra. No direct impacts to California adolphia are anticipated from the project (Figure 5.6-3). No impacts to narrow endemics as identified in the City's MSCP Subarea Plan are anticipated.

None of the four impacted special-status plant species are "covered" under the City's MCSP Subarea Plan (City of San Diego 1997). Therefore, direct impacts to these species were not considered during the assemblage of the MHPA and no special provisions for conservation of these species have been established in the MSCP Subarea plan. Project impacts to these species both inside and outside the MHPA must be evaluated on a project-by-project basis.

Although western dichondra (CRPR 4.2) and ashy spike-moss (CRPR 4.1) are considered special status, CRPR 4 species are considered "watch list" species. The project would impact one occurrence of western dichondra and several locations of ashy spike-moss. Both of these species are perennial rhizomatous herbs, making it difficult to quantify the number of individuals in an occurrence. Impacts to these species would be less than significant because the impacted occurrences are not type localities for these species. In addition, since western dichondra occurs from the southern border to San Clemente and inland past El Cajon in San Diego County and ashy spike-moss occurs from the southern border to north of Oceanside and inland past Fernbrook (SDNHM 2018), the impacted individuals of each species are not at the periphery of the species' ranges. In addition, there are records for both species along State Route 56 so the impacted individuals are not located in an area where the species are especially uncommon. Given the adjacent MHPA with suitable habitat for these species, they are not expected to sustain heavy losses in the area. The occurrences on site did not exhibit unusual morphology or occur on unusual substrates and were not unusually robust. Thus, project impacts to these two species are not expected to appreciably reduce their populations in the region and would be considered less than significant.

However, the project would also result in impacts to 27 individuals (90%) of summer holly (CRPR 1B.2) and 10 individuals (77%) of Nuttall's scrub oak (CRPR 1B.1). Because CRPR 1B plants are considered rare, threatened, or endangered in California and elsewhere (CNPS 2018) and given that the project would impact 90% of the on-site individuals of summer holly and 77% of the on-site individuals of Nuttall's scrub oak, impacts to these species would be considered significant.

Special-Status Wildlife Species

Direct project impacts are anticipated to coast patch-nosed snake, orange-throated whiptail, Coronado skink, Blainville's horned lizard, red diamond rattlesnake, San Diego desert woodrat, Dulzura pocket mouse, and northwestern San Diego pocket mouse. None of these species has been detected on the project site, but all have a moderate potential to occur. For purposes of this impact analysis, these species are assumed present on site. All of these species primarily occur in chaparral or scrub vegetation.

Generally, the project is expected to impact a small amount of habitat relative to the adjacent areas of conserved open space and the overall MSCP preserve areas that provide suitable habitat. Given the mobile nature of these species (i.e., they are likely to move away from the project area to utilize adjacent areas of equally suitable habitat), it is anticipated that project impacts would not result in direct impacts to these species resulting in a reduction of the population. In addition, orange-throated whiptail and Blainville's horned lizard are considered MSCP covered species; therefore, it is anticipated that these species are adequately conserved regionally through the conservation of similar appropriate habitats within the MHPA.

Direct impacts to nesting Bell's sparrow, a USFWS-designated Bird of Conservation Concern, CDFW Watch List species, and covered species under the MSCP, on site may occur if construction occurs during the breeding season. This direct impact would be considered significant and require mitigation.

One raptor species, red-tailed hawk (*Buteo jamaicensis*), was observed flying over the project site during one of the focused surveys for California gnatcatcher. No other raptor species were observed during any of the 2015 surveys. No large mature trees exist on site that would provide suitable nesting habitat for raptor species. Therefore, direct impacts to nesting raptors are not anticipated.

Direct impacts to coastal California gnatcatcher are not expected. Although California gnatcatcher has been observed foraging on site, it is highly unlikely that this species would nest on site due to lack of suitable nesting habitat (i.e., coastal sage scrub). Focused surveys for California gnatcatcher detected the presence of the species off site within the study area (Figure 5.6-1). Potential indirect impacts to California gnatcatcher are addressed in the subsection below (Indirect Impacts, Special-Status Wildlife).

Bird Strikes

Direct impacts to special-status birds from building strikes could occur with project implementation. The factors involved in potentially fatal bird strikes with buildings include the following: migrants striking a lighted building at night at the elevation at which they are migrating, daytime migrants

striking windows of a tall structure most likely due to the reflection of the sky or nearby vegetation in the windows, and migrants or residents striking windows at lower elevations that reflect the surrounding vegetation which they interpret to be vegetation in front of them.

Studies on the vulnerability of various species to building collisions indicates that several species show a disproportionately high risk of building collisions (Loss et al. 2014). While the studies were conducted in the eastern areas of the United States, the conclusion is that the vast majority of highly vulnerable species were long-distance migrants. Birds migrating over terrestrial locations appear to migrate at higher altitudes, but do not frequently exceed 1,500 feet (Cooper and Ritchie 1995).

Daytime collisions or “strikes” occur at both tall buildings and low structures. The daytime strikes at tall buildings can occur from daytime migrants or local residents striking reflective glass because birds cannot interpret that the images observed in glass are reflections and thus fly into windows that they think are trees or sky. Collisions with lower height buildings appears to be associated with birds using feeders or resident and migrant birds colliding with windows that reflect the surrounding landscape (Klem 1990). These collisions are greatest at ground level and at heights above 10 feet (Klem 1989).

Reflection of vegetation within windows provides a cue to birds that they can pass through the area. Because the distance of the vegetation exceeds 30 feet from the windows, birds are able to obtain enough speed in flight to result in a fatal strike if they hit the window (Klem 1990). For glass on a structure positioned above the height of or remote from vegetation, there is no evidence of significant bird collision issues (Klem 1989).

The primary condition of concern with daytime collisions is associated with landscaping or other bird attractants that are located 30 feet or more from reflective glass surfaces (Klem et al. 2004). Birds strikes to windows on buildings increase with increasing amounts of vegetation and glass, especially reflective glass, opposite the vegetation (Gelb and Delacratz 2006). Where reflective glass faces forested patches, bird strikes can increase to several hundred collisions per year even for buildings that are not within an especially well-documented migration corridor (O’Connell 2001). Such bird strikes include migrants as well as resident bird species and occur during both day- and nighttime periods.

The project includes buildings with heights varying between 73 to 99 feet and thus are lower than the elevation that could be problematic for migrant birds flying over terrestrial locations. The project proposes to use glass treated with Viracon silk screen 5065, which provides a dotted pattern as a film on the glass. This reduces the transmission of light and heat and is designed according to the 2 x 4 rule, which defines the pattern spacing to deter bird collisions (Sheppard and Phillips 2015). Patterns such as the proposed Viracon 5065 which is placed on the outside surface of glass, deter collisions most effectively because they are always visible, even with strong reflections (Sheppard

and Phillips 2015). In addition, per the project's landscaping plan (see Figure 3-13 in Chapter 3, Project Description), vegetation, including trees, is proposed immediately adjacent to all buildings, which would limit the speed at which birds would strike the building and reduce the number of resultant fatalities per Klem (2004). Therefore, given that the project will use patterned glass to deter collisions, there is vegetation proposed around each building, and the buildings are lower than most birds migrate over terrestrial locations, impacts to special-status birds would be limited.

Indirect Impacts

Vegetation and Special-Status Plants

Indirect impacts to sensitive vegetation and special-status plants result primarily from adverse "edge effects." During construction activities, edge effects may include dust, which could disrupt plant vitality in the short-term, or construction-related soil erosion and water runoff. All grading activities also would be subject to the project's best management practices and typical restrictions and requirements that address dust control, erosion, and runoff as described in Section 5.5, Air Quality and Odor; Section 7.4, Hydrology; and Section 7.8, Water Quality. Thus, no short-term indirect impacts to sensitive vegetation communities or special-status plants are expected as a result of the project.

Potential long-term indirect impacts to special-status plants could include trampling by humans traveling off trail, invasion by exotic plants and animals, exposure to urban pollutants (fertilizers, pesticides, herbicides, and other hazardous materials), soil erosion, and hydrologic changes (e.g., surface and groundwater level and quality). Project conformance with the MHPA Land Use Adjacency Guidelines would result in avoiding and reducing potential long-term indirect impacts to special-status plants. This is discussed further in Section 5.1.5.2. Thus, no long-term indirect impacts to sensitive vegetation communities or special-status plants are expected as a result of the project.

Special-Status Wildlife

Wildlife may be indirectly affected in the short term and long term by noise and lighting that can disrupt normal activities and subject wildlife to higher predation risks. Indirect impacts to Blainville's horned lizard from the introduction of Argentine ants would be avoided through conformance with area-specific management directives, including plant inspection for Argentine ants (and as identified on the project landscape plan), and would be made a condition of approval of the project. Indirect impacts to nesting California gnatcatchers off site would be avoided or through project conformance with the MSCP LUAGs that would be permit conditions. For additional details regarding consistency with and adherence to the LUAGs, see Section 5.1.5.2.

5.6.4.2 Significance of Impact

Direct Impacts

Vegetation

Direct impacts to approximately 9.75 acres of native scrub oak chaparral, southern mixed chaparral, and chamise chaparral would be considered significant and mitigation would be required.

Special-Status Plant Species

Direct impacts to summer holly (CRPR 1B.2) and Nuttall's scrub oak (CRPR 1B.1) are considered significant and mitigation would be required. Direct impacts to western dichondra (CRPR 4.2) and ashy spike-moss (CRPR 4.1) are less than significant.

Special-Status Wildlife Species

Direct impacts to special-status wildlife species (coast patch-nosed snake, orange-throated whiptail, Coronado skink, Blainville's horned lizard, red diamond rattlesnake, San Diego desert woodrat, Dulzura pocket mouse, and northwestern San Diego pocket mouse) would be less than significant.

Potential direct impacts to nesting Bell's sparrow would be considered significant and require mitigation.

Direct impacts to special status birds due to bird strikes (collisions with buildings) would be less than significant because the project would treat windows with bird strike deterrent window treatments and landscaping as part of the project design.

Indirect Impacts

Vegetation

The project conforms with the MHPA Land Use Adjacency Guidelines; thus, indirect impacts to sensitive vegetation communities or special-status plants would be less than significant. For additional details regarding consistency with and adherence to the LUAGs, see Section 5.1.5.2.

Special-Status Wildlife

The project conforms with the MSCP and would implement Area Specific Management Directives and the City's LUAGs; thus, indirect impacts to special-status wildlife, including MSCP covered Blainville's horned lizard, would be less than significant.

5.6.4.3 Mitigation, Monitoring, and Reporting

MM-BIO-1 Mitigation measures to provide protection of biological resources during construction are outlined as follows:

I. Prior to Construction

- A. Biologist Verification:** The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biology Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
- B. Preconstruction Meeting:** The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.
- C. Biological Documents:** The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.
- D. BCME:** The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above (see Appendix F, Biological Technical Report). In addition, include: avian or other wildlife surveys/survey schedules (including nesting surveys for Bell's sparrow), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/ monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

- E. Avian Protection Requirements:** To avoid any direct impacts to Bell's sparrow, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting Bell's sparrow on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting Bell's sparrow are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e., appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.
- F. Resource Delineation:** Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting Bell's sparrow) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.
- G. Education:** Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

II. During Construction

- A. Monitoring:** All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSV). The CSV shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.
- B. Subsequent Resource Identification:** The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna on site (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

- A.** In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD.

MM-BIO-2 Mitigation for impacts to scrub oak and chamise will be accomplished by on-site preservation and off-site purchase of Tier I and Tier IIIA habitat (see Table 5.6-3).

Table 5.6-3
Mitigation Requirement for Impacts to Vegetation Communities

Vegetation Community	Subarea Plan Tier	Total On Site Acreage	Not a Part ¹	Project Impact Acreage	Mitigation Ratio ²	Covenant of Easement (On Site) ³	Off-Site Mitigation Acreage Required
Scrub oak chaparral	Tier I	0.63	0.16	0.47	1:1	—	0.47
Southern mixed chaparral	Tier IIIA	2.38	0.41	1.97	0.5:1	—	0.98
Chamise chaparral	Tier IIIA	8.09	0.35	7.31	0.5:1	—	3.44
					1:1 ³	0.43	—
Total		11.10	0.92	9.75	—	0.43	4.89 ⁴

¹ Total On Site Acreage includes 0.92 acres that are considered Not a Part (NAP), including 0.16 acres of scrub oak chaparral, 0.41 acres of southern mixed chaparral, and 0.35 acres of chamise chaparral. The NAP is associated with the extension of Camino del Sur associated with the proposed Merge 56 project (see Section 2.3.1) located along the eastern edge of the site that would not be impacted by the proposed Preserve at Torrey Highlands Project.

² Mitigation ratios are from Table 3 of the City Biology Guidelines. Off-site mitigation for impacts will occur inside the MHPA.

³ Mitigation for impacts to 0.43 acres will be provided at a 1:1 ratio outside the MHPA within on-site the COE (Figure 5.6-3).

⁴ Of the total 4.89 acres of off-site mitigation required, 0.47 acres are for Tier I habitat and 4.42 acres are for Tier III habitat.

The 0.43-acre on-site covenant of easement provides protection for the off-site vernal pool features and the watershed, and also provides mitigation for impacts to chamise chaparral at a 1:1 ratio. There are some naturally bare areas within the COE where the native Torrey sandstone soil conditions preclude development of chamise.

Mitigation for impacts to 0.47 acres of Tier I scrub oak chaparral will be provided at a 1:1 ratio through the off-site conservation of 0.47 acre of Tier I habitat at the Deer Canyon Mitigation Bank. Mitigation for impacts to 8.85 acres of Tier III habitat, including 1.97 acres of southern mixed chaparral and 6.88 acres of chamise chaparral (6.88 acres is the result of 7.31 acres of impact minus 0.43 acres mitigated on site) will be accomplished at a 0.5:1 ratio through the conservation of 4.42 acres also within the Deer Canyon Mitigation Bank. While the Deer Canyon Mitigation Bank credits include only 4.39 acres of Tier III habitat credits, the excess 0.03 acres of Tier I habitat credits (0.5 acres available minus 0.47 acres used for mitigation for impacts to scrub oak chaparral) will be applied to the less sensitive Tier III impacts to satisfy those mitigation requirements.

MM-BIO-3 **Covenant of Easement:** Prior to a Notice to Proceed or the first grading permit, the owner/permittee shall mitigate upland impacts in accordance with the City of San

Diego Biology Guidelines. The owner/permittee shall convey a Covenant of Easement (COE) as shown on Exhibit A, to be recorded against the title. The on-site preservation within the COE shall preserve 0.43 acres of chamise chaparral (Tier IIIA) at a 1:1 ratio. This COE also provides protection for the off-site vernal pool features and the watershed.

5.6.4.4 Significance of Impact After Mitigation

Implementation of **MM-BIO-1** would reduce direct impacts to nesting Bell's sparrow during construction. Implementation of **MM-BIO-2** and **MM-BIO-3** would reduce direct impacts to 9.75 acres of sensitive vegetation and special-status plants that occur on site to below a level of significance.

5.6.5 IMPACT: WETLANDS

Issue 3: Would the proposal result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means?

5.6.5.1 Analysis of Impact

Direct Impacts

The project would directly impact 0.02 acre (561 linear feet) of non-wetland waters of the United States, mapped as an unvegetated ephemeral channel in the central portion of the site (Figure 5.6-3). This channel feature is subject to the jurisdiction of all three wetland resource agencies (ACOE, RWQCB, and CDFW) but is not considered a wetland by the City.

Vernal pool features are located adjacent to the property along the southern boundary, two of which are located at the property line; however, no vernal pool features are located within the property. Therefore, no direct impacts to vernal pool features are expected with implementation of the project.

Indirect Impacts

The 0.43-acre covenant of easement (COE) established to provide on-site mitigation is located in the southwest corner of the property and provides a permanent buffer between the potential vernal pool watersheds and the project footprint. The buffer distance from the edge of the project footprint to the nearest watershed ranges from approximately 50 linear feet to 106 linear feet. Upon recordation of the COE, indirect impacts to the vernal pool watershed would be avoided. Standard construction best management practices and recommended design configuration have been incorporated into the project to eliminate potential indirect impacts to off-site jurisdictional waters. Compliance with the MSCP LUAGs (see Section 5.1.5.2) through permit conditions would also ensure that indirect impacts to the vernal pool watershed would be avoided. In addition, Appendix EU to

this FEIR demonstrates that the drainage to the vernal pools will be unchanged from pre-project to post-project conditions; no areas would drain into the vernal pools post-construction.

5.6.5.2 Significance of Impact

Impacts to non-wetland waters would be potentially significant. The resource agencies would require the project to obtain necessary permits for the impacts to this ephemeral channel feature. The project would not result in direct impacts to City-defined wetlands.

Indirect impacts to vernal pool watersheds would be less than significant.

5.6.5.3 Mitigation, Monitoring, and Reporting

MM-BIO-4 Prior to a Notice to Proceed or the first grading permit, owner/permittee shall provide evidence of the following permits: a 404 permit from U.S. Army Corps of Engineers, 401 certification from Regional Water Quality Control Board, and a 1602 streambed alteration agreement from the California Department of Fish and Wildlife. Evidence shall include copies of permit(s) issued, letter of resolution(s) by the responsible agency documenting compliance, or other evidence documenting compliance deemed acceptable by the Environmental Designee of the City of San Diego's Development Services Department.

5.6.5.4 Significance of Impact After Mitigation

With implementation of **MM-BIO-4**, direct impacts to non-wetland waters would be less than significant.

5.6.6 IMPACT: WILDLIFE CORRIDORS

Issue 4: Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, including linkages identified in the MSCP, or impede the use of native wildlife nurseries?

5.6.6.1 Analysis of Impact

The project site does not provide for considerable wildlife movement or serve as an important habitat linkage or nursery site for wildlife species. It also does not interfere with the movement of native wildlife through identified wildlife corridors/habitat linkages to the north and south, including Deer Canyon, McGonigle Canyon, and Peñasquitos Canyon.

5.6.6.2 Significance of Impact

No direct or indirect impacts to wildlife movement or nursery sites are expected with implementation of the project.

5.6.6.3 Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.6.7 IMPACT: HABITAT CONSERVATION PLANS; LOCAL POLICIES

Issue 5: Would the proposal conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 6: Would the proposal result in a conflict with any local policies or ordinances protecting biological resources?

5.6.7.1 Analysis of Impact

The project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved local regional or state habitat conservation plan, including the MSCP, Vernal Pool Habitat Conservation Plan, and the Carmel Valley Del Mar Mesa Preserves Management Plan. As described in Section 5.1, Land Use, the project has been designed to avoid indirect impacts or edge effects resulting from either construction or operational activities that may degrade the habitat value or disrupt species within the adjacent preserve areas.

Furthermore, as for conflicts with local policies or ordinances protecting biological resources, the City's ESL Regulations require avoidance of MHPA lands, wetlands, vernal pools in naturally occurring complexes, MSCP Covered Species, and MSCP Narrow Endemics. The project would comply with the City's Biology Guidelines. As discussed under Land Use, the project would be consistent with applicable plans and policies. Refer to Land Use, Section 5.1, for further detail.

5.6.7.2 Significance of Impact

As discussed in Section 5.1, Land Use, the project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved local regional or state habitat conservation plan including the MSCP, Vernal Habitat Conservation Plan, and the Carmel Valley Del Mar Mesa Preserves management Plan. Therefore, impacts would be less than significant.

Impacts resulting from a conflict with any local policies or ordinances protecting biological resources would not occur as the project would be consistent with the Biology Guidelines, ESL Regulations, and the MSCP. Therefore, impacts would be less than significant.

5.6.7.3 Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.6.8 IMPACT: MHPA EDGE EFFECTS

Issue 7: Would the proposal introduce a land use adjacent to the MHPA that would result in adverse edge effects?

5.6.8.1 Analysis of Impact

As shown in Figure 5.6-4, MHPA Adjacency, The project area is outside of, but adjacent to, the MHPA to the north, west, and south. Implementation of the City's LUAGs would reduce indirect impacts to the adjacent MHPA and would prevent adverse effects along the edges of the project site that border the MHPA. Regarding consistency with and adherence to the LUAGs, see Section 5.1.5.2.

5.6.8.2 Significance of Impact

Adverse edge effects would be avoided through the implementation of the City's MHPA LUAGs as a conditions of approval. Therefore, impacts would be less than significant.

5.6.8.3 Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.6.9 IMPACT: INVASIVE SPECIES

Issue 8: Would the proposal result in an introduction of invasive species of plants into a natural open space area?

5.6.9.1 Analysis of Impact

As described previously, the project site is adjacent to the Del Mar Mesa Preserve, a natural open space area identified as MHPA lands. The project would implement the City's MHPA LUAGs to avoid and minimize the introduction of invasive plants into natural open space. Additionally, no invasive plants would be used in the landscaping plan. Instead, new plantings adjacent to the MHPA would be composed of native species. Moreover, no brush management is proposed in the MHPA.

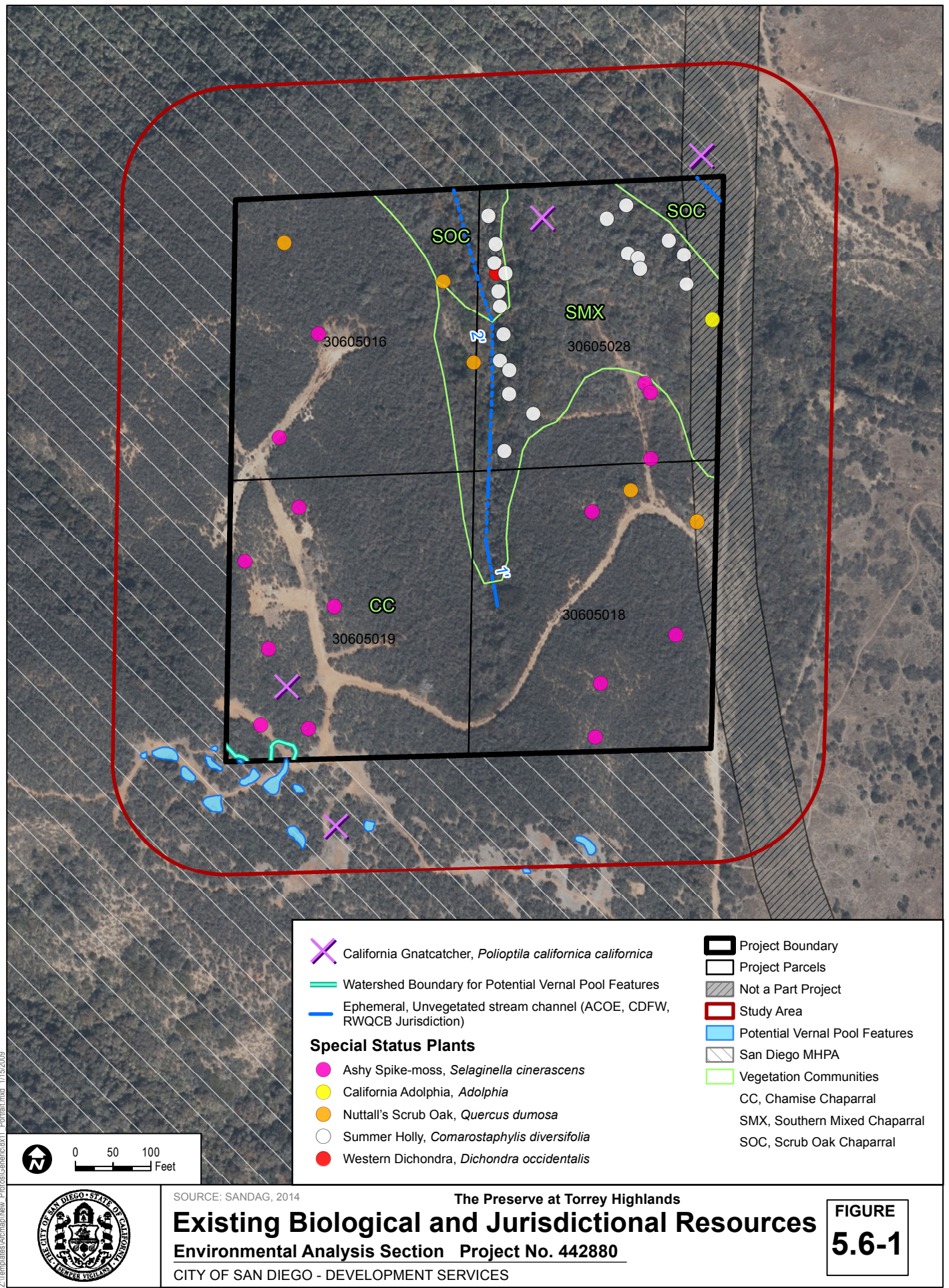
5.6.9.2 Significance of Impact

Impacts related to the introduction of invasive plant species to natural open space area would be less than significant.

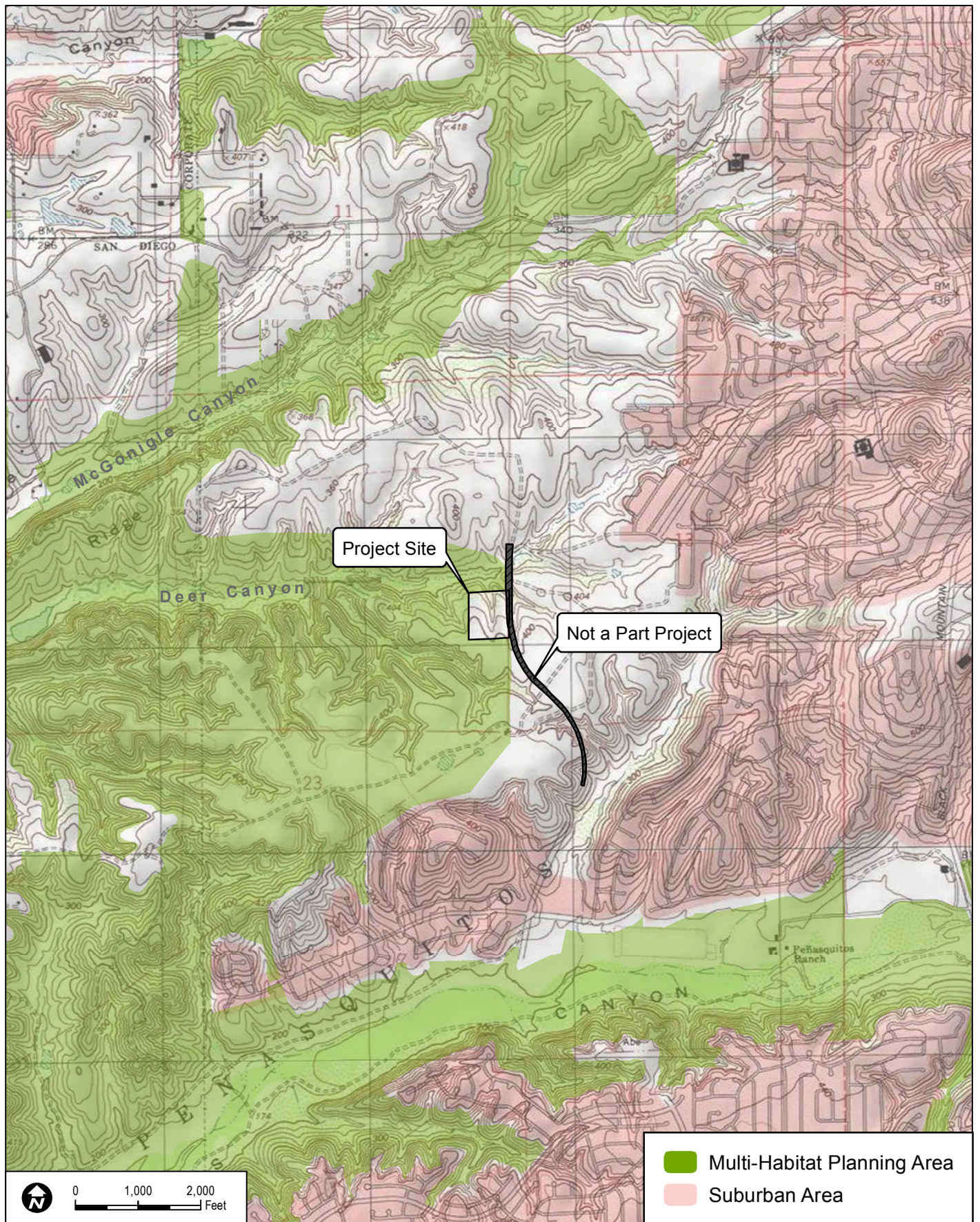
5.6.9.3 Mitigation, Monitoring, and Reporting

No mitigation would be required.

Z:\Templates\Arcmap\New_Protos\General\8x11_Portrait.mxd 1/15/2009



INTENTIONALLY LEFT BLANK



- Multi-Habitat Planning Area
- Suburban Area



SOURCE: USGS 7.5-Minute Series Del Mar Quadrangle.

The Preserve at Torrey Highlands

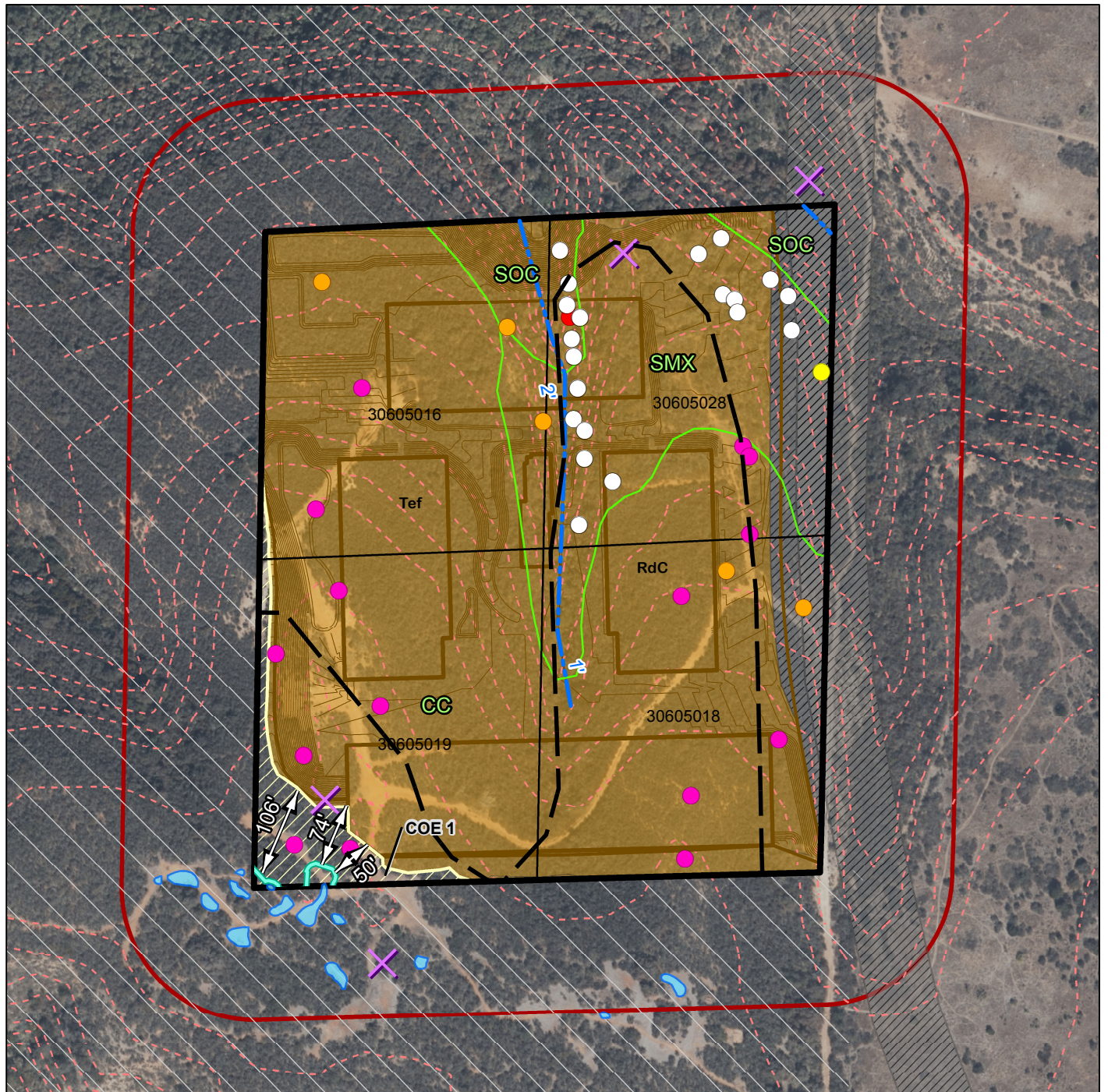
Vicinity Map

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.6-2

INTENTIONALLY LEFT BLANK



- Project Boundary
- Project Parcels
- Study Area
- Site Plan

California Gnatcatcher, *Poliptila californica californica*

Watershed Boundary for Potential Vernal Pool Features

Ephemeral, Unvegetated stream channel (ACOE, CDFW, RWQCB Jurisdiction)

Topography
 0 50 100 Feet

Special Status Plants

- Ashy Spike-moss, *Selaginella cinerascens*
- California Adolphia, *Adolphia californica*
- Nuttall's Scrub Oak, *Quercus dumosa*
- Summer Holly, *Comarostaphylis diversifolia*
- Western Dichondra, *Dichondra occidentalis*

Soils

RdC = Redding gravelly loam, 2 to 9 percent slopes

Tef = Terrace escarpments

Impacts

Not a Part Project

Covenant of Easement

Potential Vernal Pool Features

San Diego MHPA

Vegetation Communities

CC, Chamise Chaparral

SMC, Southern Mixed Chaparral

SOC, Scrub Oak Chaparral



SOURCE: SANDAG, 2014

The Preserve at Torrey Highlands

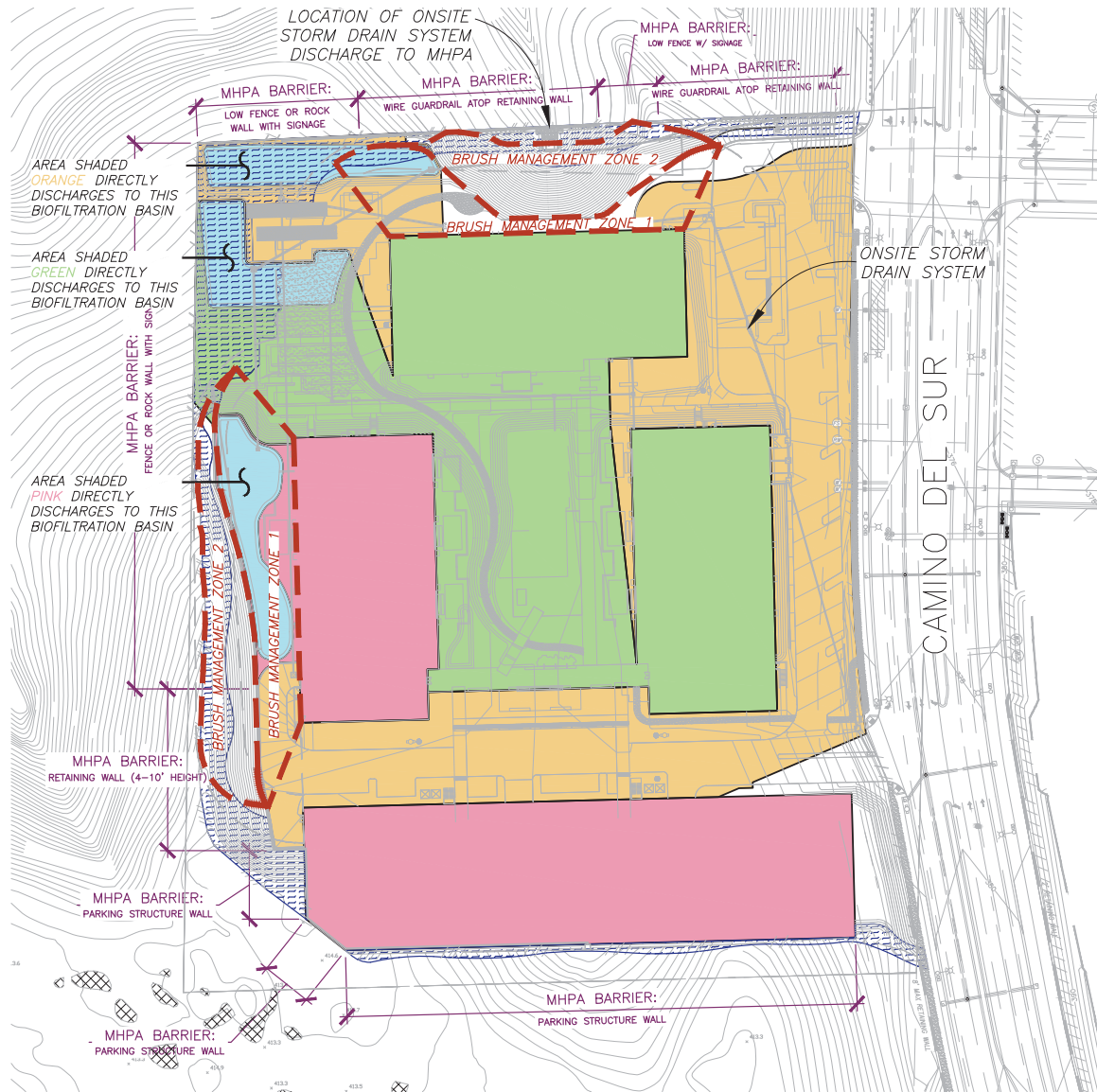
Biological Resources Impacts

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.6-3


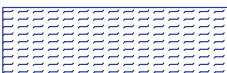
INTENTIONALLY LEFT BLANK



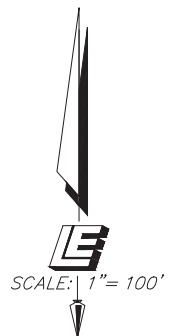
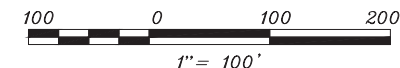
MULTI-HABITAT PLANNING AREA (MHPA) LAND USE ADJACENCY GUIDELINES (LUAG) COMPLIANCE EXHIBIT:

1. DEVELOPED AND PAVED AREAS WITHIN THE PROJECT WILL NOT DRAIN DIRECTLY INTO THE MHPA, RATHER THOSE AREAS DRAIN DIRECTLY TO BIOFILTRATION BASINS VIA A SYSTEM OF PIPELINES, WHICH PREVENT THE RELEASE OF TOXINS, CHEMICALS, PETROLEUM PRODUCTS, AND EXOTIC PLANT MATERIALS INTO THE MHPA. THUS ALL DISCHARGE INTO THE MHPA WILL HAVE PASSED THROUGH THE BIOFILTRATION BASIN PRIOR TO DISCHARGE.
2. ANY NIGHTTIME LIGHTING, SUCH AS BUT NOT LIMITED TO SECURITY LIGHTING, WILL BE SHIELDED AND DIRECTED AWAY FROM THE MHPA PER THE CITY'S OUTDOOR LIGHTING ORDINANCE SO THERE IS NO SPILL OF LIGHT INTO THE MHPA.
3. A COMBINATION OF WALLS, SIGNAGE, THE PARKING GARAGE AND NATURAL ROCK/BOULDER BARRIERS, AS ILLUSTRATED, ARE PROVIDED TO PREVENT INTRUSION INTO THE MHPA AREA. NO PUBLIC TRAILS HAVE BEEN DESIGNATED ON SITE.
4. ALL PLANTINGS OR SEED PALETTES ADJACENT TO THE MHPA WILL BE COMPOSED OF NATIVE SPECIES.
5. ALL MANUFACTURED SLOPES ARE CONTAINED WITHIN THE SITE PLAN AND DEVELOPMENT FOOTPRINT. NO MANUFACTURED SLOPES ARE PROPOSED OFF SITE OR WITHIN THE MHPA. BRUSH MANAGEMENT ZONE 1 IS LOCATED WITHIN THE LIMITS OF GRADING OF THE PROJECT AND IS ANALYZED WITH THE DIRECT IMPACTS OF THE PROJECT. BRUSH MANAGEMENT ZONE 1 IS LOCATED ADJACENT TO BUILDINGS AND IS NOT ADJACENT TO THE MHPA. BRUSH MANAGEMENT ZONE 2 WILL INCLUDE ONLY NATIVE PLANT SPECIES AND NO NON NATIVE INVASIVE PLANT SPECIES WILL BE USED. NO BRUSH MANAGEMENT IS PROPOSED IN THE MHPA.

LEGEND:

- BRUSH MANAGEMENT ZONE 
- MHPA BUFFER ZONE 

NOTE: THIS EXHIBIT IS TO BE INCLUDED WITH, AND IMPLEMENTED THROUGH, THE PROJECT SITE DEVELOPMENT PERMIT.



MHPA Adjacency

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE

5.6-4

INTENTIONALLY LEFT BLANK

5.7 HISTORICAL RESOURCES

Introduction

This section evaluates potential historical resources (archaeology) impacts associated with The Preserve at Torrey Highlands (project). The following discussion is based on the Phase I Historical Resources Inventory Report (February 2018), prepared by Dudek and included as Appendix G to this Environmental Impact Report (EIR).

5.7.1 EXISTING CONDITIONS

5.7.1.1 Physical Conditions

The approximately 11.1-acre project site is vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels (Appendix F). A complete faunal and botanical list is included as part of the Biological Resources Technical Report prepared by Dudek for the project (Appendix F). The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat while the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Minor trails and access roads exist on the southerly mesa and both ridges within the project site.

The Del Mar Mesa Open Space Preserve is located to the north, west, and south of the project site; these lands are identified as being within the City of San Diego's Multi-Habitat Planning Area (MHPA). The area immediately to the south, approximately 76 acres, is within the U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge.

5.7.1.2 Cultural Context

The last 10,000 years of continuous human occupation in the San Diego region contains the following archaeological cultural periods:

- Paleoindian (pre-5500 BC)
- Archaic (8000 BC–AD 500)
- Late Prehistoric (AD 500–1750)
- Ethnohistoric (post-AD 1750)

See the Phase I Historical Resources Inventory Report provided in Appendix G for a detailed description of each of the cultural periods.

5.7.1.3 Previous Cultural Resource Investigations

South Coastal Information Center (SCIC) staff provided the results of a records search for the project parcel and a surrounding 1-mile buffer on July 30, 2015. These records indicate that at least 29 previous cultural resources studies have included portions of the current project site. No sites have been previously identified within the project site; however, 75 sites and isolated finds have been recorded within 1 mile of the project site.

5.7.1.4 Cultural Resources

A records search conducted by SCIC staff indicates that no previously recorded cultural resources are located within the project boundaries. However, SCIC records do indicate that 75 cultural resources have been recorded within a 1-mile buffer of the project. Of the 75 resources previously recorded, 51 are cultural sites and 24 are isolates (isolated artifacts or materials).

Of the 75 total resources identified in the area surrounding the area of potential effects (APE), 72 are prehistoric in age, two are multi-component sites (both consisting of historic homesteads with an associated prehistoric component), and one site is a historical-era homestead site with no prehistoric component. Nearly 80% of these previously recorded resources (n=60) consist primarily of lithic materials and/or are associated with lithic procurement/quarrying activities.

5.7.1.5 Previous Technical Studies

SCIC records indicate that 124 previous cultural resources studies have been conducted within the 1-mile SCIC record search area. Twenty-nine of these previous studies have included all, or at least a portion of, the current APE. These records suggest that some, or all, of the APE has been previously studied multiple times.

NAHC Search

Dudek requested a Native American Heritage Commission (NAHC) search of its Sacred Lands File on July 10, 2015, for the project site. The NAHC responded on March 16, 2016, and provided a list with the results of its Sacred Lands File search of Native American tribes and individuals/organizations that might have knowledge of cultural resources in or near the project area. The results of the Sacred Lands Search were negative in that no resources have been previously identified in the immediate project area.

Tribal Correspondence

Correspondence letters were sent to the listed tribal representatives provide by the NAHC with the intent of requesting information, opinions, or concerns relating to project impacts. These letters

contained a brief description of the planned project, reference maps, and a summary of the NAHC Sacred Lands File and SCIC search results.

5.7.2 REGULATORY SETTING

Federal

National Historic Preservation Act of 1966

The National Historic Preservation Act was signed into law on October 15, 1966. The intent of the act was to preserve historic and archaeological sites across the United States. The National Historic Preservation Act solidified the role of the National Parks Service as the lead agency in the historic preservation program, and created cooperative partners in the process, namely the Advisory Council on Historic Preservation, State Historic Preservation Officers, and Tribal Historic Preservation Officers.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their actions on historic properties. The goal of the Section 106 process is to identify historic properties potentially affected by the action in question, assess the effects, and provide ways to avoid, minimize, or mitigate any adverse effects that may occur to a historic property.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. As described in National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, a property must have both historical significance and integrity to be eligible for listing in the NRHP.

The NRHP identifies four criteria for evaluating historical significance. A property must be significant under at least one of these criteria at the national, state, or local level:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past.
- The property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possess high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Properties are nominated to the NRHP by the State Historic Preservation Officer of the state in which the property is located, by the Federal Historic Preservation Officer for properties under federal ownership or control, or by the Tribal Historic Preservation Officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database. Documentation of a property's historic significance helps encourage preservation of the resource.

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR) was established in 1992, through amendments to the Public Resources Code. It serves as an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected from substantial adverse change. The CRHR includes resources that are formally determined eligible for, or listed in, the National Register, State Historical Landmarks numbered 770 or higher; Points of Historical Interest recommended for listing by the State Historical Resources Commission (SHRC); resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC, and resources and districts designated as city or county landmarks when the designation criteria are consistent with CRHR criteria. With establishment of the CRHR and the SHRC, the state legislature amended the California Environmental Quality Act (CEQA) in 1992 to define historical resources as a resource listed in (or determined eligible for listing in) the CRHR; a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements; and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant. Generally, a resource is considered to be historically significant if it meets the criteria for listing in the CRHR. However, a lead agency under CEQA is not precluded from determining a resource is significant that is not listed in (or determined eligible for listing in) the CRHR, not included in a local register, or identified in a historical resources survey as a historical resource, as defined in the Public Resources Code. CEQA was further amended to clarify that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. While demolition and destruction are obvious significant impacts, it is more difficult to assess when change, alteration, or relocation

crosses the threshold of substantial adverse change. The state CEQA guidelines provide that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance, (i.e., its character-defining features), can be considered to materially impair the resource's significance. However, a project that conforms to the Secretary of the Interior's Standards for the Treatment of Historic Properties can generally be considered to be a project that will not cause a significant impact. The SHRC designed the CRHR for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archeological resources. The program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under CEQA. Similar to the NRHP, a property must have both historical significance and integrity to be eligible for listing in the CRHR. To be eligible, a property must be one of the following:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- Associated with the lives of persons important to local, California, or national history (Criterion 2).
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey the period's historic significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Documentation of a property's historic significance helps encourage preservation of the resource.

Assembly Bill 52

Assembly Bill 52 (Charter 532, Statutes of 2014) was passed on September 25, 2014, and applies to all projects that file a notice of preparation or notice of negative declaration or mitigated negative declaration on or after July 1, 2015. The bill required that a lead agency begin consultation with a California Native American tribe if that tribe 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 would be prepared.

Local

City of San Diego General Plan Historic Preservation Element

The City has established policy direction and criteria in its General Plan Historic Preservation Element (City of San Diego 2008), Municipal Code, and California Environmental Quality Act Significance Determination Thresholds handbook (City of San Diego 2016). The Historic Preservation Element of the General Plan guides preservation, protection, restoration, and rehabilitation of historical and cultural resources and encourages appreciation for the City's history and culture. The Historic Preservation Element includes Goals and Policies that identify historical resources of the City, preserve the City's important historical resources, and integrate historic preservation planning in the larger planning process.

City of San Diego Register of Historical Resources

Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated a historical resource by the City's Historical Resources Board if it meets one or more of the following designation criteria (City of San Diego 2009):

- Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development.
- Is identified with persons or events significant in local, state or national history.
- Embodies distinctive characteristics of a style, type, period, or method of construction or is valuable example of the use of indigenous materials or craftsmanship.
- Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.

- Is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources.
- Is a finite group of resources related to one another in a clearly distinguishable way; or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value; or which represent one or more architectural periods or styles in the history and development of the City.
- Buildings, structures, objects, districts, cultural landscapes, and archaeological sites that have been designated by the City's Historical Resources Board.

City of San Diego Historic Resource Regulations and Guidelines

The City's Historic Resource Regulations and Guidelines were established to protect, preserve and where damaged, restore the historical resources of San Diego, which includes historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to ensure that development in San Diego occurs in a manner that protects the overall quality of historical resources. It is further protects the educational, cultural, economic, and general welfare of the public while employing regulations that are consistent with sound historical preservation principles. The regulations establish the approvals required for development impacting historical resources, including designated and potential historical resources, historical districts, important archaeological sites, and traditional cultural properties (City of San Diego 2009).

Historic Resources Guidelines – Land Development Manual

The Historical Resources Guidelines, located in the Land Development Manual, provide property owners, the development community, consultants and the general public explicit guidance for the management of historical resources located within the City's jurisdiction. These guidelines are designed to implement the historical resources regulations and guide the development review process from the need for a survey and how impacts are assessed to available mitigation strategies and report requirements and include appropriate methodologies for treating historical resources located in the City (City of San Diego 2009).

Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated a historical resource by the City's Historical Resources Board if it meets one or more of the designation criteria described previously (City of San Diego 2009).

In general, the City's historic resource guidelines build on federal and state cultural resources laws and guidelines in an attempt to streamline the process of considering impacts to cultural resources

within the City's jurisdiction, while maintaining that some resources not significant under federal or state law may be considered historical under the City's guidelines. Essentially, the City's historic resource guidelines localize cultural resources laws providing local perspective on significance criteria. To apply the criteria and determine the significance of potential project impacts to a cultural resource, the APE of the project must be defined for both direct impacts and indirect impacts. Indirect impacts can include increased public access to an archaeological site, or visual impairment of a historically significant viewshed related to a historic building or structure (City of San Diego 2009).

5.7.3 IMPACT: ALTERATION OF PREHISTORIC OR HISTORIC STRUCTURE, OBJECT, OR SITE; IMPACT TO EXISTING RELIGIOUS OR SACRED USES; DISTURBANCE OF HUMAN REMAINS

- Issue 1:** Would the proposal result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site?
- Issue 2:** Would the proposal result in any impact to existing religious or sacred uses within the potential impact area?
- Issue 3:** Would the proposal result in the disturbance of any human remains, including those interred outside of formal cemeteries?

5.7.3.1 Threshold

According to the City's CEQA Significance Determination Thresholds, a project may be historically significant if it contains a resource that is listed in, or determined eligible for listing in, the CRHR, included in a local register, or deemed significant in a historical resource survey (City of San Diego 2016). The significance of an historical resource is based on the potential of the resource to meet one or more of the criteria presented above.

5.7.3.2 Analysis of Impact

Dudek archaeologist Angela Pham, MA, RPA, conducted an intensive pedestrian cultural survey of the of the project area on July 13, 2015. The entire project APE was subject to a survey with transects spaced no more than 15 meters apart and oriented in cardinal directions. Tuchon Phoenix (Red Tail Monitoring and Research) was present for the entirety of the survey. No archaeological or built-environment resources were identified.

Visibility was largely obscured by vegetation, allowing for less than one-tenth of the ground surface to be directly viewed in many areas. Where topography was observed to be suitable to support archaeological material, vegetation and ground cover was scraped aside to allow for inspection of the ground surface and sediments. Surface exposures along trails and roads allowed for direct

inspection of the ground surface along these features. Evidence for buried cultural deposits was opportunistically sought through inspection of natural or artificial erosion exposures and the spoils from rodent burrows. The standards for this survey exceeded the applicable Secretary of Interior Professional Qualifications Standards for archaeological survey and evaluation. The survey crew was equipped with a GPS receiver with sub-meter accuracy. Location-specific photographs were taken using an Apple 3rd Generation IPAD equipped with 8 MP resolution and georeferenced PDF maps of the project area. Accuracy of this device ranged between 3 meters and 10 meters.

No archaeological or built-environment artifacts or features were observed during the pedestrian survey within the project APE. However, based on review of existing records, noted topographic suitability, and the low-visibility of the ground surface during pedestrian survey, there is a moderate potential for the inadvertent discovery of historical resources during initial project-related ground disturbance. NAHC Sacred Lands File search results and subsequent tribal outreach letters did not identify tribal resources in the project APE or surrounding area. SCIC records suggest that no archaeological sites have been recorded within the project APE; however, high densities of prehistoric resources (n=74) have been identified in the surrounding 1-mile area. At least three historical-era homesteads have also been previously recorded in the surrounding records search area. The project area is near east/west travel routes connecting known coastal and inland habitation areas that were used by both Native American communities and Euro-American communities during different periods of the archaeological, ethnographic, and historical record.

Based on the geographic and topographic suitability for this area to support the presence of archaeological resources, and considering the moderate density of prehistoric and historical-era resources in the surrounding vicinity, it is possible that yet unidentified historical resources may still be present in the project APE. Archaeological sites that have not been previously evaluated for local or CRHR listing are identified as significant resources under local and CEQA Guidelines.

5.7.3.3 Significance of Impact

Implementation of the project could result in impacts to unanticipated surface or subsurface cultural resources during ground-disturbing activities. Therefore, impacts to historical resources would be potentially significant.

5.7.3.4 Mitigation, Monitoring, and Reporting

MM-CUL-1 I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents.
 - B. Letters of Qualification have been submitted to ADD
 1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.
 3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.
- II. Prior to Start of Construction**
- A. Verification of Records Search
 1. The PI shall provide verification to MMC that a site-specific records search (1/4 mile radius) has been completed. Verification includes a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
 3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼mile radius.
 - B. PI Shall Attend Preconstruction Meetings
 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a preconstruction meeting that shall include the PI, Construction

Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified archaeologist and Native American Monitor shall attend any grading/excavation related preconstruction meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

- a. If the PI is unable to attend the preconstruction meeting, the applicant shall schedule a focused preconstruction meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
- b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American

monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.

2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSVr). The CSVrs shall be faxed or emailed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC.

Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

- c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Section 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with the California Public Resource and Health & Safety Codes.
 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
 5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.
 - c. To protect these sites, the landowner shall do one or more of the following:
 1. Record the site with the NAHC;
 2. Record an open space or conservation easement on the site;
 3. Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site using cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.
- D. If Human Remains are NOT Native American
1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).

3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man.

5.7.3.5 Significance of Impact after Mitigation

With implementation of mitigation measure **MM-CUL-1**, impacts would be reduced to below a level of significance.

INTENTIONALLY LEFT BLANK

5.8 PALEONTOLOGICAL RESOURCES

Introduction

This section evaluates potential paleontological resource impacts associated with The Preserve at Torrey Highlands (project). The following discussion is based on the geotechnical investigation prepared by Kleinfelder (November 11, 2015) and is included as Appendix H of this Environmental Impact Report.

5.8.1 EXISTING CONDITIONS

The assessment of paleontological resource sensitivity for surficial and geologic units is based on the following designations (Appendix H):

- **High Sensitivity:** these formations are known to consist of geological deposits, formations, and rock units such as Delmar Formation (Td), Friars Formation (Tf), Lindavista Formation (QIn, QLB) occurring in Mira Mesa/Tierrasanta, Lusardi Formation (Kl) occurring within Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe, Mission Valley Formation (TMV), Mt. Soledad Formation (Tm, Tmss, Tmsc) occurring in Rose Canyon, Otay Formation (To), Point Loma Formation (Kp), Pomerado Conglomerate (Tp) within Scripps Ranch/Tierrasanta, San Diego Formation (Qsd), Scripps Formation (Tsd), Stadium Conglomerate (Tst), Sweetwater Formation, and Torrey Sandstone (Tf) located within Black Mountain Ranch/Carmel Valley. Monitoring is required for grading that is greater than 1,000 cubic yards and depths that are 10 feet or greater.
- **Moderate Sensitivity:** Moderation sensitivity is assigned to geological deposits, formations, and rock units consisting of Cabrillo Formation (KCS), Lindavista Formation (QIn, QLB), Lusardi Formation (Kl), Mt. Soledad Formation (Tm, Tmss, Tmsc), Pomerado Conglomerate (Tp), River/Stream Terrace Deposits (Qt) occurring in South Eastern/Chollas Valley/Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro, and Santiago Peak Volcanics (Jsp) occurring in Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/Penasquitos. Monitoring is required for grading that is over 2,000 cubic yards and depths that are 10 feet or greater.
- **Low Sensitivity:** Low sensitivity is assigned to geologic or surficial formation/materials that consist of Alluvium (Qsw, Qal, or Qls), River/Stream Terrace Deposits (Qt), and Torrey Sandstone (Tf). No monitoring is required in areas with low sensitivity.
- **Zero Sensitivity:** These formations consist of volcanic or plutonic igneous rocks with a molten origin (such as Granite/Plutonic (Kg) and Santiago Peak Volcanics (Jsp)). No monitoring is required in areas with low sensitivity.

San Diego County resides within the Peninsular Ranges Geomorphic Province (Appendix H). This geomorphic province is characterized by mountainous terrain on the east composed mostly of

Mesozoic igneous and metamorphic rocks, and relatively low-lying coastal terraces (coastal plain) to the west underlain by late Cretaceous, Tertiary, and Quaternary age sedimentary rocks. According to the geotechnical investigation prepared for the project (Appendix H), the project site is underlain by the Stadium Conglomerate and Friars Formations.

5.8.2 REGULATORY SETTING

There are no federal, state, or local regulations related to paleontological resources that are applicable to the project.

5.8.3 IMPACT: EXCAVATION OF GEOLOGIC UNITS

Issue 1: Would the proposal require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit, or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

5.8.3.1 Threshold

According to the City of San Diego's Significance Determination Thresholds, impacts to paleontological resources would be significant if the project would require grading and excavation exceeding the following:

- More than 1,000 cubic yards of excavation extending to a depth of 10 feet or greater in a high-resource-potential geologic deposit/formation/rock unit, or
- More than 2,000 cubic yards of excavation extending to a depth of 10 feet or greater in a moderate resource potential geologic deposit/formation/rock unit.

5.8.3.2 Analysis of Impact

The project site includes two formations with high-resource potential (Stadium Conglomerate and Mission Valley Formation) for the occurrence of sensitive paleontological resources. The project would result in approximately 127,000 cubic yards of cut with a maximum cut depth of 40 feet. Based on the proposed grading quantities and depths, grading associated with project development activities could potentially expose and/or impact undisturbed formational area and exceed the significance threshold noted above.

5.8.3.3 Significance of Impact

Based on the presence of formational units exhibiting high potential for the occurrence of sensitive paleontological resources within the project site, impacts from grading activities associated with the project would be potentially significant.

5.8.3.4 Mitigation, Monitoring, and Reporting

MM-PALEO-1 I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Preconstruction Meetings

1. Prior to beginning any work that requires monitoring; the applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE,

PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.

2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSVSR). The CSVSRs shall be faxed or emailed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

- c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
- d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting.
 - 2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax or email by 8 a.m. on the next business day.
 - b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.

- C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City of San Diego's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

5.8.3.5 Significance of Impact After Mitigation

With implementation of the mitigation program, as provided by mitigation measure MM-PALEO-1, impacts would be reduced to below a level of significance.

5.9 TRIBAL CULTURAL RESOURCES

Introduction

~~This section evaluates potential tribal cultural resources impacts associated with The Preserve at Torrey Highlands (project).~~

This section evaluates potential impacts to tribal cultural resources associated with the project. The analysis is based in part on the California Historic Resources Information System (CHRIS) digital database search, information provided in the records search prepared by the South Central Information Center (SCIC), the Native American Heritage Commission (NAHC) Sacred Lands File search, and consultation with California Native American tribes traditionally and culturally affiliated with the project area who have requested consultation pursuant to California Public Resources Code Section 21080.3.1.

5.9.1 EXISTING CONDITIONS

5.9.1.1 Physical Conditions

The approximately 11.1-acre project site is vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels (Appendix F). The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat while the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Minor trails and access roads exist on the southerly mesa and both ridges within the project site.

Del Mar Mesa Open Space Preserve is located to the north, west, and south of the project site; these lands are identified being within the City of San Diego's (City's) Multi-Habitat Planning Area (MHPA). The area immediately to the south, approximately 76 acres, is within the U.S. Fish and Wildlife Service (USFWS) National Wildlife Refuge. The site is undeveloped and contains native vegetation. A complete faunal and botanical list is included as part of the Biological Resources Technical Report prepared by Dudek for the project (Appendix F).

5.9.1.2 Ethnographic, Religious, and Cultural Context

Many areas of San Diego County, including mesas and the coast, are known for intense and diverse prehistoric occupation and important archaeological and historical resources.

The last 10,000 years of continuous human occupation in the San Diego region includes the following archaeological cultural periods:

- Paleoindian (pre-5500 BC)

- Archaic (8000 BC–AD 500)
- Late Prehistoric (AD 500–1750)
- Ethnohistoric (post-AD 1750)

See the Phase I Historical Resources Inventory Report provided in Appendix G for a detailed description of each of the cultural periods.

5.9.1.3 Native American Heritage Commission Search and Tribal Correspondence

Dudek requested an NAHC search of its Sacred Lands File on July 10, 2015, for the project site. The NAHC provided a list with the results of its Sacred Lands File search of Native American tribes and individuals/organizations that might have knowledge of cultural resources in or near the project area on March 16, 2016. Further, as part of standard procedure, the City conducted government-to-government outreach with Native American tribes.

5.9.1.4 Tribal Correspondence

Correspondence letters were sent to the listed tribal representatives provide by the NAHC with the intent of requesting information, opinions, or concerns relating to project impacts. These letters contained a brief description of the planned project, reference maps, and a summary of the NAHC Sacred Lands File and SCIC search results.

5.9.2 REGULATORY SETTING

Federal

United States Code, Title 25, Sections 3001 et seq.

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

State

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the

treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Public Resources Code, Sections 5020–5029.5

This code continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources (CRHR) and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

California Public Resources Code, Sections 5097–5097.994

The Native American Historic Resource Protection Act; Archaeological, Paleontological, and Historical Sites; Native American Historical, Cultural, and Sacred Sites specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal public lands. Section 5097.9 of the California Public Resources Code states that no public agency or private party on public property shall “interfere with the free expression or exercise of Native American Religion.” The code further states that:

No such agency or party [shall] cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine... except on a clear and convincing showing that the public interest and necessity so require. County and city lands are exempt from this provision, except for parklands larger than 100 acres.

California Public Resources Code, Section 5024.1

The CRHR is the state version of the National Register of Historic Places (NRHP) program. The CRHR was enacted in 1992 and became official January 1, 1993. The CRHR was established to serve as an authoritative guide to the state’s significant historical and archaeological resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. The California Environmental Quality Act (CEQA) identifies a historic resource as a property that is listed on—or eligible for listing on—the NRHP, CRHR, or local registers. NRHP-listed properties are automatically included on the CRHR.

The CRHR also includes properties that have been formally determined eligible for listing or are listed in the NRHP, are registered State Historical Landmark Number 770 and above, are points of historical interest that have been reviewed and recommended to the State Historical Resources Commission for listing, or are city- and county-designated landmarks or districts (if criteria for designation are determined by the Office of Historic Preservation to be consistent with CRHR criteria).

Assembly Bill 52

Assembly Bill 52 (AB 52), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. Projects subject to AB 52 are those that file a notice of preparation for an environmental impact report (EIR) or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2016. AB 52 adds tribal cultural resources (TCRs) to the specific cultural resources protected under CEQA. Under AB 52, a TCR is defined as a site, feature, place, cultural landscape (must be geographically defined in terms of size and scope), sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register, or included in a local register of historical resources. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB 52 also mandates lead agencies to consult with tribes, if requested by the tribe, and sets the principles for conducting and concluding consultation.

5.9.3 IMPACT: TRIBAL CULTURAL RESOURCE

Issue 1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe**

5.9.3.1 Threshold

The City has not yet prepared thresholds of significance for potential impacts to TCRs. Therefore, for purposes of this EIR, guidance provided by issue questions listed in CEQA Appendix G are used to evaluate the potential for significant impacts to TCRs:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural

landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

5.9.3.2 Analysis of Impact

AB 52 requires meaningful consultation with California Native American tribes on potential impacts to TCRs, as defined in California Public Resources Code Section 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the CRHR or local register of historical resources.

The project area is located within an area identified as sensitive on the City of San Diego Historical Resources Sensitivity Maps; furthermore, there are recorded cultural resources within a 1 mile buffer of the site. Therefore, qualified City staff conducted a records search of the CHRIS digital database. Although the search identified that no previously recorded resources are located within the project boundaries, the search confirmed several previously recorded historic and prehistoric sites in the project vicinity. A Sacred Lands Search was requested of the NAHC on July 10, 2015, and a response from the NAHC was received on March 16, 2016. The results of the Sacred Lands Search were negative in that no resources have been previously identified in the immediate project area.

The project site has not been selected as a site recommended for historic designation. Furthermore, the project site is not identified on any of the historic resource lists/databases—the NRHP and the California State Historical Landmarks, Points of Historical Interest, and Register of Historic Places. Although the City as the lead agency has not identified TCRs within the area of potential effect, the area is considered sensitive for potential TCRs (buried cultural resources and/or subsurface deposits). Therefore, there is the potential for inadvertent discovery of resources that could be impacted by project implementation due to the existing conditions and anticipated grading activities and excavation depths proposed.

In accordance with the requirements of California Public Resources Code Section 21080.3.1, the City initiated consultation with the Lipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area. Formal notification letters were sent via certified mail and electronic mail on June 29, 2017. Both Native American tribes responded within

the 30-day formal notification period requesting consultation. During the consultation process, the Native American tribes requested information on the results of the CHRIS digital database and copies of the archaeological investigation prepared in conjunction with the project. Consultation took place on July 14, 2017. Both Native American tribes concurred with the City's determination that potential impacts could result to TCRs. On July 14, 2017, consultation was concluded by both the Lipay Nation of Santa Isabel and Jamul Indian Village, and although TCRs have not been identified within the project site, the area is considered sensitive for potential TCRs. Therefore, there is the potential for impacts to occur.

5.9.3.3 Significance of Impact

The project site has not been selected as a site recommended for historic designation. Furthermore, the project site is not identified on any of the historic resource lists/databases—the NRHP and the California State Historical Landmarks, Points of Historical Interest, and Register of Historic Places.

The project area is located within an area identified as sensitive on the City of San Diego Historical Resources Sensitivity Maps. In addition, the Lipay Nation of Santa Isabel and the Jamul Indian Village tribes are affiliated traditionally and culturally with the project area. The area is considered sensitive for potential TCRs (buried cultural resources and/or subsurface deposits). Therefore, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Impacts would be considered significant.

5.9.3.4 Mitigation, Monitoring, and Reporting

MM-TCR-1 Tribal Cultural Resources (Archaeology)

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the one-quarter mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring, the applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or

suggestions concerning the Archaeological Monitoring program with the CM and/or Grading Contractor.

- a. If the PI is unable to attend the Precon Meeting, the applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
- b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities, which could result in impacts to archaeological resources as identified on the AME. The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern

within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.

2. The Native American consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.
3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.
4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If human remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.
 - c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98), and California Health and Safety Code (Section 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If human remains are determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, only the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health and Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; or
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner; then

- c. In order to protect these sites, the Landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.
- D. If human remains are not Native American
- 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 - 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (California Public Resources Code, Section 5097.98).
 - 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting.
 - 2. The following procedures shall be followed.
 - a. No Discoveries – In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the

information on the CSV and submit to MMC via fax by 8 a.m. of the next business day.

- b. Discoveries – All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. Potentially Significant Discoveries – If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.
 - d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction
- 1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
- 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.
 - a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

- b. Recording Sites with State of California Department of Parks and Recreation – The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
 3. The cost for curation is the responsibility of the property owner.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no

further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

5.9.3.5 Significance of Impact After Mitigation

Impacts to TCRs, with implementation of mitigation measure **MM-TCR-1**, would be reduced to below a level of significance.

INTENTIONALLY LEFT BLANK

5.10 NOISE

Introduction

This section evaluates potential construction and operational noise impacts associated with the project. The following discussion is based on noise impact analysis in the Environmental Noise Assessment, prepared by Dudek (May 2018) and is included as Appendix I of this Environmental Impact Report (EIR). For analysis related to land use-based noise impacts, refer to Section 5.1, Land Use.

5.10.1 EXISTING CONDITIONS

5.10.1.1 Site Conditions

The project site is currently vacant and does not support any existing development; therefore, there are no existing noise sources on site.

5.10.1.24 Definition of Noise

Noise is generally defined as sound that is loud, unexpected, or undesired, and therefore, may cause general annoyance, interference with speech communications, sleep disturbance, and in the extreme hearing impairment. Sound levels are expressed in units of decibels (dB), measured on a logarithmic scale that quantifies sound intensity.

The human ear is not equally sensitive to all frequencies within the sound spectrum; therefore, noise levels are factored more towards human sensitivity using the “A” weighting scale, expressed as dBA. The perception of noise is not linear in terms of acoustical energy. An average healthy ear can barely perceive a change of 3 dB and can readily perceive a 5 dB change; whereas an increase of 10 dB is perceived as twice as loud. Table 5.10-1 identifies noise levels from common indoor and outdoor activities.

In addition to noise levels at any given moment, the duration and averaging of noise over time is also important for the assessment of potential noise disturbance. Community noise levels vary continuously and most environmental noise includes a conglomerate of frequencies from distant sources that create a relatively steady background noise where no one particular source is identifiable. Noise levels varying overtime are averaging over a period of time, equivalent sound level (dBA Leq) also referred to as the time-average sound level, which typically assumes a 1-hour average noise level.

Table 5.10-1
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 meters (1,000 feet)	100	
Gas lawn mower at 1 meter (3 feet)	90	
Diesel truck at 15 meters (50 feet), at 80 kilometers/hour (50 miles per hour)	80	Food Blender at 1 meter (3 feet), Garbage Disposal at 1 meter (3 feet)
Noisy urban area, daytime Gas lawn mower at 30 meters (100 feet)	70	Vacuum Cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal Speech at 1 meter (3 feet)
Quiet urban daytime	50	Large Business Office, Dishwasher Next Room
Quiet urban nighttime	40	Theater, Large Conference Room (Background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest threshold of human hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2013.

Human Response to Changes in Noise Levels

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dBA when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud. As discussed previously, a doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level).

Noise Descriptors

People are generally more sensitive and annoyed by noise occurring during evening and nighttime hours. To characterize average noise levels over a 24-hour period, the Community Noise Equivalent Level (CNEL) descriptor is utilized. The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted sound level. The CNEL accounts for the increased noise sensitivity during the evening hours (7:00 p.m. to 10 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 4 dB and 10 dB, respectively, to the average sound levels occurring during the nighttime hours.

Sound Propagation

Unobstructed sound from a line source (such as a very heavily-traveled freeway) and a receiver is attenuated at a rate of approximately 3 dBA per doubling of distance. Unobstructed sound from a point source (such as a piece of construction equipment) and a receiver is attenuated at a rate of approximately 6 dBA per doubling distance. Additional sound shielding could occur by natural features such as hills and berms. Atmosphere effects could also propagate sound. Sound levels are attenuated at a rate of approximately 6 dBA per doubling of distance from an outdoor point source due to the geometric spreading of the sound waves. Additional sound attenuation can result from built features such as intervening walls, buildings, as well as natural features such as hills. Atmospheric conditions such as humidity, temperature, and wind gradients can temporarily either increase or decrease sound levels. In general, the greater the distance the receiver is from the source, the greater the potential for variation in sound levels due to atmospheric effects.

5.10.1.32 Existing Noise Condition

The ambient noise in the project area is primarily generated by traffic along SR-56, Camino del Sur and Carmel Mountain Road. The existing average daily traffic (ADT) volume along Camino del Sur at Torrey Santa Fe Road (north of the project site) is 10,670. As described in 5.10.1.43, the current noise levels on site ranged from approximately 44 dBA to 65 dBA (Appendix D).

5.10.1.43 Ambient Description

Ambient Noise Monitoring

Ambient noise measurements were conducted to quantify the existing daytime noise environment at five sites. Estimated noise levels resulting from proposed construction activities have been obtained from reports prepared by the Federal Transit Administration (FTA 2006) and field data from files. The noise level associated with selected roadways was determined based on ambient noise measurements and using the Federal Highway Administration's Traffic Noise Model (TNM), Version 2.5 (FHWA 2004). The TNM 2.5 noise model accepts as input the number and types of

vehicles on the roadway, vehicle speeds, receiver locations, and other data, including noise attenuation from structures such as existing or future buildings or walls.

Noise measurements were made using a Rion NL-52 integrating sound-level meter equipped with .5-inch pre-polarized condenser microphone with pre-amplifier. The sound-level meter meets the current American National Standards Institute (ANSI) standard for a Type 1 (Precision) sound-level meter. The sound-level meter was calibrated before and after the measurements, and the measurements were conducted with the microphone positioned 5 feet aboveground and covered with a windscreen.

Short-term noise measurements were conducted at one on-site and four site-adjacent locations between 12:20 p.m. and 3:00 p.m. on December 9, 2015, as depicted on Figure 5.10-1, Measured and Modeled Receivers. Site M1 was along the west side of the future extension of Camino del Sur, on the project site; Site M2 was located on the east side of Carmel Mountain Road adjacent to existing residences, north of Via Panacea; Site M3 was located east of the project site on the east side of Camino del Sur, at the presumed to be existing and occupied Merge 56 project; Site M4 was located northwest of the project site at a recreational use associated with the adjacent office complex; and Site M5 was located north of the project site adjacent to existing residences, east of Camino del Sur and just north of SR-56. The measured average noise levels ranged from approximately 44 dBA L_{eq} at Site M4 to 65 dBA L_{eq} at Site M5, as shown in Table 5.10-2.

Table 5.10-2
Measured Noise Levels

Site	Description	L_{eq}^1	L_{max}^2	L_{min}^3
M1	On Site	48	65	43
M2	East of project site, adjacent to residences east of Carmel Mountain Road, north of Via Panacea	55	69	47
M3	East of project site, at presumed to be existing and occupied Merge 56 project	52	64	47
M4	Northwest of project site, at recreation / break area adjacent to existing office complex	44	61	40
M5	North of project site, adjacent to residences east of Camino del Sur, north of SR-56	65	74	50

¹ Equivalent Continuous Sound Level (time-average sound level)

² Maximum noise level

³ Minimum noise level

Noise Modeling

The FHWA's TNM 2.5 traffic noise prediction model was used to model noise generated by existing and future traffic along the roads (FHWA 2004). The TNM 2.5 noise model accepts as input the number and types of vehicles on the roadway, vehicle speeds, receiver locations, and other input data including noise

attenuation from structures such as existing or future buildings or walls. The modeled traffic speeds were 45 miles per hour (mph) along Camino del Sur and Carmel Mountain Road, and 65 mph along SR-56.

5.10.1.54 Noise Sensitive Land Uses

The nearest noise sensitive receptors are the presumed to be existing and occupied residences located to the east of the project site as part of the Merge 56 project. Project parking lot activities would take place as near as approximately 200 feet of these residences.

5.10.1.65 Vibration

Vibration is a temporary phenomenon occurring from construction. Construction vibration and noise levels vary from hour-to-hour and day-to-day, depending on the equipment in use, the operations being performed, and the distance between the source and the receptor.

5.10.2 REGULATORY SETTING

5.10.2.1 Federal

Federal Transit Administration (FTA)

The Federal Transit Administration (FTA) has guidance on how to assess noise and vibration impacts of proposed mass transit project. This guidance is used by project sponsors seeking funding from FTA to evaluate these impacts during the environmental review process. All types of bus and rail projects are covered. The guidance contains procedures for assessing impacts at different stages of project development, from early planning before mode and alignment have been selected through preliminary engineering and final design. The focus is on noise and vibration impacts during operations, but construction impacts are also covered. The guidance describes a range of measures for controlling excessive noise and vibration.

Federal Highway Administration (FHWA)

The FHWA noise standard is a method of predicting and assessing roadway traffic noise impact. The federal agency mandates that each state is responsible for enforcing this standard or a similar standard. The FHWA standard is divided into two categories, Type I and Type II projects:

- Type I: According to the FHWA, this category describes a proposed federal or federal-aid project for the construction of a new highway or major physical alterations of an existing highway. Adherence to the standard is mandatory for Type I projects.
- Type II: According to the FHWA, this category describes a project for the construction of noise abatement measures that are added to an existing highway with no major changes in

the highway itself. Adherence to the standard is not mandatory for Type II projects, but a traffic noise analysis is required if federal funding of abatement measures is desired.

For projects that are close to an future freeway site, it is likely the Department of Transportation's responsibility to conduct noise tests and protect the project from excessive traffic noise. For a project close to an existing freeway, whether or not a standard is developed and enforced is the City's decision. For the project, the noise level associated with selected roadways was determined based on ambient noise measurements and using the Federal Highway Administration's TNM, Version 2.5.

5.10.2.2 State

California Administrative Code, Title 24

~~Title 24 requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so that the interior with windows closed and attributable to exterior sources does not exceed 45 dBA CNEL in any habitable room.~~

5.10.2.23 Local

City of San Diego Noise Ordinance

The City's noise ordinance is contained in the City's Municipal Code, Chapter 5, Article 9.5, Noise Abatement and Control (City of San Diego 2010). Section 59.5.0401 Sound Level Limits of the noise ordinance regulates operational noise generated by on-site sources and provides sound level limits for various land uses by the time of day, as shown in Table 5.10-3.

Table 5.10-3
Sound Level Limits

Land Use Zone	Time of Day	One-Hour Average Sound Level (dB)
1. Single-Family Residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
2. Multifamily Residential (Up to a maximum density of 12,000)	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
3. All Other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55

Table 5.10-3
Sound Level Limits

Land Use Zone	Time of Day	One-Hour Average Sound Level (dB)
	10 p.m. to 7 a.m.	50
4. Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
5. Industrial or Agricultural	Any time	75

The City also regulates noise associated with construction activities. Construction is permitted between 7 a.m. and 7 p.m., Monday through Saturdays, with the exception of legal holidays. Construction equipment shall be operated so as not to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 dBA during the 12-hour period from 7 a.m. to 7 p.m.

5.10.3 IMPACT: EXCEEDANCE OF CITY'S NOISE ORDINANCE

Issue 1: Would the proposal result in a significant increase in the existing ambient noise levels which exceed the City's adopted noise ordinance?

5.10.3.1 Threshold

According to the City's CEQA Significance Determination Thresholds, a project would have a significant noise impact if it would result in:

- Exposure of people to construction noise levels that exceed the City's adopted Noise Ordinance, San Diego Municipal Code, Section 5.9.5.0404 (i.e., 75 dB(A) Leq);
- Exposure of people to noise levels that exceed the City's adopted Noise Ordinance, San Diego Municipal Code, Section 5.9.5.0401, as identified in Table 5.10-3; or
- Exposure of people to transportation noise levels that exceed the sound level limits as presented in Table K-2 of the City's Significance Determination Thresholds and as identified as Table 5.10-4.

Table 5.10-4
Traffic Noise Significance Thresholds (db(A) CNEL)

Structure or Proposed Use that would be impacted by Traffic Noise	Interior Space	Exterior Useable Space	General Indication of Potential Significance
Single-family detached	45 dB	65 Db	Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	n/a	70 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

Source: City of San Diego 2016

5.10.3.2 Analysis of Impact

Construction Noise

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels will vary from hour-to-hour and day-to-day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

The Environmental Protection Agency has compiled data regarding the noise-generating characteristics of specific types of construction equipment. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 5.10-5.

Note that the equipment noise levels presented in Table 5.10-5 are maximum noise levels. The equipment operates in alternating cycles of full power and low power, thus, producing noise levels less than the maximum level. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during

the time period. For this project, special construction techniques (such as blasting or pile-driving) are not anticipated to be necessary required.

Table 5.10-5
Construction Equipment Noise Levels

Equipment Type	“Typical” Equipment dBA at 50 feet	“Quiet”¹ Equipment dBA at 50 feet
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Truck, Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic Tools	85	75
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83

¹ Quieted equipment: with enclosures, mufflers, or other noise-reducing features.

Construction Noise at Adjacent Off-Site Residences

The nearest existing noise sensitive receptors are presumed to be existing and occupied residences located to the east of the project site as part of the Merge 56 project. Construction activities would take place as near as approximately 150 feet from these residences¹.

Based on previous noise measurements taken of the type and number of pieces of primary equipment anticipated to be used for this project, the 12-hour average sound level would range up to approximately 81 dBA at 25 feet from the construction equipment. Thus, the construction noise level is estimated to be approximately 65 dBA $L_{eq12-hr}$ at the nearest presumed to be existing and occupied residential uses at Merge 56 project. Therefore, construction noise levels would not exceed the City’s 12-hour average noise standard of 75 dBA.

¹ Based on the project site plan, it was assumed that the nearest construction activities would occur approximately 50 feet nearer to the presumed to be existing and occupied noise-sensitive land uses to the east as part of the Merge 56 project, when compared to noise-generating operational activities (i.e., 150 feet versus 200 feet).

Construction Noise at Biological Habitat

The property is located within the “Northern Area” of City’s MSCP Subarea Plan (City of San Diego 1997) and, specifically, is within Torrey Highlands Subarea IV (City of San Diego 1996). The project site is not located within lands designated as MSCP Multi-Habitat Planning Area (MHPA) by the City’s Subarea Plan; however, the MHPA is directly adjacent to the site to the north and west. The U.S. Fish and Wildlife Service National Wildlife Refuge is located to the south of the project. As discussed in greater detail in Section 5.1, Land Use, and Section 5.6, Biological Resources, if construction takes place during the California gnatcatcher breeding season (March 1 through August 15), indirect impacts from construction noise could occur to the species if nesting within 500 feet of the construction activities. Consequently, as discussed in Section 5.1, Land Use, the project conforms to applicable general planning policies and design guidelines for development in Section 1.4.3, Land Use Adjacency Guidelines (LUAG), of the City’s MSCP Subarea Plan, which would be incorporated as a condition of approval to avoid noise impacts to biological resources. Furthermore, mitigation measure **MM-BIO-1** would be implemented, which would require City-standard pre-construction surveys to be conducted to determine the presence of sensitive biological resources, including sensitive bird species.

Operational Noise

Parking Lot and Heating, Ventilation and Air Conditioning Noise

It is anticipated that the primary sources of on-site noise would be from surface parking lot, parking structure, and mechanical noise from HVAC equipment.

Table 5.10-6 provides estimates of the maximum noise levels associated with common parking lot activities. The noise levels are presented at a distance of 50 feet from the source and represent the maximum noise level generated. A range is given to reflect the variability of noise generated by various automobile types and driving styles.

Table 5.10-6
Typical Noise Levels Resulting from Parking Lot Activities

Event	Maximum Noise Level at 50 Feet (dBA L_{max})
Door slamming	60–70
Engine starting up ¹	60–70
Car passing by ²	55–70

Source: Mestre-Greve Associates 2011.

¹ Higher values from poor muffler systems.

² Typical values were in the low 60s.

Parking lot activities would take place as near as 200 feet from the presumed to be existing and occupied residential uses as part of the Merge 56 project. At a distance of 200 feet, the noise level ranges shown in Table 5.10-6 would be 58 dBA, approximately 12 decibels lower, because of attenuation by distance. Additionally, noise sources from the parking lot would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time.

On-site stationary equipment, such as HVAC equipment, would be mounted on the office building rooftops. Although specific details (sizes, manufacturers, and models) of the equipment have not yet been determined, the noise levels generated by this equipment would vary, but would typically range from approximately 45 dBA to 55 dBA at a distance of 50 feet. The line-of-sight between nearby noise-sensitive land uses and the HVAC equipment would be blocked by a solid parapet wall, which would provide a minimum of 5 dBA additional noise reduction. At the nearest presumed to be existing and occupied residences as part of the Merge 56 project, the HVAC noise could range from approximately 26 to 36 dBA, which would be below the City's municipal code noise standard for multifamily residential uses of 55 dBA during daytime hours, 50 dBA during nighttime hours.

Exterior Traffic Noise

The expected traffic noise levels at existing, opening day, and future noise-sensitive receptors were predicted using Federal Highway Administration's TNM, version 2.5, and the data from the project traffic study (Appendix D). ADT volumes for the existing year, opening day, and future (year 2035) without and with project scenarios were used to predict the changes in traffic noise at roadway segments that would carry substantial numbers of project-related trips (i.e., Camino del Sur, Carmel Mountain Road, SR-56). The modeled receiver locations are shown in Figure 5.10-1. Table 5.10-7 summarizes the TNM results.

Opening day with project traffic noise levels are compared with opening day without project (rather than existing without project) traffic noise levels because the project is conditioned on the premise that the extensions of Camino del Sur and Carmel Mountain Road would be in place. As shown in Table 5.10-7, opening day traffic noise levels are estimated to range from 50 dBA CNEL to 67 dBA CNEL both without and with the project. Compared to the modeled opening day without project noise levels, the opening day with project noise levels would result in a change in noise levels ranging from 0 to 1 dBA (when rounded to whole decibels).

Table 5.10-7
Traffic Noise Model Results (dBA CNEL)

Receiver No. - Land Uses and Location	Existing	OD w/o Project	OD with Project	Change in Noise Level from OD w/o Project	Sig Noise Impact?	Year 2035 w/o Project	Year 2035 with Project	Change in Noise Level from Year 2035	Sig Noise Impact?
R1 – Residential adjacent to Carmel Mountain Road, north of Via Panacea	55	60	60	0	No	63	64	1	No
R2 – Residential adjacent to Carmel Mountain Road, north of Via Panacea	53	59	59	0	No	62	62	0	No
R3 – On-site, adjacent to Camino del Sur at eastern office building facades	53	67	67	0	No	68	68	0	No
R4 – Residential adjacent to Sierra Mesa Court, northwest of project site	52	52	52	0	No	52	52	0	No
R5 – Residential adjacent to Eclipse Road, south of project site	46	55	55	0	No	56	56	0	No
R6 – Residential adjacent to SR- 56 westbound off-ramp, at	59	59	59	0	No	59	60	1	No

Table 5.10-7
Traffic Noise Model Results (dBA CNEL)

Receiver No. - Land Uses and Location	Existing	OD w/o Project	OD with Project	Change in Noise Level from OD w/o Project	Sig Noise Impact?	Year 2035 w/o Project	Year 2035 with Project	Change in Noise Level from Year 2035	Sig Noise Impact?
Sundance Avenue									
R7 – Residential adjacent to Carmel Mountain Road, north of Sundance Avenue	58	65	65	0	No	66	66	0	No
R8 – Residential adjacent to Camino del Sur, north of SR-56	60	60	61	1	No	61	61	0	No
R9 – Presumed to be existing and occupied Merge 56, east of project site, at residential land uses	57	63	64	1	No	64	64	0	No
R10 – Residential east of Camino del Sur, north of SR- 56	49	50	50	0	No	50	50	0	No

Source: Dudek 2016

As shown in Table 5.10-7, the project would not result in an exceedance of the City's 65 dBA CNEL exterior noise standard for residential land uses, the City's 70 dBA CNEL exterior noise standard for office land uses, nor would it result in an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard under either existing or year 2035 conditions.

5.10.3.3 Significance of Impact

Construction Noise

Construction Noise at Off-Site Residences

At the nearest presumed to be existing and occupied residential uses as part of the Merge 56 project, the construction noise level is estimated to be approximately 65 dBA $L_{eq12-hr}$. Therefore, the levels would not exceed the City's 12-hour average noise standard of 75 dBA. Construction noise impacts would be less than significant.

Construction Noise at Biological Habitat

Sensitive biological resources could be significantly affected by short-term construction-related noise. However, compliance with the City's LUAGs, as contained in Section 1.4.3 of the MSCP Subarea Plan, would be incorporated as a condition of approval for the project. Furthermore, mitigation measure **MM-BIO-1** would be implemented, which would require City-standard pre-construction surveys to be conducted to determine the presence of sensitive biological resources, including sensitive bird species. Therefore, noise impacts to sensitive biological resources would be less than significant.

Operational Noise

Exterior Traffic Noise

The project would not result in an exceedance of the City's 65 dBA CNEL exterior noise standard for residential land uses, the City's 70 dBA CNEL exterior noise standard for office land uses, nor would it result in an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard under either existing or year 2035 conditions. Therefore, traffic noise impacts from the project at off-site noise-sensitive receivers would be less than significant.

Parking Lot and Heating, Ventilation and Air Conditioning Noise

Noise generated from parking lots and HVAC equipment at presumed to be existing and occupied residential uses as part of the Merge 56 project would be less than significant.

5.10.3.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.



SOURCE: SANDAG, 2014

The Preserve at Torrey Highlands

Measured and Modeled Receivers

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
5.10-1

INTENTIONALLY LEFT BLANK

5.11 ENERGY

Introduction

This section provides an evaluation of existing energy production/consumption conditions and potential energy use and related impacts from the project. The following discussion is consistent with and fulfills the intent of California Environmental Quality Act (CEQA) Guidelines Appendix F, and is based on information from Appendix J, Energy Calculations.

5.11.1 EXISTING CONDITIONS

The Torrey Highlands Community Planning Area (CPA) is served by San Diego Gas & Electric (SDG&E). SDG&E is a regulated public utility that provides energy service to 3.5 million people through 1.4 million electric meters and 870,000 natural gas meters in San Diego County and southern Orange County, within a service area of 4,100 square miles (SDG&E 2016). Forecasting future energy consumption demand is performed on a continual basis by SDG&E, including the need for installation of transmission and distribution lines. In situations where projects with large power loads are planned, other loads in the project vicinity are considered in conjunction with the planned project, and electrical substations are upgraded as needed. A 100-foot-wide electrical transmission line easement runs north-south along the western border of Torrey Highlands subarea and contains both a 138- and 230-kilovolt transmission line. The only existing source of gas and electric service for the project site is from the underground electric and gas feeder system, which extends south along Carmel Mountain Road and terminates at Sundance Avenue (City of San Diego 1996).

Electricity

According to the California Energy Commission's (CEC's) California Energy Consumption Database, California used approximately 282,896 gigawatt hours (2,829 trillion kilowatt-hours (kWh)) of electricity in 2015 (CEC 2016a), which is the most recent year of data available. Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Due to the state's energy efficiency standards and efficiency and conservation programs, California's per capita electricity use has remained stable for more than 30 years, while the national average has steadily increased.

SDG&E provides electric services to 3.6 million customers through 1.4 million electric meters and 873,000 natural gas meters throughout a 4,100-square-mile service area in San Diego County and southern Orange County (SDG&E 2016). SDG&E is a subsidiary of Sempra Energy and will provide electricity to the project site. According to CEC, SDG&E consumed approximately 19.722 billion kWh of electricity in total in 2015 (CEC 2016a).

SDG&E receives electric power from a variety of sources. According to the CPUC's 2016 Biennial Renewables Portfolio Standard Program Update, 36.4% of SDG&E's power came from eligible renewable energy sources in 2014, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2016). This is an improvement from the 15.7% renewable energy portfolio that SDG&E achieved in 2011.

Based on recent energy supply and demand projections in California, statewide annual peak electricity demand is projected to grow an average of 890 megawatts per year for the next decade, or 1.4% annually, while per capita consumption is expected to remain relatively constant at 7,200–7,800 kWh per person (CEC 2015a).

Natural Gas

According to the CEC California Energy Consumption Database, California used approximately 10,054 million therms of natural gas in 2015 (CEC 2016b), which is the most recent year of data available.

The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas & Electric, Southern California Gas, SDG&E, Southwest Gas, and several smaller natural gas utilities. SDG&E would provide natural gas service to the land uses proposed for the project site.

Pacific Gas & Electric and Southern California Gas own and operate several natural gas storage fields that are located in Northern and Southern California. These storage fields, and four independently owned storage utilities help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently (CPUC 2017).

Petroleum

There are more than 27 million registered vehicles in California, and those vehicles consumed an estimated 18.5 billion gallons of petroleum and diesel in 2014 (CEC 2016c). Gasoline and other vehicle fuels are commercially provided commodities, and would be available to the project via commercial outlets.

Petroleum accounts for approximately 92% of California's transportation energy sources. Technology advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and greenhouse gas (GHG) emissions, and reduce vehicle miles traveled (VMT). (See, for example, Section 5.4, Greenhouse Gas Emissions, of this EIR for discussion of various statewide programs,

policies, and regulations that are targeted toward the reduction of petroleum consumption.) Market forces have driven the price of petroleum products steadily upward, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

5.11.2 REGULATORY SETTING

Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission is an independent agency that regulates the transmission and sales of electricity, natural gas, and oil in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters. The setting and enforcing of interstate transmission sales is also regulated by Federal Energy Regulatory Commission.

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act to serve the nation's energy demands and promote feasibly attainable conservation methods. This act established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards were approved for model year 2017 passenger cars and light trucks at 54.5 miles per gallon. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility, as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations were to address in developing transportation plans and programs, including some energy related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research

and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

Energy Policy Act of 2005

The Energy Policy Act of 2005 put more responsibility on the Federal Energy Regulatory Commission, including regulating market manipulation and mergers as well as overseeing the nation's electrical infrastructure. The Renewable Fuel Standard (RFS) program also was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. The U.S. Environmental Protection Agency is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes other provisions related to energy efficiency:

- Renewable Fuel Standard (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels—the RFS—to replace petroleum. The Environmental Protection Agency is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

- The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the Act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:
 - EISA expanded the RFS program to include diesel, in addition to gasoline.

- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the Environmental Protection Agency to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green” jobs.

State

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978, and serves to enhance and regulate California’s building standards. Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The 2016 Title 24 building energy efficiency standards, which became effective on January 1, 2017, will serve to reduce energy consumption by project residences and non-residence buildings. In general, single-family homes built to the 2016 standards are anticipated to use about 28% less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards, and nonresidential buildings built to the 2016 standards will use an estimated 5% less energy than those built to the 2013 standards (CEC 2015b).

Title 24 also includes Part 11, known as California’s Green Building Standards (CALGreen). The CALGreen standards took effect in January 2011, and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, as well as schools and hospitals. The 2016 CALGreen standards became effective on January 1, 2017. The mandatory standards require:

- 20% mandatory reduction in indoor water use.
- 50% of construction and demolition waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Low-pollutant-emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Integrated Energy Policy Report

The CEC is responsible for preparing Integrated Energy Policy Reports, which identify emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. Of relevance to this EIR, the CEC's 2015 Integrated Energy Policy Report discusses the state's policy goal to require that new residential construction be designed to achieve zero-net-energy standards by 2020, and that new non-residential construction follow by 2030. Please see Section 5.4, Greenhouse Gas Emissions, of this EIR for additional discussion of the state's zero-net-energy objectives and how the state's achievement of its objectives would serve to beneficially reduce the project's GHG emissions profile and energy consumption.

Renewable Portfolio Standards

As most recently amended by Senate Bill 350, the Renewable Portfolio Standard requires an annual increase in renewable energy generation by utility providers equivalent to at least 33% by 2020 and 50% by 2030. (Interim Renewable Portfolio Standard targets also are set between 2020 and 2030.)

State Vehicle Standards

The California Air Resources Board (CARB) Advanced Clean Cars program for passenger vehicles—cars and light trucks— serves to reduce petroleum consumption by increasing the operating efficiencies of vehicles and accelerating the penetration of plug-in hybrids and zero-emission vehicles in California (CARB 2013). CARB also has adopted regulations that enhance the operating efficiencies of various types of construction equipment; while such regulations primarily are adopted to reduce air pollution, co-benefits—in the form of reduced petroleum consumption—are common.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As specifically codified in Government Code Section 65080, Senate Bill 375 requires the Metropolitan Planning Organization relevant to the project area (here, the San Diego Association of Governments (SANDAG)) to include a Sustainable Communities Strategy in its Regional Transportation Plan. While the main focus of the Sustainable Communities Strategy is to plan for growth that will ultimately reduce GHG emissions, the strategy is also a part of a bigger effort to address many other development issues within the general vicinity, including transit and VMT.

Regional

SANDAG Regional Energy Strategy

The Regional Energy Strategy (RES) serves as the energy policy blueprint for the San Diego region through 2050. It established long-term goals in 11 topic areas including energy efficiency, renewable energy, distributed generation, transportation fuels, land use and transportation planning, border energy issues, and the green economy. Using the strategies guiding principles, and taking into consideration the myriad of policy measures recommended across the energy topics, six early actions were identified for SANDAG and local governments to focus on in the near term.

Priority Early Actions of the Regional Energy Strategy

1. Pursue a comprehensive building retrofit program to improve efficiency and install renewable energy systems
2. Create financing programs to pay for projects and improvements that save energy
3. Utilize the SANDAG-SDG&E Local Government Partnership to help local governments identify opportunities and implement energy savings at government facilities and throughout their communities
4. Support land use and transportation planning strategies that reduce energy use and GHG emissions
5. Support planning of electric charging and alternative fueling infrastructure
6. Support use of existing unused reclaimed water to decrease the amount of energy needed to meet the water needs of the San Diego region

In 2014, a technical update of the RES was completed in order to inform development of San Diego Forward: The Regional Plan. This technical update demonstrates progress toward attaining the RES goals, updates existing conditions and future projections data, and recommends priorities for moving forward. Concurrent with the update, summary reports were prepared for each of the RES goals.

SDG&E Long-Term Resource Plan

In 2004, SDG&E filed a long-term energy resource plan (LTRP) with the CPUC, which identifies how it will meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

The LTRP sets a standard for acquiring 20% of SDG&E's energy mix from renewables by 2010 and 33% by 2020. The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to

generate 75% of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44% of its renewables to be generated and distributed in-region by 2020.

5.11.3 IMPACT: EXCESSIVE ELECTRICAL POWER USE; EXCESSIVE FUEL OR OTHER ENERGY USE

Issue 1: Would construction and operation of the proposal result in the use of excessive amounts of electrical power?

Issue 2: Would the proposal result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?

5.11.3.1 Threshold

Electrical Power and Natural Gas (Energy)

Consistent with CEQA Guidelines Appendix F, a project would result in a significant impact to energy conservation if it would:

- Substantially increase the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types such that the construction of new facilities and sources of energy or major improvements to local infrastructure would be required; or
- Cause the use of large amounts of electricity and natural gas in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5.11.3.2 Analysis of Impact

Per CEQA Guidelines Appendix F, energy conservation impacts were analyzed by estimating project energy requirements by amount and type, and evaluating project compliance with regulatory requirements. This data was used to evaluate the project's effects on energy resources and the degree to which the project would comply with existing energy standards.

The project site is vacant and undeveloped. The project would construct a 450,000-square-foot business office development, including a 180,000-square-foot parking garage and 3,850-square-foot amenity structure on the site. The analysis included in this section utilizes the California Emissions Estimator Model (CalEEMod) Version 2013.3.2 results from the project's air quality and GHG emissions analyses to evaluate energy impacts.

Electricity

Construction Use

Temporary electric power for as-necessary lighting and electronic equipment such as computer inside temporary construction trailers would be provided by SDG&E. The amount of electricity used during construction would be minimal because typical demand stems from the use of several construction trailers that are used by managerial staff during the hours of construction activities in addition to electrically powered hand tools. The majority of the energy used during construction would be from petroleum. The electricity used for such activities would be temporary and negligible.

Operational Use

Long-term energy consumption associated with the project includes electricity consumption by employees, energy from water conveyance, and long-term vehicle operations by employees.

The project would use electricity for lighting, appliances, and other uses associated with the project's business office land use. Estimated annual electricity demand was calculated by using the CalEEMod Version 2016.3.2 default values for project-specific land uses. The project is estimated to use approximately 9,700,000 kWh of electricity per year.

Although the project would result in a long-term increase in demand for electricity from SDG&E, the project would be required to comply with Title 24, Part 6 of the California Code of Regulations, also known as California's Building Energy Efficiency Standards. The most recent iteration, the 2016 Building Energy Efficiency Standards, went into effect on January 1, 2017; these standards are updated on a triennial basis to account for technological improvements in energy efficiency building technology (CEC 2015b). Part 6 of the Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California to reduce energy demand and consumption. Section 5.4, Greenhouse Gas Emissions, of this EIR identifies additional project-specific design features that would serve to further reduce energy consumption during operations, including fuel consumption, electricity and natural gas. Measures would include a cool roof (thermoplastic polyolefin), flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings, and natural daylighting.

These measures would reduce consumption of energy to the extent feasible, such that use of electricity during operation of the project would not be inefficient, or wasteful. In addition to the building code requirements, the project would achieve Leadership in Energy and Environmental Design (LEED) ~~Silver~~ Gold Certification or equivalent by implementing a series of sustainable design features, techniques, and materials. These features would reduce energy demand, water and

resource consumption, and environmental waste, and would generate renewable energy on site. Sustainability measures would include the following:

- Use of Variable Refrigerant Flow (VRF) for building heating, ventilation, heating and cooling (HVAC), which would reduce energy use associated with HVAC operation.
- Energy-efficient appliances and systems. The project would include the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings and a 5% improvement over Title 24 for indoor mechanical systems.
- Natural daylighting through strategic building orientation and placement, and utilization of large windows throughout the project.
- Ventilation strategies. The project would result in less energy use through high efficiency ventilation design.
- Minimized use of landscaping equipment powered by fossil fuels.
- Heat island reduction (“cool” roofing materials, shade hardscape, and covered parking). The project would include cool roof (thermoplastic polyolefin) above the 3-year aged solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums.
- Third-party testing of installed energy systems.

Cool roof materials would contribute to a lower ambient building temperature, reducing the need to use electricity to cool internal temperatures. Systems commissioning would include testing and maintaining the efficiency of the installed energy systems of the project. Overall, achieving a LEED ~~Silver~~ Gold Certification or equivalent ~~certification~~ would substantially minimize energy consumption throughout the project compared to a similar project without such certification.

The project would implement all Step 2 measures as required under the City’s Climate Action Plan Consistency Checklist, as discussed in Section 5.4, Greenhouse Gas Emissions. Additionally, the project would implement all feasible on-site GHG mitigation measures to reduce electricity consumption including **MM-GHG-1** (solar photovoltaic installations), **MM-GHG-2** (exceedance of Title 24 requirements variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; and heat reflecting roofing material), **MM-GHG-3** (cool roof), and **MM-GHG-4** (low flow fixtures) to further reduce energy consumption. Refer to Section 5.4, Greenhouse Gas Emissions, for full description of these mitigation measures.

Therefore, the project’s electricity demand would not place a significant burden on SDG&E’s services. As such, the project would not require or result in the consumption of excessive amounts of electricity.

Natural Gas

Construction use

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the “petroleum” subsection below. Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible and would not have an adverse effect.

Operational Use

Natural gas would be directly consumed throughout operation of the project, primarily through building heating, water heating and cooking associated with business office land uses on the project site. Natural gas consumption was estimated for each of the project’s land uses based on the CalEEMod default values. Based on these calculations, the project is estimated to consume approximately 9,000,000 thousand British thermal units (kBtu) of natural gas per year during operation.

As such, the project would result in a long-term increase in demand for natural gas. However, the project would be designed to comply with Title 24, Part 6, of the California Code of Regulations, also known as California’s Building Energy Efficiency Standard. Due to the size and scale of the project, natural gas from the project would be appropriate and not place a significant burden on SDG&E’s services.

Additionally, the project would implement all Step 2 measures as required under the City’s Climate Action Plan Consistency Checklist, as discussed in Section 5.4, Greenhouse Gas Emissions. Moreover, the project would implement all feasible on-site GHG mitigation measures to reduce natural gas consumption including **MM-GHG-2** (exceedance of Title 24 requirements). Therefore, the project would not contribute to significant natural gas consumption during operations.

Petroleum

Construction Use

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from demolition and excavation. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed that construction workers would travel to and from the project site in gasoline-powered passenger vehicles.

There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies).

Heavy-duty construction equipment of various types would be used during each phase of construction. CalEEMod was used to estimate construction equipment usage. Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO₂) emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel as shown in Appendix J. Construction of the project is estimated to take approximately 19 months to complete. The conversion factor for gasoline is 8.78 kilograms CO₂ per gallon (kg CO₂/gallon) and the conversion factor for diesel is 10.21 kg CO₂/gallon (The Climate Registry 2017).

Additionally, fuel consumption from worker and vendor trips were estimated by converting total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles were assumed to use gasoline, and vendor/hauling vehicles were assumed to use diesel. Calculations for total worker, vendor, and hauler fuel consumption are provided in Tables 5.11-1 through 5.11-4.

Table 5.11-1
Construction Worker Gasoline Demand

Phase	Trips	Vehicle CO₂ (MT)	Kg/CO₂/Gallon	Gallons
Site Preparation	120	1.09	9.13	118.87
Grading	340	2.90	9.13	317.43
Utilities	1,320	11.94	9.13	1,307.61
Building Construction 1	175,100	1443.71	9.13	158,127.79
Building Construction 2	128,775	1011.91	9.13	110,834.05
Building Construction 3	156,825	1176.08	9.13	128,814.88
Sitework	1,950	17.13	9.13	1,875.89
Architectural Coating 2	20,400	140.13	9.13	15,348.42
Parking Structure	9,775	72.24	9.13	7,912.30
Cafe	74,800	531.62	9.13	58,228.06
Architectural Coating 3	17,595	116.93	9.13	12,806.71
Architectural Coating 1	13,005	84.78	9.13	9,285.96
Landscape	535	4.56	9.13	499.49
Paving	860	6.11	9.13	668.69
Total				506,146.16

**Table 5.11-2
Construction Vendor Diesel Demand**

Phase	Trips	Vehicle CO ₂ (MT)	Kg/CO ₂ /Gallon	Gallons
Site Preparation	96	3.82	10.35	368.64
Grading	272	10.64	10.35	1,028.34
Utilities	660	26.23	10.35	2,534.39
Building Construction 1	75,808	2940.03	10.35	284,061.10
Building Construction 2	55,752	2134.90	10.35	206,270.09
Building Construction 3	67,896	2546.61	10.35	246,049.51
Sitework	0	0.00	10.35	0.00
Architectural Coating 2	0	0.00	10.35	0.00
Parking Structure	4,232	157.32	10.35	15,199.97
Cafe	32,384	1197.65	10.35	115,714.98
Architectural Coating 3	0	0.00	10.35	0.00
Architectural Coating 1	0	0.00	10.35	0.00
Landscape	0	0.00	10.35	0.00
Paving	0	0.00	10.35	0.00
Total				871,227.00

**Table 5.11-3
Construction Haul Diesel Demand**

Phase	Trips	Vehicle CO ₂ (MT)	Kg/CO ₂ /Gallon	Gallons
Site Preparation	24	0.95	10.35	92.15
Grading	6,468	252.12	10.35	24,359.51
Utilities	110	4.37	10.35	422.39
Building Construction 1	0	0.00	10.35	0.00
Building Construction 2	0	0.00	10.35	0.00
Building Construction 3	0	0.00	10.35	0.00
Sitework	0	0.00	10.35	0.00
Architectural Coating 2	0	0.00	10.35	0.00
Parking Structure	0	0.00	10.35	0.00
Cafe	0	0.00	10.35	0.00
Architectural Coating 3	0	0.00	10.35	0.00

Table 5.11-3
Construction Haul Diesel Demand

Phase	Trips	Vehicle CO ₂ (MT)	Kg/CO ₂ /Gallon	Gallons
Architectural Coating 1	0	0.00	10.35	0.00
Landscape	0	0.00	10.35	0.00
Paving	0	0.00	10.35	0.00
Total				24,874.05

Table 5.11-4
Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO ₂ (MT)	Kg/CO ₂ /Gallon	Gallons
Site Preparation	6	11.70	10.35	1,130.21
Grading	12	82.34	10.35	7,955.85
Utilities	5	45.26	10.35	4,373.23
Building Construction 1	17	674.93	10.35	65,210.57
Building Construction 2	17	495.12	10.35	47,837.53
Building Construction 3	21	804.93	10.35	77,771.42
Sitework	2	132.77	10.35	12,827.94
Architectural Coating 2	2	81.70	10.35	7,894.11
Parking Structure	7	36.06	10.35	3,483.63
Cafe	3	79.55	10.35	7,686.29
Architectural Coating 3	2	70.47	10.35	6,808.67
Architectural Coating 1	2	52.09	10.35	5,032.49
Landscape	2	29.85	10.35	2,884.32
Paving	8	61.50	10.35	5,942.44
Total				256,838.70

In summary, the project is estimated to consume approximately 526,323 gallons of gasoline and 1,168,749 gallons of diesel during the construction phase. In total, 1,695,072 gallons of petroleum would be consumed during the construction phase, which is anticipated to extend over 22 months. It was assumed that construction equipment would operate for a total of 189,904 hours during the period of construction. Petroleum use is necessary to operate construction equipment, and construction equipment would employ Tier 3 engines or higher (and thus would be newer off-

road equipment units). Additionally, energy used during construction of the project would be limited to the construction period, and would not involve long-term petroleum use. As such, energy consumption during construction activities would not be considered excessive, inefficient or unnecessary. Moreover, the demand for jobs in the project vicinity demonstrates that the proposed construction would also not be considered unnecessary.

As noted above, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies). Thus project construction would not consume petroleum in a wasteful or inefficient manner. The Project's demand on energy resources and services would not be anticipated to require the construction of new energy facilities or require improvements to local infrastructure.

Operational Use

During project operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site by employees, as well as fuels used for alternative modes of transportation that may be used by employees.

In response to Senate Bill 375, CARB has adopted the goal of reducing per capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SANDAG planning area. This reduction would occur by reducing VMT through the integration of land use and transportation planning (SANDAG 2015). Accordingly, the project includes a proposed Travel Demand Management Program, which is intended to reduce the project's VMT. The elements of the Travel Demand Management Program that would result in a reduction in fuel use are identified in in Section 5.2, Transportation/Circulation, of this EIR (see Appendix E for details). The project would result in a total daily VMT of 9,504,181.

Similar to the construction worker and vendor trips, fuel consumption is estimated by converting the total CO₂ emissions from each land use type to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 92.5% of the fleet is composed of light-duty to medium-duty vehicles and motorcycles; these are assumed to run on gasoline. The remaining 7.5% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses/RVs; these are assumed to run on diesel. Therefore it is estimated that 712,814 of the daily VMT would be from diesel and 8,791,368 would be from gasoline. Calculations for annual mobile source fuel consumption are provided in Appendix J. Daily mobile source fuel consumption from the project is estimated to be 422,540 gallons, while mobile source diesel demand was estimated to be 29,541 gallons. As such, total fuel consumption from operation of the project would be approximately 452,081 gallons per day.

Over the lifetime of the project, the fuel efficiency of the vehicles in use is expected to increase, as older vehicles within the fleet mix are replaced with newer, more efficient models. As such, the amount of petroleum consumed as a result of vehicle trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and/or encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emissions vehicles in California (CARB 2013). As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

Additionally, the project would implement all Step 2 measures as required under the City's Climate Action Plan Consistency Checklist, as discussed in Section 5.4, Greenhouse Gas Emissions. As part of the project's implementation of the Climate Action Plan Step 2 Checklist measures, the project has been designed to incentivize the minimization of petroleum consumption through its provision on on-site electric vehicle charging station infrastructure, bicycle parking, ride-sharing opportunities, and telecommuting options for employees. Moreover, the project would implement a comprehensive Transportation Demand Management program to further reduce vehicle miles travelled. Specifically, these features would be implemented through all feasible on-site GHG mitigation to reduce petroleum consumption including **MM-GHG-5** (electric vehicle pre-wiring and electric vehicle charging stations), **MM-GHG-6** (bicycle parking), **MM-GHG-7** (shower stalls and lockers), **MM-GHG-8** (carpool/vanpool parking), **MM-GHG-9** (alternative parking strategies and TDM reporting requirement), **MM-GHG-10** (participation in SANDAG iCommute program), **MM-GHG-11** (subsidized transit passes), **MM-GHG-12** (subsidized vanpool/rideshare program), **MM-GHG-13** (telework program). Refer to Section 5.4, Greenhouse Gas Emissions, for full description of these mitigation measures. Furthermore, as part of the project's Transportation Demand Management program, the applicant/permittee will provide transportation educational information to all employees and conduct alternative transportation promotional events on site. See Section 5.2, Transportation/Circulation for additional details on the project's Transportation Demand Management Program.

In summary, although the project would result in an increase in petroleum use during construction and operation compared to existing conditions, the project would implement measures as required under the Climate Action Plan's Checklist regarding VMT reduction, and Travel Demand Management Program measures to reduce the amount of petroleum consumption. Additionally, project-specific petroleum use would be expected to diminish over time as fuel efficiency improves. Given these considerations, petroleum consumption associated with project operation would not be considered excessive.

5.11.3.3 Significance of Impact

The project would not result in excessive energy use and impacts would be less than significant.

5.11.3.4 Mitigation, Monitoring, and Reporting

Mitigation measures would not be required.

INTENTIONALLY LEFT BLANK

CHAPTER 6 CUMULATIVE IMPACTS

California Environmental Quality Act (CEQA) Guidelines Section 15130(a) requires that an Environmental Impact Report (EIR) discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable as defined in Section 15065(a)(3). CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (14 CCR 15355).

According to CEQA Guidelines, Section 15130(b), "the discussion [of cumulative impacts] need not provide as great detail as is provided for the effects attributable to the project alone" (14 CCR 15130(b)). Section 15130(b) further states that a cumulative impacts discussion "should be guided by standards of practicality and reasonableness" (14 CCR 15130(b)). The evaluation of cumulative impacts is to be based in either "(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or (B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified which described or evaluated regional or area-wide conditions contributing to the cumulative effect." This cumulative impact analysis uses the list method. The locations of the cumulative projects are depicted in Figure 6-1, Cumulative Projects Locations. A brief description of each cumulative project is presented in Table 6-1, Cumulative Projects; the numbers in the list correspond to the locations shown on Figure 6-1. The basis and geographic area for the cumulative impacts discussed in Table 6-1 are dependent on the nature of the issue and the project.

Table 6-1
Cumulative Projects

No.	Project Title	Location	Project Description	Status
1	Merge 56 Development Project	Intersection of Highway SR-56, Camino del Sur, and Carmel Mountain Road	The project is composed of two components, a mixed use development and public roadway improvements. The mixed-use development component would require a general plan amendment from commercial employment; retail and services; residential; and parks, open space, and recreation to multiple use,	EIR finalized; pending hearing.

Table 6-1
Cumulative Projects

No.	Project Title	Location	Project Description	Status
			and a community plan amendment to redesignate the site from commercial regional and medium-high density residential to local mixed use within the Torrey Highlands Subarea Plan.	
2	KB Homes Residential	Terminus of Carmel Mountain Road off of SR-Highway 56	Development of 94 single-family homes on Units 1, 2, and 6 of Rhodes Crossing project and extension of Carmel Mountain Road from northern site boundary to Via Las Lenas. Located along Carmel Mountain Road south of Sundance Drive and north of Via Las Lenas, north and south of State Route (SR) 56.	Under construction.
3	Torrey Meadows Drive Overcrossing	SR-56 at Post Mile 5.6	Two-lane overcrossing of SR-56 to provide access to a neighborhood park, elementary and high schools, and the local mixed use center for the properties south of SR-56. Located west of Camino del Sur interchange along SR-56.	Construction pending. Expected construction contract in 2018 and substantial completion of construction activity in 2021.
4	Carmel Mountain/Del Mar Mesa Natural Resources Management Plan (NRMP) and Community Plan Amendments (CPAs)	Open space between Torrey Highlands and Carmel Valley off of Highway SR-56	Amendments to the Torrey Highland Subarea Plan, Rancho Peñasquitos Community Plan and Del Mar Mesa Specific Plan initiated to add multi-use trail alignments within the communities that would connect to the Del Mar	Approved in 2015.

Table 6-1
Cumulative Projects

No.	Project Title	Location	Project Description	Status
			Mesa Preserve area. The proposed NRMP would result in the consolidation of trail alignments into existing built trails that connect Deer Canyon and other areas to the Del Mar Mesa Preserve. The NRMP was approved in 2015. Located at the Del Mar Mesa Preserve, west of Camino del Sur.	
5	Black Mountain Road Reclassification in Community Plan	Intersection of Black Mountain Road and Highway SR-56	A CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification from six-lane prime arterial to four-lane major road was initiated on February 27, 2014 by Black Mountain Ranch. Located along Black Mountain Road from Twin Trails Drive to Community Plan Boundary just north of Mercy Road.	Pending; under review.
6	Rhodes and Grus Investments	Intersection of Carmel Mountain Road and Camino del Sur	A CPA to the Rancho Peñasquitos Community Plan to redesignate 26 acres from Low Density Residential and Open Space to Medium-High Density Residential, allowing for multifamily residential development at 22 to 45 dwelling units per acre (resulting in 575 to 1,177 dwelling units). CPA was initiated in November 2013. Located west of the intersection of Carmel	No development application filed.

Table 6-1
Cumulative Projects

No.	Project Title	Location	Project Description	Status
			Mountain and Camino del Sur.	
78	North City Pure Water Pipeline	Miramar Reservoir, San Diego, California 92131	This project or the North City to San Vicente option will be built. It includes approximately 8 miles of 48-inch diameter steel pipeline, and 0.6 miles of submerged 48-inch HDPE pipeline in the Miramar Reservoir. It begins at the proposed NCPS and ends at the Miramar Reservoir.	Construction estimated to begin in 2018 and completed in 2021.
<u>8</u>	<u>Torrey Meadows Neighborhood Park</u>	<u>Intersection of Torrey Del Mar Dr and Kerry Lane</u>	<u>5.3 acre community park</u>	<u>Construction completed December 2017.</u>
97	Torrey Highlands and Rancho Peñasquitos Storm Drain Replacement Project	Intersection of Camino del Sur and Carmel Valley Road	Repair collapsed storm drain outfall near Camino del Sur, and realignment storm drain pipes out of the easement and into the street right-of-way. This project will replace several CMP storm drains in poor condition with new RCP at several locations in the Rancho Peñasquitos communities. Expected contract duration is approximately 13 months.	Construction estimated to begin in 2019 and completed in 2021.
<u>10</u>	<u>Meridian at Santa Fe Summit Campus</u>	<u>South of SR-56 at intersection of Torrey Santa Fe Road and Camino del Sur</u>	<u>600,000 square feet of mixed use business and life sciences office space, parking structure, and recreational amenities on an 11-acre site.</u>	<u>Construction on hold.</u>

Source: CEQAnet 2017; City of San Diego 2017a.

6.1 CUMULATIVE EFFECTS FOUND TO BE SIGNIFICANT

6.1.1 TRANSPORTATION/CIRCULATION

As discussed in Section 5.2, Transportation/Circulation, four scenarios were analyzed: an Opening Day (Year 2020) Without Project, An Opening Day (Year 2020) With Project, a Year 2035 Without Project, and a Year 2035 With Project. Several changes to the roadway network were planned for the future in the 2020 and 2035 scenarios, and Table 5.2-9, Roadway Network Scenarios, in Section 5.2 summarizes the analysis of the street network conditions assumed for each scenario analyzed. Impacts from the project's 2035 cumulative scenario are analyzed below.

Year 2035 Cumulative Project Analysis

As discussed in Section 5.2, with respect to the roadway network in Year 2035, all improvements proposed by the near-term cumulative projects were assumed in the baseline long-term conditions. Before the Year 2035 traffic model was run, a careful analysis of the roadway network conditions was performed, and Table 5.2-16 in Section 5.2 of this EIR, provides a summary of the Year 2035 roadway network conditions assumed for the long-term cumulative analysis. Table 5.2-17 in Section 5.2 provides specific Community Plan roadway classifications for study area street segments and the assumed capacity used in the Year 2035 analysis. Also, City staff provided input on other long-term cumulative projects that could be developed in future timeframe and could potentially add to forecast traffic volumes in the project vicinity. The Meridian at Santa Fe Summit II and III ~~Project~~ Campus and the Rhodes and Grus Investments projects ~~Community Plan Amendment~~ were included as long-term cumulative projects and Year 2035 traffic volumes were modeled.

Intersections

Five significant cumulative impacts to intersection operations were calculated with the addition of the project traffic in the year 2035 since the project-induced change in delay was greater than 2 seconds for level of service (LOS) E operating intersections and greater than 1 second for LOS F operating intersection. Significant impacts would occur to Intersections No. 6, No. 7, No. 17, No. 18, and No. 19. A Community Plan Amendment (CPA) is in progress to downgrade Black Mountain Road from Twin Trails Drive to the Community Plan boundary to remain at its current classification as a Four-Lane Major Arterial. If this downgrade is approved, LOS E/F operations along this section of Black Mountain Road would be considered significant and unmitigated.

With implementation of mitigation measure (MM) TRA-1, as laid out in Section 5.2, the impact to Intersection No. 6 would be less than significant. However, the timing in the San Diego Association of Governments (SANDAG) Regional Transportation Plan (RTP) does not contemplate completion of State Route (SR) 56 widening, including the ramp improvements, until Year 2040 (after the

cumulative impact occurs in Year 2035) (SANDAG 2011), and the interchange lies within the jurisdiction of the California Department of Transportation (Caltrans). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts would be significant and unavoidable.

With implementation of **MM-TRA-2** as laid out in Section 5.2.4.5, the impact to Intersection No. 7 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening, including the ramp improvements, until Year 2040 (after the cumulative impact occurs in Year 2035), and the interchange lies within the jurisdiction of Caltrans. Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts are considered significant and not fully mitigated.

With implementation of **MM-TRA-3** as laid out in Section 5.2.4.5, the impact to Intersection No. 17 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is ~~currently proposed by Black Mountain Ranch and expected to go before City Council in 2017~~ currently under review at the City. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, the following mitigation would be required to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

With the implementation of **MM-TRA-4** as laid out in Section 5.2.4.5, the impact to Intersection No. 18 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is ~~currently proposed by Black Mountain Ranch and expected to go before City Council in 2017~~ currently under review at the City. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, the following mitigation would be required to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

With the implementation of **MM-TRA-5** as laid out in Section 5.2.4.5, the impact to Intersection No. 19 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is ~~currently proposed by Black Mountain Ranch and expected to go before City Council in 2017~~ currently under review at the City. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, the following mitigation would be required to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

Street Segments

One significant cumulative impact was calculated to Street Segment No. 19 with the addition of project traffic at study area street segments since the project-induced change in vehicle-to-congestion ratio is

greater than 0.01 for this LOS F operating street segments. A CPA is in progress to downgrade Black Mountain Road from Twin Trails Drive to the Community Plan boundary to remain at its current classification as a Four-Lane Major Arterial. If this downgrade is approved, LOS E/F operations along this section of Black Mountain Road would be considered significant and unmitigated.

With the implementation of **MM-TRA-6**, as laid out in Section 5.2.4.5, the impact to Street Segment No. 19 would be less than significant. However, a CPA to the Rancho Peñasquitos Community Plan to downgrade the roadway classification of Black Mountain Road is ~~currently proposed by Black Mountain Ranch and expected to go before City Council in 2018~~ currently under review by the City. If the proposed CPA is approved, this cumulative impact would remain significant and unmitigated. If the CPA is not approved, ~~the following~~ mitigation would be required to widen Black Mountain Road to six lanes and impacts would be reduced to less than significant.

Freeway Mainlines

Three significant cumulative impacts were calculated to Mainlines No. 1, No. 2, and No. 3 with the addition of project traffic at study area freeway mainline segments since the project-induced change in vehicle-to-congestion ratio is greater than 0.01 for LOS E operating freeway segments and greater than 0.005 for LOS F operating freeway segments.

With implementation of **MM-TRA-7** as laid out in Section 5.2.4.5, the impact to Mainline No. 1 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

With implementation of **MM-TRA-8** as laid out in Section 5.2.4.5, the impact to Mainline No. 2 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts would remain significant and not fully mitigated.

With implementation of **MM-TRA-9** as laid out in Section 5.2.4.5, the impact to Mainline No. 2 would be less than significant. However, the timing in the SANDAG RTP does not contemplate completion of the SR-56 widening until Year 2040 (after the cumulative impact occurs in Year 2035). Because neither the City nor the applicant can ensure the completion of these improvements in a timely manner, the impacts would remain cumulatively significant and not fully mitigated.

Despite implementation of mitigation measures **MM-TRA-1** through **MM-TRA-9**, transportation/circulation and parking impacts to intersections, street segments, and freeway mainlines would remain cumulatively significant.

6.1.2 GREENHOUSE GAS EMISSIONS

Greenhouse gas (GHG) emissions are said to result in an increase in the Earth's average surface temperature, commonly referred to as "global climate change." Global climate change, by definition, is cumulative as it is the result of combined worldwide contributions of GHGs to the atmosphere over many years. Impacts associated with the project discussed in Section 5.4, Greenhouse Gas Emissions, also serve as the project's cumulative impact analysis.

GHG emissions and their contribution to climate change are widely recognized as a global problem, and the State of California has acknowledged this phenomenon as a state concern. Assembly Bill 32, passed by state legislature in 2006, states in part that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." By its definition, global climate change caused by GHG emissions is cumulative in nature and is not triggered by the actions of any single project. The SANDAG 2050 Regional Transportation Plan/Sustainable Communities Strategy is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Regional Transportation Plan/Sustainable Communities Strategy also outlines strategies that will help the region meet the GHG reduction goals of Assembly Bill 32 (SANDAG 2011).

For projects that are proposing an amendment to the land use or zoning designation of the site, additional review and evaluation is required in accordance with the Climate Action Plan (CAP) Consistency Checklist (City of San Diego 2017b). The emissions from buildout of the project would be greater than the land use inventoried in the CAP and would therefore not be consistent with Step 1 and the land use assumptions in the CAP. The project would implement Step 2 of the Climate Action Plan Consistency Checklist, which would constitute mitigation measures, including installing photovoltaic solar panels on the parking garage rooftop shade structure (**MM-GHG-1**), achieving 10% increase in energy efficiency over 2016 Title 24 Standards (**MM-GHG-2**), and implementing a Transportation Demand Management Plan (**MM-GHG-3**). Therefore, impacts from GHG emissions would be cumulatively considerable.

6.2 CUMULATIVE EFFECTS NOT FOUND TO BE SIGNIFICANT

Based on the analyses contained in Chapter 5 of this EIR, the project's contribution to cumulative land use, visual effects and neighborhood character, ~~GHG emissions~~, air quality and odor, biological

resources, historic resources, paleontological resources, noise, energy and tribal cultural resources impacts would not be cumulatively considerable, as analyzed below.

6.2.1 LAND USE

An analysis was completed to ensure that the project would implement many of the applicable goals, policies, guidelines, and recommendations contained within the City's General Plan, Torrey Highlands Subarea Plan, and Preserve Resource Management Plan. This analysis is provided in Section 5.1, Land Use, Table 5.1-1, and it has demonstrated that the project would not result in a significant impact due to an inconsistency or conflict with the City's General Plan or the Torrey Highlands Subarea Plan. Further, with approval of a CPA to the Torrey Highlands Subarea Plan, the project would be consistent with the IP-3-1 zoning regulations and does not require any deviation or variance. Therefore, the project would not introduce any deviation or variance that would result in a physical impact on the environment. Additionally, the project would neither conflict with the airport land use compatibility plan for San Diego International Airport nor preclude or interfere with implementation of the Resource Management Plan, the City's Multiple Species Conservation Program (MSCP) Subarea Plan, or other approved local plan.

Other CPAs under review by the City would also be required to comply with the City General Plan and the Torrey Highlands Subarea Plan. Projects that are not consistent with the General Plan land use designation or zoning would require implementation of a General Plan amendment, community plan amendment, and/or zone change. Projects that require a General Plan amendment and/or community plan amendment must demonstrate conformance with pertinent goals, policies, and recommendations. As previously discussed, Table 5.1-1, City of San Diego Land Use – Noise Compatibility Guidelines, located in Section 5.1, provides an analysis of the project's land use consistency. As demonstrated, when considered with other foreseeable projects, the project would not result in a significant cumulative impact due to an inconsistency or conflict with an adopted land use plan, land use designation, or policy.

6.2.2 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

As discussed in Section 5.3, Visual Effects and Neighborhood Character, development would exceed the City's grading and manufactured slope height thresholds. Consequently, the project would result in significant and unavoidable impacts despite implementation of **MM-VIS-1**, which would reduce impacts to existing landform but not below a level of significance. Development of the project with the inclusion of near-term cumulative development, such as those listed in the Table 6-1, would result in permanent visual and landform changes to the project area. Compliance with the City General Plan Urban Design Element policies, Torrey Highlands Subarea Plan Community Design Guidelines, as well as the development regulations in the San Diego Municipal

Code and policies of the Community Plan would ensure that the cumulative impacts to landform alteration would not be significant.

The project would not introduce bulk and scale that conflict with existing and planned development in proximity to the project or open a new area of development beyond what is already planned for the southern extension of Camino del Sur. Hence, the project would not contribute to a cumulatively considerable impacts.

The Key Observation Points of the project provided in Section 5.3 that show the surrounding area would be altered over time with increased development and would support buildings of similar bulk and scale, which would decrease the visual prominence of proposed development and associated visual contrast with the adjacent preserve. Despite the alteration in character from a vacant and undeveloped site to a business office campus, the project would be visually compatible with existing office campus development in the vicinity and with near-term cumulative development on adjacent parcels. Near-term cumulative development would generally consist of tall and rectangular, multistory structures that would be clustered near existing development or would be concentrated along the planned southern extension of Camino del Sur. Each of the projects would result in visual effects that may or may not be significant but would all contribute to changes in neighborhood character and natural landform. With the KB Homes project under construction, the Merge 56 project ~~under review~~approved, and the Meridian at Santa Fe Summit Campus under design, changes to the neighborhood character have already commenced and will continue being developed, and additional projects would remain relatively clustered with existing development.

While neighborhood character would continue to change over time, cumulative impacts as a result of implementation of the project are considered to be less than significant. When considered with other foreseeable projects, compliance with the City General Plan Urban Design Element policies, as well as the development regulations in the San Diego Municipal Code and community appearance and design policies in the local Community Plans, would ensure that the cumulative impacts to visual effects and neighborhood character would not be significant.

6.2.3 AIR QUALITY AND ODOR

As discussed in Section 5.5, Air Quality and Odor, the San Diego Air Pollution Control District (SDAPCD) and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the State Implementation Plan (SIP) and Regional Air Quality Strategy (RAQS). These plans together plan for cumulative air quality for the state and the San Diego Air Basin.

The RAQS and SIP rely on information from CARB and SANDAG, including mobile and area source emissions, to project future emissions and to determine strategies for the reduction of emissions

through regulatory controls. CARB source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plan(s) would be consistent with the growth projections of the SIP because associated emissions of criteria pollutants in a designated nonattainment area would be accounted for in these air quality plans. If a project proposes development that is greater than anticipated in SANDAG's growth projections, the project would be in conflict with the RAQS and SIP, and could potentially result in a significant air quality impact.

The property is currently designated Commercial Limited (CL) under the Torrey Highlands Subarea Plan (community plan) and zoned AR-1-1, which allows for development of single-dwelling-unit homes at a required minimum of 10-acre lots. The project proposes an amendment to the Community Plan (CPA) and a rezone to allow for the development. The CPA would redesignate the site from Commercial Limited (CL) to Employment Center (EC) and a rezone from AR-1-1 to IP-3-1 (industrial park, which allows for research and development, office, and residential uses). The proposed CPA and rezone would allow a greater amount of development than the adopted community plan, and therefore, the project would not be consistent with the SANDAG projections for emissions in the area. For these reasons, at a regional level, the project would be considered inconsistent with the underlying growth forecasts in the RAQS, and cumulative impacts would be significant. ~~Although cumulative air quality impacts would be considered significant, the project's contribution to this cumulative impact, at the regional level, would not be cumulatively considerable.~~

Additionally, the San Diego Air Basin has been designated as a federal nonattainment area for ozone (O₃) and a state nonattainment area for O₃, particulate matter with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}) (see Section 5.5). PM₁₀ and PM_{2.5} emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the basin. As discussed in Section 5.5, construction of the project along with construction of other cumulative projects listed on Table 6-1 would be short term and temporary in nature. The project's maximum daily particulate matter (PM₁₀ or PM_{2.5}) emissions generated by construction equipment operation and haul-truck trips (exhaust particulate matter, or diesel particulate matter), combined with fugitive dust generated by equipment operation and vehicle travel, would be well below the City's daily thresholds. During construction, oxides of nitrogen (NO_x) emissions would exceed the maximum daily emission threshold; however, with implementation of **MM-AQ-1** and **MM-AQ-2**, NO_x emissions would be reduced to below a level of significance. Once construction of the project is completed, construction-related emissions would cease. Operational emissions for the project would be less than significant. Therefore, the project would not result in

a cumulatively significant impact related to particulate matter emissions during construction or operation. Therefore, when considered with other foreseeable projects, implementation of the project would not result in significant cumulative impacts related air quality impacts and the project would result in a less-than-significant cumulative impact.

6.2.4 BIOLOGICAL RESOURCES

Cumulative impacts consider the potential regional effects of a project and how a project may affect biological resources or one of its members beyond the project limits and on a regional scale. As discussed in Section 5.6, Biological Resources, the project would result in multiple significant impacts both direct and indirect to biological resources. The project would not conflict with the MSCP or adjacent Multi-Habitat Preservation Area; however, it would directly impact 0.02 acres of unvegetated non-wetland waters of the United States channel, and 9.8 acres of native vegetation, which would require mitigation. Additional impacts would be expected upon implementation of the projects listed in Table 6-1. Each of the projects would be required to comply with the City Biology Guidelines (City of San Diego 2012) and demonstrate compliance with the MSCP Subarea Plan.

Projects that comply with the MSCP as specified by the City's Subarea Plan and its implementing ordinances are not expected to result in a significant cumulative impact for those biological resources adequately covered by the MSCP, including vegetation communities identified as Tier I through IV. Therefore, the project is consistent with the MSCP and cumulative impacts to uplands, sensitive plants, and sensitive wildlife will be mitigated through implementation of the plan. Cumulative projects would also result in impacts to unvegetated non-wetland waters of the United States and would potentially be considered a cumulative impact. Due to the biofiltration proposed on site, all discharge of runoff will be filtered and treated prior to release into the MHPA. No cumulative impacts to the Deer Canyon drainage will occur because the discharge water from the filtered and dissipated storm water flow will still be directed into the drainage area within the MHPA. Because other cumulative projects, in addition to the project, would need to comply with City regulations pertaining to impacts to biological resources and the regulations stated above, impacts would not be considerable and not cumulatively significant.

6.2.5 HISTORICAL RESOURCES

As discussed in Section 5.7, Historical Resources, construction of the project has the potential to impact unknown subsurface cultural resources. Implementation of **MM-CUL-1** outlined in Section 5.7 would reduce potential impacts to unknown archaeological resources to below a level of significance. There is the potential for nearby cumulative projects, especially those that would result in ground-disturbing activities that would impact intact native soils, to inadvertently discover and adversely affect historical and archaeological resources. Cumulative projects would

implement appropriate mitigation measures to reduce historical resources impacts to less than significant. When considered with other foreseeable projects, cumulative impacts to historical resources would not be considerable.

6.2.6 PALEONTOLOGICAL RESOURCES

The geographic scope for analysis of potential paleontological resource impacts generally characterized by mountains terrain on the east composed mostly of Mesozoic igneous and metamorphic rocks, and relatively low-lying coastal terraces (coastal plain) to the west underlain by late Cretaceous, Tertiary, and Quaternary age sedimentary rocks. As described in Section 5.8, Paleontological Resources, implementation of the **MM-PALEO-1** would reduce potential impacts to paleontological resources to below a level of significance.

Like the project, the cumulative projects listed in Table 6-1 that require excavation that would exceed the City's Significance Determination Thresholds and would be subject to similar requirements pertaining to state and local regulations requiring the recover and curation of paleontological resources. As such, significant paleontological resources impacts resulting from future development would be mitigated on a project-by-project basis. Each of the projects would be subject to similar monitoring, analysis, and mitigation requirements for paleontological resources as described for the project. When considered with other foreseeable projects, cumulative impacts to paleontological resources would not occur.

6.2.7 TRIBAL CULTURAL RESOURCES

As discussed in Section 5.9, Tribal Cultural Resources, the project area is considered sensitive for potential tribal cultural resources (buried cultural resources and/or subsurface deposits). Therefore, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Implementation of **MM-TCR-1** outlined in Section 5.9 would reduce potential impacts to unknown tribal cultural resources to below a level of significance. There is the potential for nearby cumulative projects, especially those that would result in ground-disturbing activities to impact intact native soils, and therefore inadvertently adversely affect tribal cultural resources. Cumulative projects would implement appropriate mitigation measures to reduce tribal cultural resources impacts to less than significant. When considered with other foreseeable projects, cumulative impacts to tribal cultural resources would not be considerable.

6.2.8 NOISE

As discussed in Section 5.10, Noise, a direct and cumulative roadway noise impact would be considered significant if the project increases noise levels at a noise sensitive land use 3 A-weighted decibel (adjusted for human frequencies) (dBA) Community Noise Equivalent Level (CNEL) or greater.

The project would neither result in an exceedance of the City's 65 dBA CNEL exterior noise standard for residential land uses nor an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard under either existing or year 2035 conditions. The interior noise levels are anticipated to be approximately 42 dBA CNEL or lower and the exterior noise levels would not exceed 70 dBA; therefore, cumulative impacts would be less than significant.

Cumulative projects would produce construction noise. Construction schedules and construction noise equipment levels would vary depending on the type of equipment and its duration of use. Due to the various construction schedules of the other projects in the vicinity, it is unlikely construction activities would overlap, thus avoiding significant cumulative impacts on the nearby noise-sensitive receptors that could potentially be exposed to construction noise. Additionally, it is reasonably assumed that the other project would comply with the City's Noise Ordinance, which places limits on noise levels at the property lines (City of San Diego 2010).

An increase in associated traffic noise may occur throughout the vicinity due to the cumulative increase in development. Therefore, there is potential for a cumulative impact with regards to exterior traffic noise. However, off- and on-site traffic noise from the project would not exceed the City's off-site 65 dBA CNEL and on-site 70 dBA CNEL standards. By not exceeding these traffic noise standards, traffic noise from the project would be less than significant and therefore unlikely to contribute to a cumulatively considerable impact from traffic noise. In addition, the cumulative projects listed in Table 6-1 would be in compliance with the City's Noise Ordinance and the General Plan Noise Compatibility Guidelines. Therefore, the project would not result in significant impacts associated with traffic noise. Additionally, for projects that include residential uses adjacent to community roads, noise barriers would be constructed at the time the homes are built to prevent future transportation noise impacts. When considered with other foreseeable projects, the project's contribution to cumulative noise levels would not be considerable.

6.2.9 ENERGY

As discussed in Section 5.11, Energy, a direct and cumulative energy impact would be considered significant if the project were to substantially increase the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types such that the construction of new facilities and sources of energy or major improvements to local infrastructure would be required; or cause the use of large amounts of electricity and natural gas in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

Cumulative projects would consume energy including electricity, natural gas and petroleum. Construction activities and equipment would vary depending on the type of equipment and its duration of use, which in turn would dictate energy use. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive

than is used for comparable activities or use of equipment that would not conform to current emissions standards and energy conservation standards (and related fuel efficiencies). As such, construction of cumulative projects would not result in an increase in the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy such that the construction of new facilities and sources of energy or major improvements to local infrastructure would be required. The project's contribution to cumulative energy impacts would not be considerable.

Long-term energy consumption associated with the project includes electricity consumption by employees, energy from water conveyance, and long-term vehicle operations by employees. Section 5.4, Greenhouse Gas Emissions, of this EIR identifies project-specific design features that would serve to reduce energy consumption during operations beyond current building code, including fuel consumption reduction, and electricity and natural gas conservation. Measures would include a cool roof (thermoplastic polyolefin), flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings, and natural daylighting.

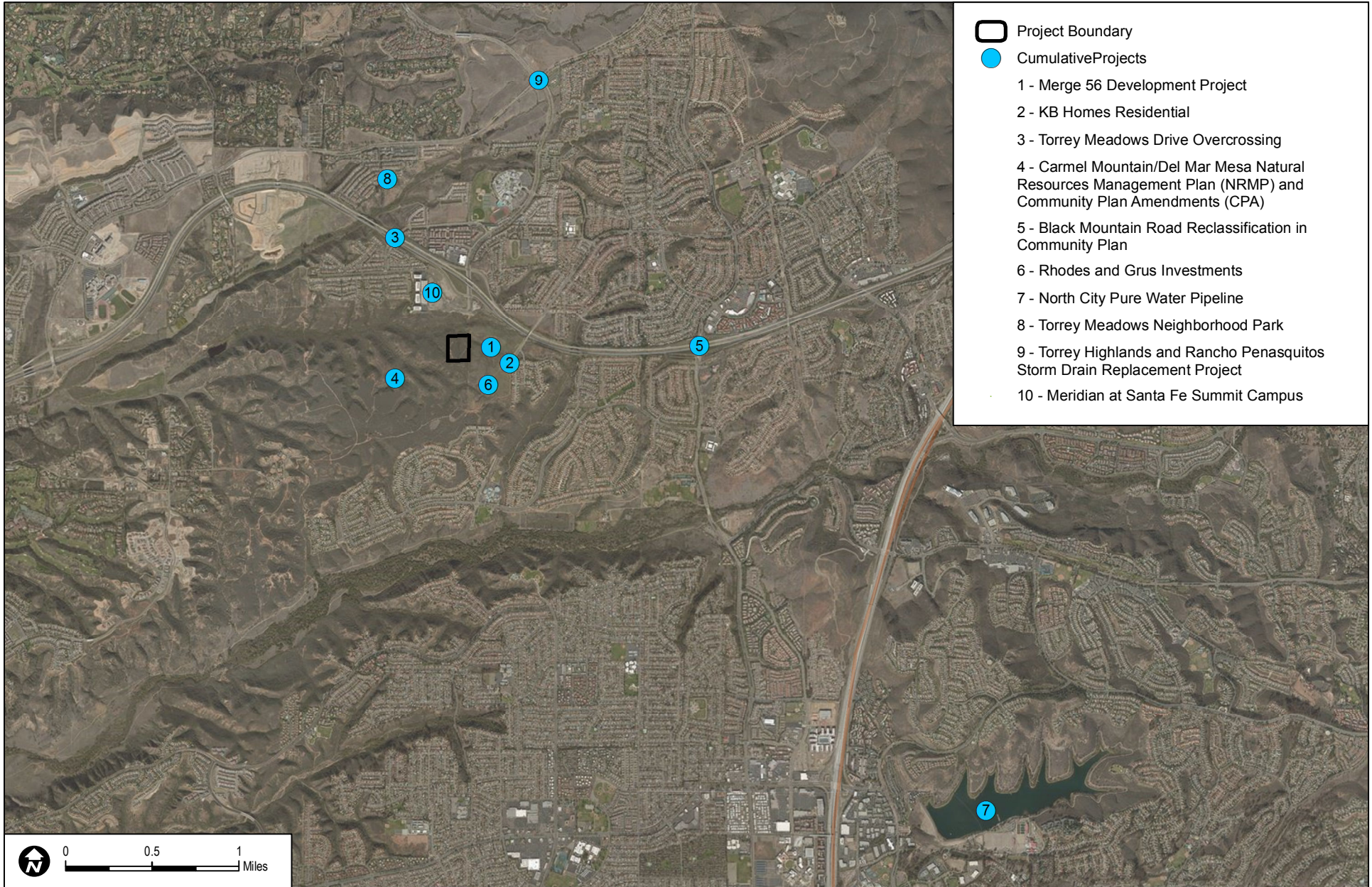
These measures would reduce consumption of energy to the extent feasible, such that use of electricity during operation of the project would not be inefficient, or wasteful. In addition to the building code requirements, the project would achieve Leadership in Energy and Environmental Design (LEED) Gold Certification or equivalent by implementing a series of sustainable design features, techniques, and materials. These features would reduce energy demand, water and resource consumption, and environmental waste, and would generate renewable energy on site.

Cool roof materials would contribute to a lower ambient building temperature, reducing the need to use electricity to cool internal temperatures. Systems commissioning would include testing and maintaining the efficiency of the installed energy systems of the project. Overall, achieving a LEED Gold Certification or equivalent would substantially minimize energy consumption throughout the project compared to a similar project without such certification or equivalent design.

Additionally, like all projects proposed under the City's jurisdiction, the project would implement all Step 2 measures as required under the City's Climate Action Plan Consistency Checklist, as discussed in Section 5.4, Greenhouse Gas Emissions. Moreover, the project would implement all feasible on-site GHG mitigation measures to reduce electricity consumption including **MM-GHG-1** (solar photovoltaic installations), **MM-GHG-2** (exceedance of Title 24 requirements variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; and heat reflecting roofing material), **MM-GHG-3** (cool roof), and **MM-GHG-4** (low flow fixtures) to further reduce energy consumption. Refer to Section 5.4, Greenhouse Gas Emissions, for full description of these mitigation measures.

Therefore, the project would not require or result in the consumption of excessive amounts of energy and would not contribute to a cumulative considerable impact related to energy use.

INTENTIONALLY LEFT BLANK



Cumulative Projects Locations **Environmental Analysis Section Project No. 442880**

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

The Preserve at Torrey Highlands

FIGURE
6-1

INTENTIONALLY LEFT BLANK

CHAPTER 7 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) briefly describe potential environmental effects that were determined not to be significant and, therefore, were not discussed in detail in the EIR. Based on initial environmental review, the City of San Diego (City) determined that The Preserve at Torrey Highlands (project) would not have the potential to cause significant impacts associated with the areas discussed below.

7.1 AGRICULTURAL AND FORESTRY RESOURCES

7.1.1 EXISTING CONDITIONS

The naturalized project site is immediately surrounded by the Del Mar Mesa Open Space Preserve to the north, west, and south. According to the United States Department of Agriculture Natural Resources Conservation Service soil data (USDA 2016), the following two soil types occur within the project site: Redding gravelly loam, (rdC) 2%–9% slopes, and Terrace escarpments (TeF). Soil within the Redding gravelly loam series consists of gravelly clay subsoil formed in cobbly/gravelly alluvium. This soil typically occurs on relatively flat areas or gently rolling hills (i.e., less than 10% slope), and are often associated with mima-mound complex areas. Terrace escarpments soils are found along slopes near drainage areas, floodplains, and alluvial fans. These soils are typically loamy to gravelly soil over a variety of types of sediments (Bowman 1973). Additionally, according to the U.S. Department of Agriculture Web Soil Survey, the project site contains soil units that are not classified for Prime Farmland (USDA 2016).

Although the project site is zoned as AR-1-1 (Agricultural-Residential), there are no active agricultural uses on the site. According to the California Department of Conservation Farmland Mapping and Monitoring Program map, the project site is classified as “other land,” or land not included in any other mapping category (DOC 2012). There are no Williamson Act lands within the City (City of San Diego 2007).

The City’s General Plan outlines the goal of protection and expansion of a sustainable urban forest. To ensure implementation of this goal, the City has adopted landscape standards as well as a policy for tree protection (City of San Diego 2008a). The project site is currently vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels. As such, no forest land or timberland is present on site.

7.1.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to agricultural and forestry resources for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

There are no federal regulations related to agricultural and forestry services relevant to the project.

State

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act (codified at Government Code, Section 51200 et seq.), was enacted to allow cities and counties to preserve agricultural land via voluntary contracts with landowners. The process requires public notice of the intent to establish a preserve, including a legal description or an Assessor's Parcel Number. The preserve must be at least 100 acres, unless the city or county finds that smaller preserves are necessary due to unique characteristics of the agricultural enterprises in the area, and that establishment of a smaller preserve is consistent with the general plan. The landowner receives the benefit of having the land taxed at a rate consistent with its actual use, instead of the potential market value. The goal of the Williamson Act is to encourage the preservation of California's agricultural land and to prevent its premature conversion to urban uses. There are no Williamson Act lands within the City (City of San Diego 2007).

Department of Conservation Farmland Mapping and Monitoring Program

In response to a critical need for assessing the location, quality, and quantity of agricultural lands and conversion of these lands over time, the Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The goal of the FMMP is to provide consistent and impartial data to decision makers for assessing the suitability of agricultural lands in California. The FMMP classifies land into five mapping categories based on soil and climatic conditions: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. In addition, the FMMP identifies non-agricultural lands as either "Urban and Built-Up Land" or "Other Land." Important Farmland Maps are updated every 2 years.

The FMMP identifies farmlands as follows:

Prime Farmland: Prime Farmland has the best combination of physical and chemical features to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the 4 years prior to the mapping date.

Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland, but with minor shortcomings such as greater slopes or less ability to store soil moisture.

Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

Unique Farmland: Unique Farmland consists of lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but it may include non-irrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped at some time during the 4 years prior to the mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. The following lands are included in the Farmland of Local Importance category for San Diego County:

- All farmable lands within San Diego County that do not meet the definitions of Prime, Statewide Importance, or Unique, but are currently irrigated pasture or non-irrigated crops.
- Non-irrigated land with soils qualifying for Prime Farmland or Farmland of Statewide Importance.
- Lands that would have Prime or Statewide Importance designation and have been improved for irrigation but are now idle.
- Lands with a general plan land use designation for agricultural purposes.
- Lands that are legislated to be used only for agricultural (farmland) purposes.

Grazing Land: Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.

California Public Resources Code

The California Public Resources Code (PRC) defines "forest land" and "timberland" as follows:

PRC Section 12220(g): "Forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (PRC Section 12200 et seq.).

PRC Section 4526: "Timberland" is land, other than land owned by the federal government and land designated as "experimental forest land," that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the board on a district basis after consultation with the district committees and others (PRC Section 4521 et seq.).

California Government Code

The California Government Code defines “timberland” zoned “timberland production” as follows:

Government Code Section 51104(g): “Timberland production zone” is an area that has been zoned pursuant to Government Code Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, “timberland preserve zone” means “timberland production zone” (Government Code Section 51100 et seq.).

Local

City of San Diego General Plan

The City of San Diego General Plan Conservation Element contains the following policies related to agricultural resources relevant to the project (City of San Diego 2008a):

- CE-A.14** Support expansion of urban agriculture to realize environmental, economic, and public health benefits including: increasing access to fresh local food; reducing energy used for food transportation and distribution; and increasing opportunities for economic development and local enterprise.
- CE-L.2** Limit retail activity in agriculturally designated areas to use that are reasonably related to agriculture.
- CE-L.3** Encourage agricultural operations such as community farms and gardens to provide for educational experiences which demonstrate the history, importance and value of agricultural operations, and to provide more health, sustainable, local food options.
- CE-L.5** Integrate agriculture and sustainability principles that promote clean air and water, and healthy soils, habitats and ecosystems.
- CE-L.8** Foster an urban agriculture system that is environmentally and economically sustainable.
- CE-L.9** Increase opportunities for urban agriculture.

7.1.3 IMPACT: CONVERSION OF PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE

- Issue 1:** Would the proposal result in conversion of a substantial amount of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

7.1.3.1 Threshold

In evaluating the potential for a significant agricultural resources impacts, analysts should consult the Soil Survey, San Diego Area, Part III (Bowman 1973) to determine the Storie Index rating and Capability Group of the soils on the project site. Other resources include the State of California Important Farmlands Map and Environmental Impact Reports prepared for subarea plans and community plan updates. Some of these documents contain maps identifying the various categories of farmland.

The determination of substantial amount cannot be based on any one numerical criterion (i.e., 1 acre), but rather on the economic viability of the area proposed to be converted. Another factor to be considered is the location of the area proposed for conversion. If the site itself is too small to be economically viable, would the proposed use affect the surrounding operations? For instance, the installation of a small housing complex on a formerly agricultural site may preclude or limit future pesticide spraying activities in an adjacent area with the potential to support food crops.

For purposes of defining significant agricultural resources and identifying impacts, it should be noted that the economic viability of a site is based on the characteristics that allow agricultural operations that can make a profit – not on a comparison of agricultural activities with other types of uses that may be more profitable.

7.1.3.2 Analysis of Impact

There are no active agricultural uses on the site. According to the State of California Department of Conservation FMMP map, the project site is classified as “other land,” or land not included in any other mapping category (DOC 2012). Therefore, the project would not convert farmland to non-agricultural uses.

7.1.3.3 Significance of Impact

The project is designated as “other land,” under the California Department of Conservation FMMP. Additionally, no existing agricultural uses occur on site or within proximity of the project site; therefore, the project would not result in the loss or conversion of such resources. No impact would occur.

7.2 GEOLOGIC CONDITIONS

This section provides a summary of existing geologic conditions of the site. Information in the following discussion is based on the *Geotechnical Investigation for The Preserve at Torrey Highlands* (November 2015), prepared by Kleinfelder and included as Appendix H of this EIR.

7.2.1 EXISTING CONDITIONS

Site Description

San Diego County resides within the Peninsular Ranges Geomorphic Province. This geomorphic province is characterized by mountainous terrain on the east composed mostly of Mesozoic igneous and metamorphic rocks, and relatively low-lying coastal terraces (coastal plain) to the west underlain by late Cretaceous, Tertiary, and Quaternary-age sedimentary rocks. The approximately 11.10 acres of undeveloped property located in northern San Diego in the western portion of Rancho Peñasquitos. The site is located within Geologic Hazard Zones 51 and 53. Zone 51 is characterized by level mesas underlain by terrace deposits and bedrock having nominal risk, and Zone 53 has level or sloping to steep terrain with unfavorable geologic structure having low to moderate risk (Appendix H).

The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat, and the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Minor trails and access roads exist on the southerly mesa and both ridges within the project site. Topography across the site is diverse, with level to gently sloping terrain in the southern and western portions. Two steep canyons with north-trending drainages occur in the central and northeastern portions of the site and essentially separate the on-site terrain into rolling western and eastern ridges divided by a comparatively low north-trending valley. Elevations across the site range from approximately 325 feet above mean sea level in the drainages in the north and northeastern portions of the project site to approximately 410 feet above mean sea level in the southwest corner of the site (see Figure 2-2, Existing Site Topography).

Soil and Geologic Conditions

Existing soils on site are comprised of colluvial and marine terrace deposits, Stadium Conglomerate, and Friars Formation (Appendix H). These geologic units are described more in depth below.

Geologic Units

Colluvial Deposits typically occur along the lower portions of existing hill slopes and consist of silty sand and sandy clay. Thicker accumulations of colluvial deposits are anticipated within the bottom of the central, north-directed drainage feature on the project site. This material is anticipated to be compressible and should be removed prior to placement of fill soils (Appendix H).

Early to middle Pleistocene-age marine terrace deposits occur on the upper mesa surface along the southern portion of the project site. This unit ranges from silty to clayey sandstone and sandstone

with gravel and cobble incorporated. The structure of the marine terrace deposits is anticipated to be relatively level across the site (Appendix H).

The Eocene-age Stadium Conglomerate occurs directly below the marine terrace deposits. The soils within this unit typically consist of a fine to medium grained sand in a moderately to strongly cemented condition (Appendix H).

The Eocene-age Friars Formation exists below the Stadium Conglomerate and consists of clayey and silty sandstone (Appendix H).

Expansive Soils

Expansive soils are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, concentrated drainage, perched groundwater, drought, or other factors, and may result in unacceptable settlement of structures or concrete slabs supported on grade (Appendix H).

Most of the material on the site is composed of sandstone and conglomerate and, the hazards with respect to expansion potential of project site soils is considered low. However, expansive soils may be encountered during grading activities (Appendix H).

Geologic Hazards

Faulting and Seismicity

Southern California is cut by a system of numerous active faults associated with the San Andreas Fault. The dominant zone of faulting within the San Diego region is several faults associated with the Rose Canyon Fault Zone. The closest faults to the site are two unnamed faults located approximately 1.8 miles to the north and 0.9 mile to the east (Appendix H). These faults have been classified by the City of San Diego Seismic Safety Study as “Potentially Active, Inactive, Presumed Inactive or Activity Unknown” (City of San Diego 2008b). These faults are likely pre-Holocene in age and are likely related to an earlier phase of development of the Rose Canyon Fault. The California Department of Transportation does not consider these faults as seismogenic for design purposes (Caltrans 2013).

The project site is located in a seismically active region of Southern California that is likely to experience ground shaking as a result of earthquakes on nearby or more distant faults. The Rose Canyon Fault Zone and Elsinore Fault Zone dominate the seismicity of the area. Based on the fault types and their locations, the site is expected to be affected by seismic shaking from earthquake events during its lifetime. The most significant seismic event likely to affect the project site would be

an earthquake resulting from the rupture on the Newport–Inglewood–Rose Canyon Fault Zone, which is located approximately 8.2 miles west of the site (Appendix H).

Despite its proximity to seismically active faults, the site does not lie within a California Geologic Survey Earthquake Fault Zone. The closest mapped active fault to the project site is the Rose Canyon Fault, which is located 8.2 miles west of the site. Based on the location of the faults in proximity to the project site, the potential for ground rupture due to faulting (Appendix H).

Liquefaction

Liquefaction is a phenomenon whereby a loose (unconsolidated) cohesionless saturated soil loses its shear strength (liquefies) during periods of ground shaking caused by an event such as an earthquake. Liquefied soils undergo significant loss in support capacity, which can result in settlement of structures. Soils prone to liquefaction consist of poorly consolidated sands and sandy silts in areas of high groundwater (Appendix H).

The site is not designated within any liquefaction hazard zones on the City's seismic hazards maps. Based on the moist conditions of these soils and lack of groundwater, there is negligible potential for liquefaction of the soils present (Appendix H).

Landslides

Landslides are deep-seated ground failures (several tens to hundreds of feet deep) in which a large mass of a slope becomes unstable, decoupling from the underlying intact slope material and sliding downhill. The most common landslide types in this region of San Diego are rotational failures, block failures, and debris flows. Landslides can cause damage to structures both above and below the slide mass. Structures above the slide area are typically damaged by undermining foundations. Areas below a slide mass can be damaged by being overridden and crushed by the failed slope material (Appendix H).

Several geologic units within San Diego County are known for being prone to landslides, one of which is the Friars Formation that has been identified at the project site. Much of the Friars Formation typically has a high clay content with weak strength parameters, which makes it prone to instability on moderate to steep slopes. The instability can be exacerbated where the geologic structure dips downward out of the face of the slope. The Friars Formation as observed at the project site does not have a significant portion of clay. Fine-grained material of siltstone and some clayey sandstone was confined to only the upper 7 feet of the Friars Formation. In general, the structure of the Friars Formation and overlying Stadium Conglomerate are relatively flat-lying, as indicated by regional outcrop patterns, although no conclusive data was obtained at the project site. Aerial images and observation during the geotechnical investigation did not reveal indication of past

gross slope instability in the form of deep-seated landslides. Areas of likely surficial slumping were observed, but this is a normal erosional process, and may occur on slopes that are composed of the on-site materials (Appendix H).

Groundwater

Perched groundwater or a regional groundwater table was not observed during any of the geotechnics explorations. Seeps or springs were also not observed on the project site during geologic reconnaissance. The majority of the excavated soils identified in the explorations were in a moist condition, well below saturation levels. Fluctuations of the groundwater level, localized zones of perched water, and variations in soil moisture content should be anticipated during and following periods of rainfall. Seepage into proposed excavations or holes for drilled piers may also occur after periods of rainfall or from irrigation on and adjacent to the site (Appendix H).

Tsunami and Seiche

A tsunami is defined as a sea wave generated by submarine earthquakes, landslides, or volcanic activity that displaces a relatively large volume of water in a very short period of time. Considering that the site lies approximately 6.5 miles from the ocean shoreline and at approximately 315 to 415 feet above mean sea level, the potential for significant tsunami effects is considered low. Seiches are defined as oscillations in a closed body of water such as a lake or reservoir due to earthquake shaking or earthquake rupture. The hazard of seiches is considered low due to the absence of nearby large surface water bodies (Appendix H).

7.2.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to geologic conditions for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council that provides the basis for the California Building Code. The purpose of the IBC is to provide minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; by 2000, the IBC had replaced these previous codes. The IBC is updated every 3 years.

State

California Building Code

The 2016~~0~~ California Building Code (CBC) is based on the 2009 IBC, which is a model building code that sets rules specifying the minimum acceptable level of safety for constructed objects in the United States. The CBC contains amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design, and includes means for determining earthquakes and other types of loads (e.g., floods, snow, wind) for inclusion in building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures in California (California Building Standards Commission 2016).

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (PRC Sections 2621–2630) was passed into law following the destructive 6.6-magnitude San Fernando earthquake on February 9, 1970. The Alquist-Priolo Act provides a mechanism for reducing losses from surface fault rupture. The intent of the Alquist-Priolo Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard from surface faulting or fault creep. The law requires the state geologist to establish regulatory earthquake fault zones and distribute maps to all affected cities, counties, and state agencies. Local agencies must regulate most development projects within the zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that the proposed building will not be constructed on an active fault (DOC 2015).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface-fault rupture, including liquefaction, landslides, strong ground shaking, and other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites, and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

7.2.3 IMPACT: RISK OF LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE; EXPOSE PEOPLE OR STRUCTURES TO GEOLOGIC HAZARDS

Issue 1: Would the proposal be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Issue 2: Would the proposal expose people or structures to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

7.2.3.1 Analysis of Impact

The project site is located in a seismically active region of Southern California that is likely to experience hazards related to its geologic characteristics. Despite a top layer of compressible colluvial material, the majority of the geologic material at the project site is composed of very dense sandstone and conglomerate, and is not prone to compressibility or instability. As recommended by the geotechnical engineers, this colluvial material would be removed during earthwork operations prior to construction, and may be reused as compacted fill (Appendix H). Therefore, unstable soil conditions leading to off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would not be present on the project site. Furthermore, project design features and recommendations incorporated into the project in accordance with the CBC would reduce potential impacts to an acceptable level of risk.

Based on the project site's proximity to seismically active faults, seismic design parameters would be implemented. These parameters, in accordance with the 2016 CBC and ASCE 7-10 (July 2013 errata), Minimum Design Loads for Buildings and Other Structures, would ensure people or structures related to the project are not exposed to geologic hazards (Appendix H). The aforementioned design parameters can be seen in Table 1 of the Geotechnical Investigation report in Appendix H. With adherence to the CBC seismic design parameters, impacts from seismic ground shaking that may expose people or structures to geologic hazards would be less than significant. Furthermore, the Preserve at Torrey Highlands Geotechnical Investigation report concludes that adverse effects resulting from geologic hazards, such as faulting, liquefaction, lateral spreading, expansive soils, collapsible soils, landslides, tsunamis, and seiches, would be minimal. Project design features and recommendations incorporated into the project in accordance with the CBC would reduce potential impacts to an acceptable level of risk.

7.2.3.2 Significance of Impact

Implementation of appropriate design features and recommendations in accordance with the CBC standards would reduce the risk of potential effects to an acceptable level of risk from faulting and seismicity, liquefaction, or groundwater. The project site is not affected by hazards due to unstable soils, landslides, tsunamis, or seiches. Therefore, impacts would be less than significant.

7.2.4 IMPACT: WIND OR WATER EROSION OF SOILS

Issue 3: Would the proposal result in a substantial increase in wind or water erosion of soils, either on- or off-site?

7.2.4.1 Analysis of Impact

Construction activities such as demolition and grading would expose and disturb soils and, therefore, increase the potential of soil erosion on the project site. The ~~entire~~ project site would be graded, with the exception of those areas that the area that would be placed within a Covenant of Easement, requiring approximately 127,000 cubic yards of soil cut. Potential erosion impacts during construction activities would be avoided with adherence to the erosion control standards established by the City's grading ordinance. As discussed in Section 7.4, Hydrology, the project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to be implemented during project construction to prevent pollutants from contacting storm water and to control erosion and sedimentation, in conformance with the National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP would be prepared and submitted to the Regional Water Quality Control Board (RWQCB) for review and approval prior to the start of construction. Further, as discussed in Appendix R, the project would adhere to the City's storm water requirements for post construction, such as structural BMPs for pollutant control and hydromodification control.

7.2.4.2 Significance of Impact

Implementation of erosion control as required by the City's storm water regulations, grading ordinance, and the measures outlined in the SWPPP would ensure that ~~no~~ impacts related to erosion would be less than significant.

7.3 HEALTH AND SAFETY

Introduction

This section evaluates potential health and safety impacts associated with the project. The following discussion is based on review of regulatory agency records, historical aerial photographs, topographic maps, and GeoTracker and EnviroStor records (online databases maintained by the

Regional Water Quality Control Board and Department of Toxic Substances Control, respectively). This information is outlined in the Hazards Assessment Memorandum (August 2015) prepared by Dudek and is included as Appendix K of this EIR.

7.3.1 EXISTING CONDITIONS

The project site is vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels. The naturalized project site is surrounded by the Del Mar Mesa Open Space Preserve to the north, west, and south. The topography of the project site consists of an eroded mesa cut down the middle by a drainage, dividing the site into western and eastern ridges. The southern portion of the project site is generally flat, and the northern half descends northward into the eastern portion of Deer Canyon (Appendix H). Elevations across the site range from approximately 325 feet above mean sea level in the drainages in the north and northeastern portions of the project site to approximately 410 feet above mean sea level in the southwest corner of the site (see Figure 2-2, Existing Site Topography). Vegetation communities on site consist primarily of chamise chaparral dominated by moderately tall (i.e., 3 to 9 feet) and dense chamise and scattered mission manzanita shrubs. Other vegetation communities occurring on site include woody southern mixed chaparral dominated by moderately tall black sage and lemonadeberry shrubs and scrub oak chaparral. With the exception of generally narrow dirt trails that wind across the project site and a dirt trail that traverses the drainage that parallels the site's eastern boundary, the site is covered by dense, generally dark green to brown and moderately tall vegetation with occasional stands of dense scrub oak chaparral shrubs reaching up to 20 feet in height.

7.3.2 REGULATORY SETTING

Hazardous materials and wastes are identified and defined by federal, state, and local regulations for the purpose of protecting public health and the environment. Hazardous materials contain certain chemical, physical, or toxic properties that cause them to be considered hazardous. Hazardous wastes are defined in the Code of Federal Regulations (CFR) Title 40, Volume 25, Parts 260–265, and in the California Code of Regulations (CCR), Title 22 Division 4.5, Chapter 11, Article 1, Section 66261. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances.

Federal

Federal Toxic Substances Control Act (1976)

The Federal Toxic Substances Control Act of 1976 and the Resource Conservation and Recovery Act of 1976 established a program administered by the U.S. Environmental Protection Agency (EPA) for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous

waste. The Resource Conservation and Recovery Act was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act (EPA 2013).

Comprehensive Environmental Response, Compensation, and Liability Act (1980)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986 (EPA 2011).

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 of the Code of Federal Regulations reflects laws passed by Congress as of January 2, 2006.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) implements and enforces a statewide hazardous materials program known as the Certified Unified Program established by Senate Bill (SB) 1802 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)

- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

California Hazardous Waste Control Law

The California Hazardous Waste Control Law is administered by the CalEPA to regulate hazardous wastes. While the Hazardous Waste Control Law is generally more stringent than the Resource Conservation and Recovery Act, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

CCR, Title 22, Chapter 11, Article 2, Section 66261.10 provides the following definition for hazardous waste:

[a] (1) a waste that exhibits the characteristics may: (A) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

According to CCR Title 22, substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved).

Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric (battery) acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which react violently with water) may cause explosions or generate gases or fumes (DTSC 2009).

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials and wastes contain radioisotopes, which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as “mixed wastes.” Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (DTSC 2009).

California Health and Safety Code

The handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95 of the California Health and Safety Code. Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. Hazardous Materials Business Plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

Chapter 6.95 of the Health and Safety Code establishes minimum statewide standards for Hazardous Materials Business Plans. Each business shall prepare a Hazardous Materials Business Plan if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities greater than or equal to the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less)
- Extremely hazardous substances in threshold planning quantities

California Occupational Safety and Health Administration Hazard Handling Procedures

The California Occupational Safety and Health Administration (CalOSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the work place. California Occupational Safety and Health Administration standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 337–340). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

Emergency Services Act

Under the Emergency Services Act, the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered but the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, regional water quality control boards, air quality management districts, and county disaster response offices (Governor's Office of Emergency Services 2009).

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires facilities to disclose quantities and type of toxic chemicals stored to the State and Local Emergency Planning Committee. To avoid multiple reports to various agencies, California Health and Safety Code requires notification of chemical inventory to the Administering Agency (DTSC). Notification of chemical inventory shall be accomplished through completion of the Hazardous Materials Business Plan and inventory (EPA 2012).

Cortese List/Government Code 65962.5

California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese list, this information must include the following: sites impacted by hazardous wastes; public drinking water wells that contain detectable levels of contamination; USTs with unauthorized releases; solid waste disposal facilities from which there is migration of hazardous wastes; and all cease and desist and cleanup and abatement orders. This information is maintained by various agencies including the Department of Toxic Substances Control, the State Department of Health Services, the State Water Resources Control Board, and the local (typically, county) Certified Unified Program Agency (CUPA). Each of the agencies has their own databases/records; thus, the Cortese list is not just a single list.

Based on a regulatory records search conducted by Environmental Data Resources (EDR) in July 2015, several sites that are known to be chemical handlers, hazardous waste generators, or polluters are located within approximately 1-mile radius of the project site. Information in these listings includes the location, sources of pollution, and the status of the listed site.

The site was not listed in any of the regulatory databases searched by EDR. The following sites are within a 1-mile radius of the site (Appendix K):

- Of the four sites listed within the EDR search radius, two sites were listed in the regulatory database SCH. These two sites are located more than 0.5 miles from the site, with one site north and the other site south of the site. According to Envirostor, these sites were school sites seeking approval for renovations. These two sites have not reported releases to the subsurface.
- One of the four sites was listed in the HAZNET database, which indicates storage, bulking, and/or transferring of hazardous materials; this site is located approximately 0.5 miles north of the site. There have been no documented releases to the subsurface at this site.
- The last site was listed in the RCRA-SQG database and is located less than 0.25 miles north of the site. This site is a small quantity generator of hazardous waste. There have been no documented releases to the subsurface at this site.

No additional sites were identified within 0.5 miles of the project site in the GeoTracker or Envirostor database.

Historic Aerial Photographs

Historical aerial photographs were reviewed to determine if evidence of recognized environmental conditions was present on the project site. Historical aerial photographs from 1953, 1964, 1966, 1967, 1972, 1980, 1989, 1994, 1996, 2002, 2003, 2005, 2009, 2010, and 2012 were reviewed. The project site and surrounding land have been undeveloped from at least 1953 to 2012. Residential housing is present farther north, northeast, east, and southeast of the project site from at least 1980 to 2012 (Appendix K).

7.3.3 IMPACT: HAZARDOUS EMISSIONS WITHIN A QUARTER-MILE OF A SCHOOL

Issue 1: Would the proposal result in hazardous emissions or handle hazardous substances, or waste within a quarter-mile of an existing or proposed school?

7.3.3.1 Threshold

The City's *California Environmental Quality Act Significance Determination Thresholds* (City of San Diego 2011a) provide the following guidance regarding the significance of health and safety impacts:

- Project sites on or near known contamination sources may result in a significant impact. Sources of this information are:
 - State Department of Toxic Substances Control (DTSC) (www.dtsc.ca.gov/database/index.cfm)
 - Other possible sources – Sanborn maps, Fire Department records, topographic/ existing conditions surveys
 - Site-specific emission data from the San Diego Air Pollution Control District (SDAPCD) (www.sdapcd.org/index.html)
 - State Water Resources Control Board (www.geotracker.swrcb.ca.gov)
- Project sites that meet one or more of the following criteria may result in a significant impact:
 - Located within 1,000 feet of a known contamination site
 - Located within 2,000 feet of a known “border zone property” (also known as a “Superfund” site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code
 - DEH site file closed. These cases are especially important where excavation (e.g., sewer/water pipeline projects, below-grade parking, basements) is involved. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed, DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances (e.g., along utility trench lines), would require consultation by the applicant and analyst with DEH. The applicant may be required to obtain a concurrence letter from DEH subsequent to participation in the Voluntary Assistance Program (VAP). Information regarding the County of San Diego VAP can be found online (http://www.sdcounty.ca.gov/deh/water/sam_voluntary_assistance_program.html).
- Located in Centre City San Diego, Barrio Logan, or other areas known or suspected to contain contamination sites (check with DEH).

7.3.3.2 Analysis of Impact

Construction

A variety of hazardous substances and wastes would be stored, used, and generated on the site during construction of the project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions or pressure releases involving hazardous

materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment are the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. The contractor would be required to comply with applicable local, state and federal regulations, regarding the use, storage, and disposal of hazardous materials and hazardous wastes. Adherence to the construction specifications and applicable regulations regarding hazardous materials and hazardous waste, including disposal, would ensure that construction of the project would not create a significant hazard to the public or the environment.

Hazardous materials would not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment would be provided for all refuse. With implementation of these construction BMPs, impacts from the accidental release of hazardous materials during construction activities would not occur.

Additionally, the project site is not located within 0.25 miles of an existing or proposed school. The nearest schools to the project site are Mesa Verde Middle School located 0.7 miles north east of the site, and Westview High School located 0.9 miles north of the site.

Operational Impacts

Operation of the project may include the use of various hazardous materials (e.g., chemical reagents, solvents, fuels, paints, and cleansers). These materials would be used for building and grounds maintenance. Many of the hazardous materials used would be considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which regards these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when they are properly stored, transported, used, and disposed of. However, in addition, medical wastes may also be generated by one or more of the business that occupy the project. All hazardous materials (including medical wastes) generated, used, and stored on the project property would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5), Hazardous Waste Control Regulations (22 CCR 4.5), and the Medical Waste Management Act (California Health and Safety Code, Division 104, Part 14).

7.3.3.3 Significance of Impact

Construction

Adherence to the construction specifications and applicable regulations regarding hazardous materials and hazardous waste, including disposal, would ensure that construction of the project

would not create a significant hazard to the public or the environment. Therefore, impacts from the accidental release of hazardous materials during construction activities would be less than significant.

Additionally, the project site is not located within 0.25 miles of an existing or proposed school; therefore, hazardous materials impacts in proximity to schools would be less than significant.

Operation

Operation of the project may include the use of various hazardous materials, and scientific/medical wastes may be generated by one or more of the research and development businesses that occupy the project. These materials would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5), Hazardous Waste Control Regulations (22 CCR 4.5), and the Medical Waste Management Act (California Health and Safety Code, Division 104, Part 14). With implementation of these federal, state, and local regulations, impacts from the accidental release of hazardous materials (including medical wastes) would be less than significant.

7.3.4 IMPACT: HAZARDOUS MATERIALS SITE

Issue 2: Would the proposal be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

7.3.4.1 Threshold

See Section 7.3.3.1, Threshold, for Impact 1.

7.3.4.2 Analysis of Impact

Based on review of the EDR report and the on-line Geotracker and Envirostor databases, there are no existing hazardous materials impacts at the project site. The project site was not listed in any of the federal, state, local, or EDR proprietary databases. A total of four sites, not within the project boundary but within the ASTM-specified search distances of the project site, were listed in regulatory agency databases. The information provided did not indicate that the project site has been impacted by contamination from any of these nearby sites.

7.3.4.3 Significance of Impact

The project is not be located on a site included on a list of hazardous materials sites. Impacts would be less than significant.

7.3.5 IMPACT: INTERFERENCE WITH EMERGENCY RESPONSE OR EMERGENCY EVACUATION PLAN

Issue 3: Would the proposal impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

7.3.5.1 Threshold

See Section 7.3.3.1, Threshold, for Impact 1.

7.3.5.2 Analysis of Impact

An emergency plan describes a comprehensive emergency management system that provides for the planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. The County of San Diego and all cities within the county use the Operational Area Emergency Operations Plan to respond to major emergencies and disasters. The Emergency Plan identifies a broad range of potential hazards and a response plan. Primary evacuation routes identified in the Emergency Plan nearest the project site include SR-56, which is directly north of the project site; I-15, which is approximately 3 miles to the east of the project site; and I-5, which is approximately 5.5 miles to the west of the project site. However, as noted in the Emergency Plan, specific evacuation routes would be determined based on the location and extent of the incident and would include as many predesignated transportation routes as possible (County of San Diego 2014). The project would not interfere with or impair the implementation of an adopted emergency response or evacuation plan.

7.3.5.3 Significance of Impact

The project would not impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan and impacts would be less than significant.

7.3.6 IMPACT: RISK OF EXPOSURE TO WILDLAND FIRES

Issue 4: Would the proposal expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

7.3.6.1 Threshold

See Section 7.3.3.1, Threshold, for Impact 1.

7.3.6.2 Analysis of Impact

According to the City of San Diego Official Very High Fire Hazard Severity Zone (VHFHSZ) Map No. 36, the project site is located in a “VHFHSZ & 300’ Brush Buffer” (City of San Diego 2009). As part of standard development procedures, the proposed development plans would be submitted to the City for review and approval to ensure that adequate emergency access is provided to and from the project site, and that a comprehensive Brush Management program is incorporated into the project. Although the project design and operation will closely adhere to federal, state, and local building code regulations, due to the location of the project site, the project would expose people and structures to risk involving wildland fires.

Brush Management is required for development with structures that are within 100-feet of any highly flammable area of native or naturalized vegetation. Fire hazard conditions currently exist in the open space area to the south, west, and north of the proposed development. Where brush management is required, a comprehensive program would be implemented to reduce fire hazards around all structures by providing a defensible space/ fire-break between structures and areas of flammable vegetation. A standard defensible space, as required by the Land Development Code, consists of two distinct brush management zones: a 35-foot-wide Brush Management Zone One and a 65-foot-wide Brush Management Zone Two.

Modifications to the standard defensible space dimensions may be approved based on the site plan and site conditions. Per the City of San Diego’s Land Development Code Section 142.0412(f), the Zone Two width may be decreased by 1-1/2 feet for each 1-foot increase in Zone One width. Therefore, a maximum increase of 79-feet of Zone One would leave 0-feet of Zone Two. Similarly, the Fire Chief may allow implementation of alternative compliance measures to achieve an equivalency of a full defensible space per Land Development Code Section 142.0412(i). Approval of such measures are based on documentation which addresses the topography, existing or potential fuel loads, and other characteristics related to fire protection and the context of the proposed development. Alternative compliance measures must minimize impact to undisturbed native or naturalized vegetation, and shall not be detrimental to the public health, safety, and welfare of persons residing or working in the area.

Brush management is prohibited on slopes with a gradient greater than 4:1 as per 142.0412(b)(1). Furthermore, brush management on public lands is prohibited for new development as per 142.0412(c)(2). Based on the site plan and adjacency to open space on public lands, the project proposes a combination of alternative compliance measures and zone width modifications to achieve an equivalency of full defensible space, as allowed by the Land Development Code. Furthermore, per Section III (B)(1)(c)(2)(a/b) of the Biology Guidelines of the City of San Diego Land

Development Code, Zone Two may not contain areas considered acceptable for the purpose of on-site mitigation.

Along the northern and western property lines, the subject parcel abuts City of San Diego municipal lands. The proposed Building 2 structure is sited at the north of the parcel with a Zone One ranging from 13-ft to 80-ft as measured from the north façade out towards the north property line, and a corresponding Zone Two ranging from 65-feet to 0-ft. Due to the reduction of Zone One to 13-feet, an equivalency of full brush management is not achieved for Building 2, requiring implementation of alternative compliance measures on the north façade.

The proposed Building 3 structure is sited at the west of the parcel with a Zone One ranging from 39-feet to 80-feet as measured from the west façade out towards the west property line, and a corresponding Zone Two ranging from 48-feet to 0-ft. Although the site design provides an increased Zone One as allowed per 142.0412(f), an equivalency of full brush management is not achieved for Building 3, requiring implementation of alternative compliance measures on the west façade.

As such, Building 2 and Building 3 would employ dual tempered glazing to meet alternative compliance standards for brush management and would provide functional equivalency as a full brush management zone. The project's brush management zones and alternative compliance measures are shown on Figure 7-1.

The reduction/modification of the brush management zones would not increase hazards to either the structures from external fires nor would it increase hazards to adjacent properties from fires started at the site. In addition, the alternative brush management compliance measures would allow comparable fire safety as brush management zones in the prevention of building ignition from wildfires originating away from the site. Fires within the building would be suppressed through the buildings' sprinkler systems, and all structures would have fire resistance construction per Chapter 7A of the California Building Code.

The City's Landscape and Fire Review staff have reviewed the modified brush management and concluded that it adequately addresses the fire safety potentially affecting the project site. The project and the identified project features have been designed in accordance with the City's Landscape Regulations. Compliance with the standards through the project elements would preclude any impacts to human health and public safety.

7.3.6.3 Significance of Impact

The project would comply with all applicable landscape regulations, including alternative compliance measures. Impacts would be less than significant.

7.3.7 IMPACT: SAFETY HAZARD IN DESIGNATED AIRPORT INFLUENCE AREA; SAFETY HAZARD WITHIN TWO MILES OF PRIVATE AIRSTRIP OR AIRPORT

Issue 6: Would the proposal result in a safety hazard for people residing or working in a designated airport influence area?

Issue 7: Would the proposal result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

7.3.7.1 Threshold

See Section 7.3.3.1, Threshold, for Impact 1.

7.3.7.2 Analysis of Impact

The project is located within MCAS Miramar Airport Influence Area – Review Area 2. MCAS Miramar Influence Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The additional function of Review Area 2 is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate. In addition, the project is subject to Federal Aviation Administration Part 77, Objects Affecting Navigable Airspace. These regulations require that a project proposing to construct an object that could affect the navigable airspace around an airport submit information about the proposed construction to the FAA. According to the Federal Aviation Regulations Part 77, this includes any construction exceeding 200 feet above ground level, or any construction within 20,000 feet of an airport that exceeds a 100:1 surface from any point on the runway.

The maximum height of the project structures is approximately 6 stories or 99 feet, giving it an elevation of approximately 484 feet above mean sea level (AMSL) because the building site's base elevation is approximately 385 feet AMSL (99 feet + 385 feet = 484 feet). The buildings would be located approximately 29,600 feet from the nearest edge of the MCAS Miramar runway and thus would be outside of the 20,000-foot reporting distance. The applicant has submitted notification of the project to the FAA and has received a Determination of No Hazard for each of the four proposed structures that meets the FAA Part 77 noticing criteria.

Additionally, the project was submitted to the San Diego Regional Airport Authority for an Airport Land Use Commission (ALUC) consistency determination with MCAS Miramar ALUCP. The

ALUC issued an official consistency determination that the project conforms to all ALUCP policies and applicable provisions of the State Aeronautics Act and would not conflict with the MCAS Miramar ALUCP. Furthermore, the consistency determination found that the project is in compliance with the MCAS Miramar ALUCP airspace protection surfaces because structure heights do not penetrate any airspace protection surfaces in addition to the determination of no hazard used by the FAA. The project site is also not located within the MCAS Miramar Safety Zone; therefore, no conflicts within the MCAS Miramar Safety Zone would occur.

Lastly, the project site is not located within the vicinity of a private airstrip, public air strip, or heliport facility. Therefore, the project would not result in safety hazards for people residing or working in the project area.

7.3.7.3 Significance of Impacts

The project would not be inconsistent with the applicable ALUCP and complies with FAA regulations; therefore, the project would not result in safety hazards for people residing or working in a designated airport influence area. Implementation of the project would not have an impact on people residing or working within two miles of a private airstrip or helicopter facility as none exist. Consequently, impacts would be less than significant.

7.4 HYDROLOGY

This section provides a summary of existing hydrology conditions. Information in the following discussion is based on the Drainage Study for the Preserve at Torrey Highlands, April 2016, included as Appendix M of this EIR.

7.4.1 EXISTING CONDITIONS

Water Resources

The approximately 11-10-acre project site is located within the Miramar Reservoir Hydrologic Area of the Peñasquitos Hydrologic Unit. The western edge of the site sits along the top ridge of the finger canyon of subbasin 2. Runoff from this subbasin drains to the north, with an approximately 0.03-acre area that drains from off site through the project site. The majority of the site, which sits over another finger canyon of Deer Canyon, has approximately 1.12 acres draining through the project site to the north. The eastern edge of the site along the proposed extension of Camino del Sur drains to the north into one of Deer Canyon's finger canyons. An approximately 0.10-acre area drains from off site through the project site. All runoff from the site flows through the finger canyons prior to joining additional off-site flows in Deer Canyon (Appendix M).

Surface Water

Runoff on the project site discharges directly into Deer Canyon for 2.4 miles, which is then tributary to Carmel Valley Creek for 3.2 miles, then discharges into Peñasquitos Lagoon for 1.2 miles, and finally empties into the Pacific Ocean a total of 6.8 miles from the discharge point (Appendix M). Surface water runoff from each basin would be collected, routed, and discharged to the finger canyon at the north of the project site. Typically, surface water runoff would be directed to biofiltration basins that would have an impermeable liner with perforated sub-drain and an overflow structure bypass.

Groundwater

Groundwater or a regional groundwater table was not observed on site during any of the geotechnical explorations (Appendix H).

7.4.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to hydrology for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

NPDES Permit Program–Phase I

In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction discharges. The application requirements for municipalities were directed at those municipalities that own and operate separate storm-drain systems serving populations of 100,000 or more, or that contribute significant pollutants to waters of the United States, and require such agencies to obtain coverage under municipal storm water NPDES permits.

Municipalities were required to develop and implement an urban runoff management program to address activities to reduce pollutants in urban runoff and storm water discharges that were contributing a substantial pollutant load to their systems. Rather than establishing numeric effluent limits, the EPA established narrative effluent limits for urban runoff, including the requirement to implement appropriate BMPs.

NPDES Permit Program–Phase II

The Phase II Final Rule, published in the Federal Register on December 8, 1999, requires NPDES permit coverage for storm water discharges from:

- Certain regulated small Municipal Separate Storm Sewer Systems (MS4s)
- Construction activity disturbing between 1 and 5 acres of land (i.e., small construction activities)

In addition to expanding the NPDES Program, the Phase II Final Rule included minor revisions for certain industrial facilities. As with Phase I, the Phase II Program requires the development and implementation of storm water management plans to reduce pollutant discharges.

State

NPDES Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 storm water NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point-source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint-source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point-source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint-source discharges, the NPDES program establishes a comprehensive water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive storm water management program.

The reduction of pollutants in urban storm water discharge to the maximum extent practicable through the use of structural and nonstructural BMPs is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

Municipal Storm Water Permit

The City of San Diego currently operates under the NPDES Municipal Storm Water Permit issued on January 24, 2007 (Permit Order No. R9-2007-0001), which requires that storm water BMPs be incorporated into the permanent design of public and private development projects. On May 8, 2013, the San Diego RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwestern Riverside counties, which became effective on June 27, 2013. The region-wide NPDES permit (commonly referred to as the Regional MS4 Permit) sets the framework for responsible agencies to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow watershed stakeholders to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

7.4.3 IMPACT: INCREASE IN IMPERVIOUS SURFACES; ALTERATION OF DRAINAGE PATTERNS

Issue 1: Would the proposal result in a substantial increase in impervious surfaces and associated increased runoff?

Issue 2: Would the proposal result in substantial alteration to on and off-site drainage patterns due to changes in runoff flow rates or volume?

7.4.3.1 Threshold

Compliance with applicable City Municipal Code standards related to drainage/hydrology is ensured through permits. Accordingly, conformance with the City's Municipal Code standards is the applicable threshold. Although adherence to the City's regulations and standards is thus considered adequate to preclude impacts, projects must take into consideration the following:

- If a project would grade, clear, or grub more than 1 acre of land, especially into slopes over a 25% grade, and would drain into a sensitive water body or stream there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.
- If a project would result in modifications to existing drainage patterns there may be significant impacts on environmental resources such as biological communities and archaeological resources.

- Projects where drainage patterns are influenced such that existing vegetation would decline because long- or short-term, soil-plant-water relationships would no longer meet habitat requirements. A project would generally have a significant hydrologic impact on biological resources if the project would result in a degradation in the function and value of the existing habitat or if the project would alter the habitat type.
- Projects which would result in substantial changes to stream-flow velocities or quantities may result in a significant impact (to be determined on a case by case basis; streambed characteristics will affect determination).
- There may be significant impacts on downstream properties and/or environmental resources if drainage patterns are changed. Projects which, when identified in a drainage study would cause adverse impacts on downstream properties or environmental resources as a result of a change in the drainage pattern would result in a significant impact.

7.4.3.2 Analysis of Impact

The project would increase the quantity of runoff as a result of the introduction of impervious surfaces to the project site. The project would increase peak flow run-off for a 100-year storm event from 14.20 cubic feet per second (cfs) under existing conditions, to 27.43 cfs under proposed conditions. The Drainage Study (Appendix M) analyzed 21 basins under proposed conditions. Autodesk Storm and Sanitary Analysis was used for the storm drain analysis. The proposed storm drains would be sized as indicated in the Autodesk Storm and Sanitary Analysis to provide adequate capacity. Further, per the City of San Diego Drainage Design Manual (City of San Diego 2017a), for tributary areas less than 1 square mile, the storm drain system shall be designed so that the combination of storm drain system capacity and overflow will be able to carry the 100-year frequency storm without damage to or flooding of adjacent existing buildings or potential building sites, and Type D soil (classified as high runoff potential and low infiltration rates) shall be used for all areas (Appendix M).

The runoff from each basin is collected, routed, and discharged to the finger canyon at the north of the property. The size and capacity of the storm drain pipe at this discharge location is 18 inches and 45.88 cfs, respectively. On-site runoff and roof and garage drainage would be plumbed to a private storm drain system to drain into biofiltration areas. Biofiltration basins will have an impermeable liner with perforated sub-drain and overflow structure bypass. A small amount of runoff will be conveyed via brow ditch around the project boundary to prevent comingling with the site runoff. The project's storm water runoff would be collected by the on-site drainage facilities and conveyed to a single discharge location near the middle of the northerly site boundary. The discharge location is directly into the small ravine. There is also a small off-site area to the south that contributes runoff to the site. The off-site runoff would be conveyed to the same discharge location into the small

ravine. As a result, the project storm drains would be sized to provide adequate capacity to prevent substantial alteration to on- and off-site drainage patterns.

To address issues of storm water treatment from increased runoff, the project design would include on-site biofiltration and hydromodification features implemented in accordance with the California RWQCB for the San Diego region municipal storm water NPDES permit (MS4 Permit). Three on-site biofiltration basins are proposed on site. Two basins would be located at the northwestern portion of the site, and the third would be located at the west of the site. On-site runoff would be directed to these biofiltration basins, which have an impermeable liner with perforated sub-drain and an overflow structure bypass. All basins would be interconnected by pipes so that the on-site drainage from rooftops, hardscape, and impermeable surfaces would be collected, routed, and discharged into the finger canyon on the north of the property (Appendix M). All roof drains are plumbed directly to biofiltration areas and hydromodification control. These biofiltration basins would be used for both pollutant and hydromodification control (Appendix R). As such, these on-site biofiltration basins would further minimize the development impact to the surrounding area.

7.4.3.3 Significance of Impact

Although the project would increase the quantity of runoff on site, proposed storm drains would be sized to provide adequate capacity. Further, to address issues related to storm water treatment from increased runoff, the project design would include on-site biofiltration and hydromodification features including biofiltration basins, which would be implemented in accordance with the California RWQCB for the San Diego region municipal storm water NPDES permit (MS4 Permit). Therefore, impacts would be less than significant.

7.5 MINERAL RESOURCES

This section provides a summary of existing mineral resource conditions.

7.5.1 EXISTING CONDITIONS

Mineral deposits that are acceptable for use as Portland cement concrete-grade aggregate are the rarest and most valuable of aggregate resources. The location of San Diego's high-quality mineral resource areas are shown in Figure CE-6, Generalized Mineral Land Classification, of the City's General Plan as Mineral Resource Zone (MRZ) 2 areas (City of San Diego 2008a). These are areas designated for the managed production of mineral resources. State law requires cities to plan for the beneficial management of these valuable mineral resources.

The use of locally mined materials for San Diego's development is desirable, as it reduces the need for trucking materials over long distances. This, in turn, results in decreased energy use, and fewer traffic, infrastructure, and air quality impacts, as well as lower direct costs to the consumer and local government. Local use may also result in fewer direct mining environmental impacts to remote, less-regulated areas outside of the City.

According to the Department of Conservation, Division of Mines and Geology, Generalized Mineral Land Classification Map of Western San Diego County, California, the project site is located on land classified as MRZ-2 (DOC 1975). Additionally, the City's General Plan Conservation Element classifies the project site as MRZ-2 (City of San Diego 2008a). An area classified as MRZ-2 is defined as "areas where adequate information indicates that significant mineral deposits are present or where it judged that there is a high likelihood for their presence. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning based upon economic geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high" (DOC 1975).

7.5.2 REGULATORY SETTING

Federal

Mining and Mineral Policy Act of 1970

The Mining and Mineral Policy Act establishes that the federal government encourage private enterprise in the development of a sound and stable domestic mineral industry and orderly economic development of mineral resources, research, and reclamation methods.

State

Surface Mining and Recovery Act of 1975

The Surface Mining and Reclamation Act of 1975 (PRC Section 2710 et seq.) mandated that the state geologist initiate mineral land classifications to help identify and protect mineral resources in areas subject to urban expansion or other irreversible land uses that would preclude mineral extraction. The Surface Mining and Reclamation Act also allowed the State Mining and Geology Board, after receiving classification information from the state geologist, to designate lands that contain mineral deposits of regional or statewide significance. Mineral lands are mapped according to jurisdictional boundaries (i.e., counties), mapping all mineral commodities in the area using the California Mineral Land Classification System.

Classification into MRZs is done by the state geologist in accordance with the State Mining and Geology Board's priority list. Classification of these areas is based on geologic and economic factors, without regard to existing land uses or land ownership. The following MRZ categories are used by the state geologist in classifying the state's lands (DOC 1975):

- MRZ-1:** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- MRZ-2a:** Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b:** Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a:** Areas where the available geologic information indicates that mineral deposits are likely to exist, but the significance of the deposit is undetermined.
- MRZ-3b:** Areas where the available geologic information indicates that mineral deposits are plausible, but the significance of the deposit is undetermined.
- MRZ-4:** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

Mining operations and mine reclamation activities are required to be performed in accordance with laws and regulations adopted by the State Mining and Geology Board, as contained in 14 California Code of Regulations 3500 et seq. The State Department of Conservation's Office of Mine Reclamation oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources. This division is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, with the intention of environmental protection, public health and safety, and general environmental conservation. The Division of Oil, Gas, and Geothermal Resources is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology operates within the Department of Conservation. The division is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

State Geological Survey

Similar to the California Division of Mines and Geology, the California Geological Survey is responsible for assisting in the identification and proper use of mineral deposits, as well as the identification of fault locations and other geological hazards.

Local

City of San Diego General Plan

The City of San Diego General Plan Conservation Element contains the following policies related to mineral resources (City of San Diego 2008a):

- CE-K.1** Promote the recycling and reclamation of construction materials to provide for the City's current and future growth and development needs.
- CE-K.2** Permit new or expanding mining operations within the MHPA in accordance with MSCP policies and guidelines.
- CE-K.3** Produce sand and gravel with minimal harm and disturbance to adjacent property and communities.
- CE-K.4** Plan rehabilitation of depleted mineral areas to facilitate reuse consistent with state requirements, the Surface Mining and Reclamation Act (SMARA), and local planning goals and policies, including the MSCP.
- CE-K.5** Consider local evaporative salt production for future economic value, open space use, and for important ecological habitat.

7.5.3 IMPACT: LOSS OF AVAILABILITY OF SIGNIFICANT MINERAL RESOURCE

- Issue 1:** **Would the proposal result in the loss of availability of a significant mineral resource (e.g., sand or gravel) as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey?**

7.5.3.1 Threshold

In analyzing the potential for impacts to mineral resources, staff should consult the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey. The analyst should answer the following questions:

1. **Is the project site located in the MRZ 2 classification area?** A “yes” answer does not automatically mean that a significant impact should be identified. Additional factors should be considered, using questions 2 through 4.
2. **Is the site large enough to allow economically feasible aggregate mining operations?** It is unlikely that a site smaller than 10 acres in size could accommodate economically feasible operations. However, Geology Section staff should be consulted, as more information will be required to make a determination.
3. **If the site is too small for an economically feasible mineral resource extraction operation, would its development with the proposed use preclude a mining operation adjacent to or surrounding the site?**
4. **Is the site currently being mined?** If an economically feasible mineral extraction operation is the site's current use, and the site is not exhausted, a different use of the site would likely result in a significant impact on the availability of a locally important mineral recovery site.

7.5.3.2 Analysis of Impact

According to the Department of Conservation, Division of Mines and Geology, Generalized Mineral Land Classification Map of Western San Diego County, California (City of San Diego 2008a), the project site is located on land classified as MRZ-2, defined as “areas where adequate information indicates that significant mineral deposits are present or where it judged that there is a high likelihood for their presence”; see Figure 7-2, Mineral Resources.

Although the project site is classified as MRZ-2 (City of San Diego 2008a), mineral resource extraction on site would be incompatible with the site’s current zoning and adjacent ~~residential~~ land uses.

Additionally, although the site is larger than 10 acres (approximately 11 acres), the site is not large enough to allow for economically feasible mining operations. Moreover, the project site is located adjacent to the Del Mar Mesa Reserve, the U.S. Fish and Wildlife Service Refuge, the California Department of Fish and Wildlife Ecological Reserve, existing residential and office development, as well as the presumed to be existing development; therefore, an active mining operation would not be compatible with surrounding land uses. Although the site is too small for an economically

feasible mineral resource extraction operation, the surrounding area is either currently developed, planned for development, or identified as open space, which would preclude mining operations adjacent to or within the surrounding area. Lastly, the site is currently not being mined.

7.5.3.3 Significance of Impact

Impacts related to mineral resources would be less than significant.

7.6 PUBLIC SERVICES AND FACILITIES

Public services are those functions that serve residents on a community-wide basis. These functions include fire and life protection, police protection, parks and recreation, and schools. The following provides a discussion of these services and facilities as they relate to the project.

7.6.1 EXISTING CONDITIONS

Fire Rescue Services

The City of San Diego Fire-Rescue Department (SDFD) provides Torrey Highlands Subarea with fire protection services. Table 7-1 identifies fire stations in the vicinity of the project site.

Table 7-1
Fire Stations That Would Serve the Project Site Population

Station	Address	Apparatus	Distance from Project Site
Station 24	13077 Hartfield Avenue	Engine 24, Brush 24, Paramedic 24	4.4 miles
Station 38	8441 New Salem Street	Engine 38, Brush 38, Paramedic 38	2.6 miles
Station 40	13393 Salmon River Road	Engine 40, Truck 40, Brush 40, Light & Air 40, Paramedic 40	1.9 miles
Station 41	4914 Carroll Canyon Road	Engine 41, Paramedic 41, US&R 41	5.1 miles
Station 42	12119 World Trade Drive	Engine 42	5.1 miles
Station 44	10011 Black Mountain Road	Battalion 7, Engine 44, Truck 44	3.9 miles
Station 47	6041 Edgewood Bend Court	Engine 47	2.2 miles

The project site would be served primarily by SDFD Station 40, located 1.9 miles northeast at 13393 Salmon River Road, San Diego, California. Station 40 maintains and operates a fire engine, fire truck, and ambulance. In addition, the station also has a brush engine, which is specifically designed to fight fires in rough terrain where access to the site and fire hydrants is difficult (92129 Magazine 2015). Station 40 also has a water tender, which is a mobile water carrier, and a light and air truck, which provides air for firefighters' air tanks and lighting at the scene of an emergency. Ten people are assigned to Station 40 every day, with four people in the engine company, four in the truck company, and two on the ambulance. The fire company includes a captain, an engineer, a firefighter-paramedic, and a firefighter (92129 Magazine 2015). There is a new fire station (Station No. 48) planned for the Black Mountain Ranch community that is estimated to be completed by the end of fiscal year 2020 (City of San Diego 2017b).

Police Services

The Northeastern Division Substation is located approximately 2 miles from the project site at 13396 Salmon River Road in Rancho Peñasquitos. Additionally, project site is located within beat 242 of the Mira Mesa area of the department's Northeastern Division, which serves a population of 234,394 people and encompasses 104 square miles within the neighborhoods of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs, and Scripps Ranch (City of San Diego 2016b).

The Northeastern Division is currently staffed with 66 sworn officers, including 5 volunteer officers (92131 Magazine 2014). Officers work 10-hour shifts. Staffing is comprised of three shifts: 6:00 a.m.–4:00 p.m. (First Watch), 2:00 p.m.–midnight (Second Watch), and 9:00 p.m.–7:00 a.m. (Third Watch). Using the Department's recommended staffing guidelines, Northeastern Division, currently deploys a minimum of 9 officers on First Watch, 11 officers on Second Watch, and 7 officers on Third Watch. Northwestern Division deploys a minimum of 4 officers on each of the respective watches (City of San Diego 2017c).

The SDPD does not staff individual stations based on the number of sworn officers per 1,000 population ratio, but it does have a goal to maintain 1.48 officers per 1,000 population ratio citywide (City of San Diego 2017c). The SDPD is currently staffing 1.34 sworn officers per 1,000 residents based on the 2016 estimate of the served residential population of 1,413,144. The ratio is calculated to take into account all support and investigative positions within the Department. This ratio does not include the significant population increase resulting from citizens who commute to work from outside of the City of San Diego or those visiting (City of San Diego 2017c).

The Department currently utilizes a five-level priority calls dispatch system, which includes priorities E (Emergency), one, two, three and four. The calls are prioritized by the phone dispatcher and routed

to the radio operator for dispatch to the field units. The priority system serves as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority E and priority one calls involve serious crimes in progress or a potential for injury. Priority two calls include vandalism, disturbances, and property crimes. Priority three calls include calls after a crime has been committed, such as cold burglaries and loud music. Priority four calls include parking complaints or lost and found reports. Table 7-2 lists the department's response-time guidelines, as well as the current response time for calls within the project area.

Table 7-2
San Diego Police Department Call Priority Response Times

Call Priority	General Plan Response-Time Goals*	Police Department Response Time Goals**	2016 Average Response Times**
Priority E – Imminent threat to life	Within 7 minutes	Within 7 minutes	8 minutes
Priority One – Serious crimes in progress	Within 12 minutes	Within 16 minutes	15.3minutes
Priority Two – Less serious crimes with no threat to life	Within 30 minutes	Within 42 minutes	34.8 minutes
Priority Three – Minor crimes/ requests that are not urgent	Within 90 minutes	Within 100 minutes	78.5 minutes
Priority Four – Minor requests for police service	Within 90 minutes	Within 151minutes	126.4minutes

* City of San Diego 2008a.

** City of San Diego 2017c.

As indicated in Table 7-2, the response times for priorities one, two, and four met SDPD response time goals but did not meet the General Plan response time goals. Priority three General Plan and SDPD response time goals were met within the boundaries of police beat 242. The response times for priority E calls did not meet the General Plan or SDPD response time goals.

Public Parks and Recreation Facilities

The City of San Diego General Plan guides development of park and recreation facilities in the project area. The General Plan provides goals and policies for population-based parks and facilities, resource-based parks, and open space lands. The City's park and recreation goals include achieving

a sustainable park and recreation system that meets the needs of residents and visitors and an equitable citywide distribution of parks and recreation facilities (City of San Diego 2008a).

The General Plan requires a minimum ratio of 2.8 acres per 1,000 residents for neighborhood parks and community parks (City of San Diego 2008a). A community park has a 13-acre minimum and serves a population of 25,000, or typically one community plan area, but depending on location, it may serve multiple community plan areas. A neighborhood park ranges from 3 acres to 13 acres and serves a population of 5,000 within approximately 1 mile.

The Torrey Del Mar Neighborhood Park, a 4-acre municipal park, is located approximately 1 mile from the project site and provides playground equipment, picnic tables, sports fields, and walking trails. The 10-acre Twin Trails Neighborhood Park is located approximately 1 mile from the project and is primarily an open-space park with a baseball field, sand volleyball court, and basketball court. The Canyonside Community Park, including the Canyonside Recreation Facility, and the Peñasquitos Canyon North Trailhead are located approximately 1.5 miles to the southeast of the project site. These recreation areas contain 9 baseball fields, 12 tennis courts, and indoor sports facilities. The Peñasquitos Canyon North Trailhead provides an entrance to the 4,000-acre Los Peñasquitos Canyon Preserve area, which includes the series of multiuse equestrian, biking, and hiking trails running throughout Los Peñasquitos Canyon and access to the Del Mar Mesa Preserve to the north. Also located within 1 mile of the project, the Peñasquitos Creek Park includes playground equipment, barbecue pits, picnic tables, sports fields, and walking trails.

Schools

The Poway Unified School District provides elementary, middle, and high school facilities for the entire Torrey Highlands Subarea. Schools within the Torrey Highlands Subarea include Adobe Bluffs Elementary School, Canyon View Elementary School, Park Village Elementary School, Willow Grove Elementary School, Black Mountain Middle School, Mesa Verde Middle School, Pacific Trails Middle School, Oak Valley Middle School, Mt. Carmel High School, and Westview High School (PUSD 2016).

Senate Bill 50, also known as the “Class Size Reduction Bill,” was enacted in 1998. While the bill authorizes the collection of developer fees for school facilities construction, it also establishes a maximum cap on such fees (and indexes for inflation). Developer fees collected pursuant to Senate Bill 50 are “deemed to be full and complete mitigation” (California Government Code, Section 65995 et seq.). The bill also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proposed, if required to do so, pays the developer fees (California Government Code, Section 65995 et seq.).

Libraries

The project is located within the City's public library system. The City's General Plan establishes goals and policies for the library system and facilities. Per the General Plan, a library system should contribute to the quality of life through technologically improved services and welcoming environments. Branch libraries should be 15,000 square feet or larger and include features and services that address community-specific needs. Library design should incorporate public input to address the needs of the intended service area (City of San Diego 2008a).

The nearest municipal library to the project is Rancho Peñasquitos Library, located approximately 2 miles east of the project site at 13330 Salmon River Road. The Rancho Peñasquitos Library includes computer labs; children's and storytelling area; adult and young adult area; and community, seminar, and meeting rooms (City of San Diego Public Library 2016). A new library is planned for the Pacific Highland Ranch community and is estimated to be completed by the end of fiscal year 2020 (City of San Diego 2017d).

7.6.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to public services and facilities for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

There are no federal regulations related to public services and facilities relevant to the project.

State

Quimby Act and Assembly Bill 1359

The Quimby Act, which is within the Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or impose fees for park or recreational purposes as a condition to the approval of a tentative or parcel subdivision map, if specified requirements are met. One of these requirements is that the dedicated land or fees, or combination thereof, shall be used only for the purposes of developing or rehabilitating neighborhood or community park or recreational facilities to serve the subdivision for which the land was dedicated or fees were paid. The act provides that the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide 3 acres of park area per 1,000 persons residing within a subdivision subject to the act, except as specified.

State Bill 50

SB 50 was enacted on August 27, 1998. The bill authorized a \$9.2 billion K–12 school and higher education bond to be presented to the voters of California. The state bond measure, known as the Class Size Reduction Kindergarten–University Public Education Facilities Bond Act of 1998, was approved by the voters on November 3, 1998.

SB 50 significantly revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that the statutory fees are the exclusive means of considering and mitigating school impacts. It does not just limit the mitigation that may be required, it limits the scope of the review and the findings to be adopted for school impacts. Once the statutory fee is paid, the impact would be mitigated because of the provision that the statutory fees constitute full and complete mitigation.

What this means is that the City is legally prohibited from imposing any mitigation related to school facilities, because the applicants are required by state law to pay school facilities fees.

Environmental documents for larger residential projects should include information provided by the appropriate school districts about the existing conditions and capacities, but should conclude that the impacts are mitigated through the implementation of SB 50. However, project permits can include a measure requiring verification that the statutory fees have been paid prior to the issuance of any notice to proceed with project grading or construction.

California Mutual Aid

The purpose of Emergency Management Mutual Aid (EMMA) is to provide emergency management personnel and technical specialists to support the disaster operations of affected jurisdictions during an emergency. In accordance with the California Master Mutual Aid Agreement, local and state emergency managers have responded in support of each other under a variety of plans and procedures. Immediately following the 1994 Northridge Earthquake, city and county emergency managers along with the Coastal, Inland and Southern Regions of the California Governor's Office of Emergency Services (Cal OES), developed a coordinated emergency management concept called the Emergency Management Mutual Aid (EMMA) system. EMMA provided a valuable service during the emergency response and recovery efforts at the Southern Region Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Recovery Center (DRC), Local Assistance centers and in the field. Since that time, EMMA has often been used to deploy emergency managers and other technical specialists not covered by Law Enforcement or Fire Mutual Aid plans in support of emergency operations and response throughout California. This document is an update to incorporate advancements in Emergency Management Mutual Aid.

Local

City of San Diego General Plan

The Public Facilities, Services, and Safety Element of the General Plan addresses publicly managed and provided facilities and services. Furthermore, this element provides policies for financing, prioritization, developer, and City funding responsibilities for public facilities in San Diego. Applicable recommendations include requiring development proposals to fully address impacts to public facilities and services (City of San Diego 2008a).

Fire Hazard Severity Zones

Wildland fire protection in California is the responsibility of the state, local, or federal government. The California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone maps for State Responsibility Areas in 2007 and recommended maps for Very High Fire Hazard Severity Zones in Local Responsibility Areas. Local Responsibility Areas include incorporated cities, cultivated agricultural lands, and portions of the desert. CAL FIRE recommendations are not the same as actual zones, which do not go into effect unless adopted by local agencies (CAL FIRE 2012). In San Diego County, CAL FIRE has made recommendations on 13 cities, including the City of San Diego. The County of San Diego Wildland Map tool provides local designations based on CAL FIRE's recommendations. Fire Hazard Severity Zones are based on increasing fire hazard and are designated as "No Designation," "Moderate," "High," or "Very High." The project site is located within a "Very High Fire Hazard Severity Zone" due to the project's proximity to the network of canyons including McGonigle Canyon, Deer Canyon, and La Zanja Canyon (see Figure 7-3, Fire Hazard Severity Zones).

Fire Service Deployment

Fire stations are equipped to respond to calls within established standards based on speed and weight of attack (Citygate 2017). Fire department deployment depends on the speed and weight of attack. Speed calls for first-due, all risk intervention units (engines, trucks and or rescue ambulances) strategically located across a community responding in effective travel time. These units are tasked with controlling moderate emergencies without the incident escalating to a second alarm or greater size, which unnecessarily depletes departmental resources as multiple request for service occur. Weight is about multiple unit response for serious emergencies such as a room and contents structure fire, multiple patient incident, a vehicle accident with extrication required, or a heavy rescue incident. In these situations, enough firefighters must be assembled within a reasonable timeframe to safely control the emergency, thereby keeping it from escalating to greater alarms (Citygate 2017). The science of fire crew deployment is to spread crews out across a community to keep emergencies small with positive outcomes, without spreading the crews too far apart that they cannot amass together quickly enough to be effective in major emergencies (Citygate 2017). Access

and water supply issues for projects in this area will be addressed upon final plan submissions in the future. Additionally, this entire area is classified as an extreme high fire severity zone per the state map on grid tiles 35, 36, and 40 (City of San Diego 2009).

In 2011, the City retained Citygate Associates LLC to conduct a fire services deployment planning study to (1) further refine the findings of the Regional Fire Service Deployment Study that Citygate conducted for the County of San Diego that pertained to Fire-Rescue deployment within the City; 2) analyze whether the Fire-Rescue Department's performance measures are appropriate and achievable given the risks, topography, and special hazards to be protected in the City; and (3) review existing Fire-Rescue Department's deployment and staffing models for efficiency and effectiveness and determine how and where alternative deployment and staffing models could be beneficial to address current and projected needs (Citygate 2017).

The study concluded that additional fire-rescue resources were needed and in response the Fire-Rescue Department adopted the recommendations of the study and set new deployment standards. The deployment standards and fire station planning measure are described below.

Distribution of Fire Stations

To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes 90% of the time from the receipt of the 911 call in fire dispatch. This equates to a 1-minute dispatch time, 1.5-minute company turnout time, and 5-minute drive time in the most populated areas (Citygate 2017).

Multiple-Unit Effective Response Force for Serious Emergencies

To confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time 911 call receipt in fire dispatch 90% of the time. This equates to a 1-minute dispatch time, 1.5-minute company turnout time, and 8-minute drive time spacing for multiple units in the most populated areas (Citygate 2017).

Adopted Fire Station Location Measures

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density and population clusters are listed in Table 7-3 and Table 7-4 (Citygate 2017).

Table 7-3
Deployment Measures to Address Future Growth by Population Density Per Square Mile

Travel Time Designations	Structure Fire Urban Area	Structure Fire Rural Area	Structure Fire Remote Area	Wildfires Populated Areas
Population Density	>1,000 people/square mile	1,000 to 500 people/square mile	500 to 50 people/square mile	Permanent open space areas
1st Due Travel Time	5 minutes	12 minutes	20 minutes	10 minutes
Total Reflex* Time	7.5 minutes	14.5 minutes	22.5 minutes	12.5 minutes
1st Alarm Travel Time	8 minutes	16 minutes	24 minutes	15 minutes
1st Alarm Total Reflex*	10.5 minutes	18.5 minutes	26.5 minutes	17.5 minutes

Source: City of San Diego 2008a, Table PF-D.1

* Reflex time is the total time from receipt of a 911 call to arrival of the required number of emergency units.

Aggregate Population Definitions

Standard listed in the General Plan guide the determination of response time measures and the need for fire stations. As shown in Table 7-4, the first due unit travel time goal for Urban-Suburban area of less than 200,000 people would require a goal of 5 minutes.

Table 7-4
Deployment Measures to Address Future Growth by Population Clusters

Area	Aggregate Population	First-Due Unit Travel Time Goal
Metropolitan	>200,000 people	4 minutes
Urban-Suburban	<200,000 people	5 minutes
Rural	500-1,000 people	12 minutes
Remote	<500	>15 minutes

Source: City of San Diego 2008a, Table PF-D.2

Where more than 1 square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population “cluster,” these measures guide the determination of response time measures and the need for fire stations (Citygate 2017).

The SDFD provides Torrey Highlands Subarea with fire protection services. The City’s Fire-Rescue Department encompasses all fire, emergency medical, lifeguard, and emergency management services,

covering 331 square miles and a population of 1,337,000. SDFD is made up of 801 uniformed fire personnel, 338 uniformed lifeguard personnel, and 161 civilian personnel (City of San Diego 2016a). Table 7-5 lists the closest fire stations to the project site.

7.6.3 IMPACT: NEED FOR NEW OR ALTERED GOVERNMENTAL SERVICES

Issue 1: Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas: fire/life safety protection, police protection, libraries, parks or other recreational facilities, maintenance of public facilities including roads, and/or schools?

7.6.3.1 Threshold

Per the City's Significance Determination Thresholds, impacts to public services and facilities would be significant if a project would result in the need for new or expanded public service facilities, the construction of which would cause direct, adverse physical environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

7.6.3.2 Analysis of Impact

Fire-Rescue Services

The project would result in approximately 2,400 employees to the site which would increase the demand for fire protection within the service area. The project would be constructed per applicable fire codes and comply with applicable City regulations. The project would provide such provisions as adequate turn-around radii for fire trucks at all "turn-around" locations, key placement and installation of fire hydrants, and the installation of sprinkler systems in all occupied buildings (City of San Diego 2000). Additionally, the project would conform to the brush management regulations in accordance with Section 142.0412 of the City's Municipal Code.

The project would not conflict with the Torrey Highlands Subarea Plan in terms of number, size, and location of existing or planned Fire-Rescue facilities. The Fire-Rescue Department has facilities and staffing in the project area to adequately serve the project. Although, the project would result in increases in service calls, no new facilities or improvements to existing facilities would be required as a result of the project. Furthermore, development impact fees would be paid prior to building permit issuance, which would be used to maintain as well as fund future facilities. Therefore, no new or expanded facilities would be required as a result of the project.

Police Services

The project would introduce 2,400 employees at the site. New employees would likely already reside locally or regionally and would already be included in the projected City population figures in the area. Ongoing funding for police services is provided by the City General Fund. No new facilities or improvements to existing facilities would be required. Further, development impact fees would be required to be paid prior to building permit issuance and would help maintain service levels. Thus, the project would not require construction of new and/or expansion of existing police facilities.

Public Parks and Recreation Facilities

Demands for parks and recreational facilities are directly related to local population levels. The project is intended to provide an employment base for the existing and proposed housing where surrounding residents may work. The project does not propose residential uses that would cause a direct increase in population. The project would not attract or accommodate an increase in visitors to the area that would indirectly increase the use or demand for recreational and park facilities and services. The project includes on-site recreational amenities for employees and visitors such as walking paths to serve the needs of the employees. While the project would increase the number of employees in the area, some of whom may utilize the on-site recreational amenities. The project would also include an on-site fitness center with shower facilities to serve the office employees. Therefore, the project would not increase demand for recreational areas or uses in the community that would lead to new and/or expanded facilities.

Schools

The project would not include residential development and would not result in an increase in school-age children in the area, which is served by the Poway Unified School District. The project would not result in the construct of new and/or expanded school facilities. No impact would result.

Libraries

An increase in the number of employees in the area would occur, some of whom may use the local library. However, even with the increase in employees projected to be generated by the project and considering the availability of other City branch libraries that may be more convenient, the existing library system would not be impaired. Additionally, the project would not result in the need for new or expanded facilities beyond those already planned. Furthermore, the project would pay development impact fees that would be used to fund facilities, including planned library expansions.

7.6.3.3 Significance of Impact

No significant impacts to public services and facilities would result from the project.

Fire-Rescue Services

The project would result in increased employees in the area, but no new and/or expansion of existing fire-rescue facilities would be required as a result of the project. Impacts would be less than significant.

Police Services

The project would result in increased employees in the area, but new and/or expansion of existing police facilities would not be required. Impacts would be less than significant.

Public Parks and Recreation Facilities

The project would increase the number of employees, some of whom may utilize the facilities; however the project would provide outdoor and indoor recreational space on site and would not result in the need for new and/or expanded parks and recreational facilities. Therefore, impacts to parks and recreational facilities would be less than significant.

Schools

The project would not include residential development and would not result in an increase in school-age children in the area, which is served by the Poway Unified School District. Therefore, the project would not result in the need for new and/or expanded school facilities. Impacts would be less than significant.

Libraries

The project would increase the number of employees in the area, some of whom may use the local library. However, the project would not result in the need for new and/or expanded library facilities. Therefore, impacts related to libraries would be less than significant.

7.7 PUBLIC UTILITIES

This section evaluates potential public utilities impacts associated with the project. The following analysis is based in part on the following technical reports prepared for the project: Water Supply Assessment prepared by the City (Appendix N), Drainage Study prepared by Leppert Engineering (Appendix M), Water Study prepared by Leppert Engineering (Appendix O), Sewer Study prepared by

Leppert Engineering (Appendix P), and Solid Waste Management Plan (SWMP) (Appendix Q). The technical studies are included as appendices to this EIR.

7.7.1 EXISTING CONDITIONS

Water

Facilities

Water service to the project site is provided by the Public Utilities Department, which serves nearly 1.4 million people populating over 404 square miles, with average deliveries of 200 mgd. The department maintains a complex water system that includes nine reservoirs, three drinking water treatment plants, 29 treated water storage facilities, 49 pump stations, and approximately 3,295 miles of water transmission and distribution pipelines. There are no potable water lines located on or adjacent to the project site.

Supply

The City's Public Utilities Department serves the area within its incorporated boundaries and sells water to neighboring agencies. The City relies heavily on water imported from Northern California and the Colorado River by the Metropolitan Water District of Southern California (MWD) and the San Diego County Water Authority (SDCWA). The City purchases the majority of its water from the SDCWA, a wholesale agency, which purchases the water from MWD. MWD receives its water from the Colorado River via the Colorado River Aqueduct, and from Northern California via the California Aqueduct, which is part of the State Water Project. The City manages nine surface water reservoirs that work in combination with local rainwater and the imported water system. SDCWA recently completed the San Vicente Dam raise in 2014; the dam raise added approximately 157,663 acre-feet to the original 90,000 acre-feet capacity of the San Vicente Reservoir (SDCWA 2017). The City is also researching the potential for water reuse to bolster the local potable water supply. The 2013 Water Purification Demonstration Project assessed the feasibility of full-scale water purification to increase the available water supply within San Vicente Dam; it was determined that full-scale water purification would be able to produce approximately one-third of the City's potable water supply by 2035 (City of San Diego 2013c). In addition to delivering potable water, the City has a recycled water program for nonpotable water.

The City's 2015 Urban Water Management Plan (UWMP), adopted in 2016, is the most recent iteration of the UWMP and provides actual water use data for the year 2010 and projections through 2040 (City of San Diego 2016c). The City anticipates that its population will increase to over 1.69 million residents by 2040, which would translate into water demands increasing from 198,957 acre-feet per year (AFY) in

2015 to approximately 273,408 AFY in 2040 under normal weather conditions. These projections assume the City continues with an aggressive water conservation program (City of San Diego 2016c).

Conservation

In the early years, conservation measures in California were driven by BMPs that were outlined in the Memorandum of Understanding Regarding Urban Water Conservation (MOU). On September 23, 1991, the City became one of the original signatories of this MOU. Along with other agencies, the City agreed to implement these BMPs, which have proven to result in long-term water savings, such as water use surveys, educational programs, and rebate incentives for plumbing devices.

In 2009, a Senate Bill called SBX 7-7 was enacted, which set a 20% reduction goal in water usage (measured in gallons per capita per day or GPCD) by the year 2020. Water agencies were given four methods to comply with this new requirement, and the City's 2020 goal was set at 142 GPCD. This requirement became known as the Water Conservation Act of 2009.

While the 2020 targets are still in place, due to the recent drought and advances in water conservation program implementation, many water agencies have already met their 2020 reduction goals. Hence, California's Governor Brown signed Executive Order B-37-16 to establish a long-term water conservation framework. This move, "making water conservation a California way of life," includes making several drought water use restrictions permanent. It also proposes to set water allocations for agencies using a water budget approach using satellite technology to determine outdoor watering needs. The State Water Resources Control Board closed the written comment period on these proposed restrictions on December 26, 2017.

Wastewater

The Public Utilities Department operates the Metropolitan Sewage System, which provides wastewater treatment. The Metropolitan Sewerage System serves the City and 15 other agencies and encompasses a 450-square-mile area with approximately 2.2 million people served, generating approximately 180 million gallons per day (mgd) of wastewater (City of San Diego 2014). The Public Utilities Department operates one wastewater treatment plant and two water reclamation plants. The Point Loma Wastewater Treatment Plant is the largest plant and has the capacity to treat all wastewater within the Metropolitan Sewerage System. The two water reclamation plants, the North City Water Reclamation Plant and the South Bay Water Reclamation Plant, collect sewage for nonpotable reuse (e.g., landscape irrigation); these two reclamation plants operate as secondary to the Point Loma Wastewater Treatment Plant, which has a treatment capacity of 240 mgd with an average daily flow rate of 144 mgd (City of San Diego 2014). The Public Utilities Department has planned improvements to increase overall wastewater treatment capacity to sufficiently serve 2.9 million

people, generating an estimated 340 mgd of wastewater by 2050 (City of San Diego 2014). The site does not generate wastewater, and there are no sewer lines located on or adjacent to the project site.

Solid Waste Management

The City provides solid waste management, collection and disposal service free of charge to residences that are located on public streets and meet certain criteria related to access, storage, and safety pursuant to the Municipal Code. All other waste generators must obtain these services through a private hauling company with City franchise rights. Refuse from the area is generally taken to the Miramar Landfill; however, private hauling companies may choose to recycle, dispose, or process waste at a facility of their choice. According to the City's Environmental Services Department, the Miramar Landfill is expected to reach capacity and close by 2030 (City of San Diego 2011b). Assembly Bill 939, passed in 1989, required a 50% reduction in solid waste generation from all jurisdictions in California. The City met this goal in 2004 with a 52% diversion rate. According to the City of San Diego Waste Characterization Study 2012–2013, more than 76% of the City's overall waste is recoverable (City of San Diego 2014). Assembly Bill 341, chaptered in 2011, has set the new diversion rate at 75%.

Electricity and Natural Gas

The project site would be served by SDG&E. The SDG&E service area covers 4,100 square miles within San Diego County and southern Orange County. Energy is provided to 1.4 million businesses and residential customers. Forecasting future energy consumption demand is performed on a continual basis by SDG&E, primarily from installation of transmission and distribution lines (SDG&E 2016). In situations where projects with large power loads are planned, this is considered together with other loads in the project vicinity, and electrical substations are upgraded.

7.7.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to public services and facilities for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

There are no federal regulations related to public services and facilities relevant to the project.

State

Assembly Bill 939

In 1989, California AB 939, known as the Integrated Waste Management Act, was passed to address the increasing trend in waste stream generation and the corresponding decrease in landfill capacity. AB 939 mandates reductions of waste disposal, with jurisdictions required to meet diversion goals of 25% by 1995 and 50% by 2000. “Diversion” means diversion from disposal in landfills. “Diversion” includes source reduction, or not generating waste in the first place, recycling, composting, and, to a limited degree, transformation. Pursuant to AB 939, the amount of waste “generated” is the sum of the amount disposed plus the amount diverted. AB 939 established a California Integrated Waste Management Board (CIWMB) to oversee the disposal reporting system and facilities. The CIWMB has been replaced by a department entitled CalRecycle. In 2011, AB 341 established a policy goal for California that not less than 75% of solid waste generated, should be source-reduced, recycled, or composted by 2020.

California Senate Bill 610

Sections 10910 through 10915 of the California Water Code were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912(a)) subject to CEQA. For the purposes of SB 610, “project” means any of the following:

1. A proposed residential development of more than 500 dwelling units.
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4. A proposed hotel or motel, or both, having more than 500 rooms.
5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square of floor area.
6. A mixed-use project that includes one or more of the projects specified in this subdivision.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

California Urban Water Management Planning Act

UWMPs are prepared by California's urban water suppliers to support resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, single-dry, and multiple-dry years. This assessment is to be included in its UWMPs, which are to be prepared every 5 years and submitted to the Department of Water Resources (DWR). DWR then reviews submitted plans to ensure they have completed the requirements identified in the Urban Water Management Planning Act (Division 6 Part 2.6 of the Water Code Sections 10610–10656).

California Executive Order B-29-15

California Executive Order B-29-15 California Executive Order B-29-15 orders State Water Resources Control Board (Water Board) to impose restrictions to achieve a 25% reduction statewide in potable urban water usage through February 28, 2016. It further requires water suppliers, such as the City, to reduce usage as compared to the amount used in 2013. The executive order updates the State Model Water Efficient Landscape Ordinance to increase water efficiency standards for new and existing landscapes through more efficient irrigation systems, greywater usage, on-site storm water capture and limiting the portion on landscapes that can be covered in turf.

Local

City of San Diego Zero Waste Plan

On July 13, 2015, the City Council approved a Zero Waste Plan. The Zero Waste Plan is a framework of potential sustainable diversion strategies for future action that would be implemented in incremental steps to achieve 75% diversion by 2020, 90% diversion by 2035, and Zero Waste by 2040 (City of San Diego 2015a). The City also has a Climate Action Plan.

City of San Diego Ordinance 0-17327 (Mandatory Reuse Ordinance)

This ordinance, adopted by the City Council in 1989, requires that “recycled water shall be used within the City where feasible and consistent with the legal requirements; preservation of public health, safety, and welfare; and the environment.” Compliance with this ordinance for new development is made a condition of tentative maps, land use permits, etc., based on the project’s location within an existing or proposed recycled water service area.

City of San Diego Municipal Code

In compliance with AB 939 and AB 341, the City is currently at a waste diversion rate of 67%. The City has adopted programs and policies requiring individual developments to incorporate recycling and waste reduction measures, and waste reduction and recycling programs have been implemented to assist the City in reducing waste in compliance with state law.

The following sections of the Municipal Code target waste reduction:

Chapter 6, Article 6, Division 6. This section (and related ordinances) requires project applicants to submit a Waste Management Form with the building permit or demolition/removal permit, to provide a general estimate of total project waste generation, including how much will be recycled. The code requires a minimum diversion rate of 50% for building permits or demolition/removal permits issued within 180 calendar days of the effective date of the ordinance. A minimum diversion rate of 75% is required for building permits or demolition/removal permits issued more than 180 calendar days after the effective date of the ordinance, provided that a certified recycling facility that accepts mixed construction and demolition debris operates within 25 miles of the City Administrative Building, located at 202 C Street, San Diego (City of San Diego 2015a). The Preliminary Waste Management Plan identifies the certified Otay Construction and Demolition (C&D)/Inert Debris Processing Facility in Chula Vista.

Chapter 6, Article 6, Division 7 (Recycling Ordinance). This section requires all single-family, multifamily, and commercial uses to participate in a recycling program by separating recyclable materials from other solid waste and depositing the recyclable materials in approved recycling containers.

Chapter 14, Article 2, Division 8 (Refuse and Recyclable Material Storage Regulations). This section is intended to encourage solid waste recycling through requirements to provide permanent, adequate, and convenient space for the storage and collection of refuse and recyclable material. Specific requirements for new nonresidential development include the provision at least one exterior refuse and recyclable material storage area per building, with related storage area capacity based on the gross floor area of associated buildings.

City of San Diego Drought Restrictions

The City has year-round city and state permanent mandatory water restrictions (City of San Diego 2018). These restrictions apply to those whose property lies within the City of San Diego Public Utilities Department's service area. These water restrictions include the following:

- A customer shall not allow potable water to irrigate outdoor landscapes in a manner that causes runoff, such that, water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures.

- Customers shall repair or stop all water leaks upon discovery or within seventy-two hours of notification by the City of San Diego.
- Customers shall not wash down sidewalks, driveways, parking areas, tennis courts, or other paved areas without using a power washer or a hose with a shutoff nozzle. Washing any paved areas is only allowed to alleviate immediate safety or sanitation hazards. Water shall be collected and prevented from leaving the property and entering the municipal separate storm sewer system.
- Customers shall not overfill swimming pools and spas.
- Customers shall not use non-recirculating potable water in ornamental fountains or cascading fountains.
- Customers shall not use a hose that dispenses potable water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use.
- Single pass-through cooling systems, as part of water service connections, shall be prohibited after the effective date of this section. Non-recirculating systems in all conveyer car wash and commercial laundry systems shall be prohibited after the effective date of this section.
- The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased is prohibited.
- To promote water conservation, operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each guestroom using clear and easily understood language.
- Potted plants, non-commercial vegetable gardens and fruit trees, residential and commercial landscapes, including golf courses, parks, school grounds and recreation fields, may only be watered before 10 a.m. or after 6 p.m.
- The irrigation with potable water of ornamental turf on public street medians shall be prohibited.
- The application of potable water to outdoor landscapes during and within 48 hours after measurable rainfall shall be prohibited.

City of San Diego Storm Water Standards

For storm water regulatory framework, see Section 7.8, Water Quality.

7.7.3 IMPACT: NEED FOR NEW OR ALTERED EXISTING UTILITIES; EXCESS WATER USE; NON-DROUGHT RESISTANT LANDSCAPING

Issue 1: Would the proposal result in the need for new systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts with regard to the following utilities: natural gas, water, sewer, communication systems, and solid waste disposal?

Issue 2: Would the proposal use excessive amounts of water?

Issue 3: Does the proposal propose landscaping which is predominantly non-drought resistant vegetation?

7.7.3.1 Threshold

Based on the City's CEQA Significance Determination Thresholds, public utilities impacts may be significant if the project meets any of the following criteria:

- Cause a significant increase in demand for public utilities
- Result in direct impacts from the construction of new or expanded public utilities needed to serve the project;
- *Water Supply*

Results in the need to comply with Senate Bill 610 to determine the availability of water to meet the projected water demands of the project for a 20-year planning horizon, including single and multiple dry years. Result in the need to comply with Senate Bill 221 to determine whether the decision-maker to make a finding that the project's water demands for the planning horizon will be met before approving a Tentative Map. The types of projects subject to Senate Bills 610 and 221 include the following:

- Shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space
- Commercial office buildings employing more than 1,000 people or having more than 250,000 square feet of floor space
- Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people or having more than 650,000 square feet of floor space
- *Water Conservation*
 - The project would use excessive amounts of potable water.

- A project proposes predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes.
- *Solid Waste*
 - Construct, demolish, and/or renovate 1,000,000 square feet or more of building space which would generate approximately 1,500 tons or more of waste. For projects over 1,000,000 square feet, a significant direct solid waste impact would result if compliance with the City's ordinances and project-specific waste management plan fails to reduce impacts to below a level of significance or if a waste management plan is not prepared and conceptually approved by the Environmental Services Department prior to public distribution of the draft environmental document.

7.7.3.2 Analysis of Impact

Water

Facilities

The project would connect to existing water lines adjacent to the site and the 16-inch public water main in the Camino del Sur right-of-way planned as a part of the Merge 56 project (discussed in Chapter 3, Project Description). This 16-inch water main would be installed before occupancy of the project and would be adequately sized to service the project and its water demands. On-site water infrastructure would be designed and sized to meet the project's water needs in conformance with City standards. Therefore, the project would not require off-site pipeline upsizing or new water facilities, and impacts to water infrastructure would be less than significant.

Supply

According to the Water Supply Assessment, the projected water demands of the project are 127,219 gallons per day (GPD) or 142.5 AFY. In the City's 2015 UWMP, the planned water demand of the project site is 3,960 GPD or 4.4 AFY in 2040. The remaining portion, estimated to be 123,259 GPD or 138.1 AFY, is accounted for through the accelerated forecasted growth demand increment of the Water Authority's 2015 UWMP (City of San Diego 2016d). The water demand for an office employment use category set by the City is 60 gallons per person per day (Appendix N). Thus, the projected average daily water demand for the project is 142.5 AFY or 127,219 GPD.

The project has a peak-hour demand of 33,500 GPD and a maximum day demand of 132,000 GPD. Additionally, the amount of water needed to fight a fire on the project site is 4,000 GPD (Appendix O).

Additionally, as part of achieving LEED ~~Silver-Gold~~ certification or equivalent, the project would reduce potable water consumption through the following components:

- Install high-efficiency plumbing fixtures and fittings
- Landscape with non-invasive drought-tolerant native species
- Implement water conservation measures in site-building design and landscaping
- Use recycled water instead of potable water for irrigation
- After completing the Water Supply Assessment, the applicant has committed to using recycled water for irrigation, potentially further reducing potable water usage

With installation of water conservation devices such as low-flow toilets and faucets as required by City's Municipal Code (Chapter 14; Article 7; Division 3, Additional Plumbing Regulations for Water and Energy Conservation; Section 147.0301), and the use of drought-tolerant, native plants for landscaping, the project would conserve and efficiently use water. Water conservation achieved through LEED ~~Silver-Gold~~ certification or equivalent would further reduce water demand for the project and would ensure adequate capacity of the already sufficient potable water delivery system.

The Water Supply Assessment (Appendix N) indicates that there would be sufficient water supply to serve the project's projected water demands. The project's water conservation project design features, as previously described, will result in the efficient use of water resources. The project would not result in the construction of new systems or require substantial alterations to existing utilities such that the construction would create physical impacts.

Conservation

The project would achieve LEED ~~Silver-Gold~~ certification or equivalent by implementing sustainable design features, techniques, and materials that would reduce water consumption. These sustainability measures as they pertain to water resources include high-efficiency plumbing fixtures and fittings in all structures, landscaping with non-invasive drought-tolerant native species, and the use of recycled water instead of potable water for irrigation. In addition to these water sustainability measures, the project would be consistent with other applicable water conservation requirements.

Wastewater

The site-specific sewer study (Appendix P) evaluated the demands generated by the project. The three previously approved sewer studies approximated that the project site would have between 89 equivalent dwelling units (EDUs) to 98 EDUs for design purposes. The Torrey Highlands Subarea IV study estimated a sewer demand of 98 EDUs; the Greystone Torrey Highlands estimated a sewer demand of

89 EDUs; and the Rhodes Crossing project also estimated a sewer demand of 89 EDUs. The study also assessed the design criteria assumed for the site in the three previously approved sewer studies for Torrey Highlands Subarea IV, Greystone Torrey Highlands, and Rhodes Crossing. Two of the three previously approved sewer studies (Torrey Highlands Subarea IV and Greystone Torrey Highlands) anticipated that the site's sewage would flow to the north along Camino del Sur to a point of connection at the intersection of Torrey Santa Fe Road and Camino del Sur (Appendix P). The Rhodes Crossing sewer study evaluated a point of connection near the southeast corner of the project site.

Comparatively, the site-specific sewer study estimated a sewer demand of 25 EDUs and therefore concluded that the project would not exceed the flows estimated by the previously approved Torrey Highlands Subarea IV, Greystone Torrey Highlands, and Rhodes Crossing studies. Because the project would not exceed the sewer flows, the project would not have an adverse impact on existing or planned facilities needed to serve the area. Therefore, the project would not result in the need for new systems or require substantial alterations to existing utilities, the construction of which would create physical impacts.

Solid Waste Management

The project would not include construction of 1,000,000 square feet or more (total of 450,000 square feet), but would generate 1,354 tons of waste during construction; therefore, the project would exceed the City's threshold for direct solid waste impacts. Additionally, the project proposes construction of more than 40,000 square feet, thereby exceeding the City's threshold for cumulative solid waste impacts. Pursuant to the City's Significance Determination Thresholds, a SWMP was prepared to identify waste reduction, recycling, and waste diversion measures.

Pre-Construction Clearing/Grubbing and Grading

The project is anticipated to need 49,000 cubic yards (63,700 tons) of cut soil to be exported from the development site. The SWMP would identify a site relatively close to the project for transfer of grading waste, which would avoid generating a waste stream to the landfill from on-site grading activities (Appendix Q). Similarly, 100% of vegetation removed as a part of the grading process will be processed and recycled at a suitable green waste recycling facility, thereby creating no waste stream to the landfill. Other waste associated with grading operations, primarily small amounts of trash generated by contractors working on site, would be diverted to recycling and landfill facilities as needed.

Construction Waste Management

The project site is undeveloped and would not require demolition associated with project development. Materials proposed for construction of the project would potentially generate waste include metals, concrete, brick/masonry, wood, drywall, carpet, and carpet padding. Additionally,

cardboard, industrial plastics, and Styrofoam associated with packaging of construction materials, windows, appliances, and other items would generate construction waste. During construction of the project, separate bins would be designated for the collection of these construction materials. These bins would be clearly labeled, located in areas to avoid contamination, and regularly inspected by the Solid Waste Management Coordinator to remove contaminants (Appendix Q).

The SWMP calculated the total amount of construction waste using the City of San Diego Environmental Services Department waste factor (Appendix Q). Construction of the project would generate a total of approximately 1,354 tons of waste, of which 1,081 tons would be diverted. Approximately 193 tons of mixed C&D debris would be taken to EDCO Recovery and Transfer, of which approximately 116 tons would be diverted and the remaining 77 tons would be recycled at the facility. The overall diversion rate would be 93% for construction.

To further minimize waste, the project would use recycled content construction materials where feasible, and priority would be given for locally sourced products and from construction materials.

All mixed C&D-generated waste would be subject to compliance with the source separation and diversion requirements contained on the project-specific SWMP, which would be assured through permit conditions. In addition, the project would be consistent with City Ordinances and regulations and the City of San Diego General Plan Conservation Element (City of San Diego 2008a).

In accordance with the City's Conservation Element, the SWMP incorporates the following measures into project construction activities (City of San Diego 2008a):

- **CE-A.2:** The project will reduce waste by improving management and recycling programs, both during and after construction.
- **CE-A.9:** The project will use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible through factors including:
 - Scheduling time for deconstruction and recycling activities to take place during demolition and construction phases;
 - Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;
 - Removing code obstacles to using recycled materials in building and for construction; and
 - Implementing effective economic incentives to recycle construction and demolition debris.

- **CE-A.10:** The project will include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.

Implementation of these measures would be conditions of project approval, and would be implemented by the project-designated solid waste management coordinator and verified by the City Environmental Services Department staff. In addition, the project would achieve LEED ~~Silver~~ Gold certification or equivalent and would involve sustainable development and conservation measures above and beyond the goals and policies listed in the City's Conservation Element (see Chapter 3, Project Description, for more details).

Post-Construction/Occupancy Waste Management

The project is estimated to generate a total of 780 tons of solid waste per year upon full buildout and waste generation factors developed by the City. The solid waste generation of the project was based on an "office" waste generation rate of 0.0017 tons per square foot per year (Appendix Q).

The project would also be required to comply with the City's Recycling Ordinance (O-19678) Recycling Services and Education and measures specified in the project-specific SWMP that would encourage recycling efforts. Required measures include complying with the City's Recycling Ordinance of the Municipal Code (Chapter 6, Article 6, Division 7) by providing recycling collection at least twice a month; designating recycling areas and containers for plastic, glass bottles and jars, paper, newspaper, metal containers, and cardboard; and providing designated recycling collection containers and signage. Solid waste and recyclable materials collection would be provided by a private hauler. These measures would be conditions of project approval.

Compliance with the City's solid waste ordinances and conservation element, as well as the implementation of the project-specific SWMP, the project would minimize impacts from solid waste generation. Therefore, the project would not result in the need for new solid waste disposal systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts.

Electricity and Natural Gas

Construction Use

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by SDG&E. The amount of electricity used during construction would be minimal because typical demand stems from the use of several construction trailers that are used by managerial staff during the hours of construction activities in

addition to electrically powered hand tools. The majority of the energy used during construction would be from petroleum. The electricity used for such activities would be temporary and negligible.

Operational Use

Long-term energy consumption associated with the project includes electricity consumption by employees, energy from water conveyance, and long-term vehicle operations by employees. The project would use electricity for lighting, appliances, and other uses associated with the project's business office land use. The operation of the project is estimated to have an electricity demand of approximately 9,700,000 kilowatt hours per year (Refer to Section 5.11, Energy, for additional detail). SDG&E currently provides electricity and natural gas to the surrounding community and would provide gas and electric services to the project (City of San Diego 1996). SDG&E maintains a 100-foot-wide electrical transmission line easement, which runs north-south along the western border of Torrey Highlands subarea and contains two alternating current (AC) high-voltage overhead transmission lines. These transmission lines include a 138-kilovolt circuit supported by wooden poles and a 230-kilovolt circuit supported by steel tower support structures for electric transmission lines along the western border of Torrey Highlands subarea. The only existing source of gas and electric service for the project site is from the north along Camino del Sur and Torrey Santa Fe Road. In addition, new gas and electric utility services would be included in the Camino del Sur project.

The project would reduce and minimize energy consumption, as part of LEED ~~Silver~~ Gold certification or equivalent, which includes the following sustainability measures:

- Energy-efficient appliances and systems. The project would include the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings and a 10% improvement over Title 24 for indoor mechanical systems.
- Natural daylighting.
- Ventilation strategies. The project would result in approximately 28% less energy use ventilation than the 2014 Title 24 standards.
- Minimized use of landscaping equipment powered by fossil fuels.
- Heat island reduction ("cool" roofing materials, shade hardscape, and covered parking). The project would include cool roof (thermoplastic polyolefin) above the 3-year aged solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums.
- Third-party testing of installed energy systems.

Cool roof materials would contribute to a lower ambient building temperature, reducing the need to use electricity to cool internal temperatures. Systems commissioning would include testing and

maintaining the efficiency of the installed energy systems of the project. Overall, achieving a LEED ~~Silver-Gold~~ certification or equivalent would substantially minimize energy consumption throughout the entire project compared to a similar project without such certification (Refer to Section 5.11 for additional information). Therefore, the project would not require or result in the consumption of excessive amounts of energy.

Additionally, the project would be designed according to the most recent Title 24 standards of the California Code of Regulations. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The 2016 Title 24 standards are the current applicable building energy efficiency standards, and became effective on January 1, 2017. The 2019 Standards will continue to improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 Standards will go into effect on January 1, 2020. ~~The most recent amendments, referred to as the 2013 standards, became effective on July 1, 2014.~~

Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen). CALGreen took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20% mandatory reduction in indoor water use
- 50% of construction and demolition waste must be diverted from landfills
- Mandatory inspections of energy systems to ensure optimal working efficiency
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards

Similar to Title 24, Part 6, the proposed 2019 CALGreen standards will build upon the 2016 CALGreen standards for residential and non-residential construction and will go into effect on January 1, 2020.

Implementation of these regulations and standards, in addition to LEED ~~Silver-Gold~~ sustainability measures designed to reduce energy consumption, would ensure the project would not result in the need for additional energy delivery systems or require substantial alterations to existing facilities. Therefore, the project would not result in the need for new energy delivery systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts.

7.7.3.3 Significance of Impact

Water

Facilities

The project would connect to existing water lines adjacent to the site and the 16-inch public water main in the Camino del Sur right-of-way that is planned under the Merge 56 project and would not require off-site pipeline upsizing or new water facilities. On-site water infrastructure would be designed and sized to meet the project's water needs in conformance with City standards. Therefore, project impacts to water infrastructure would be less than significant.

Supply

The Water Supply Assessment (Appendix N) determined that there would be sufficient water supply to serve the project's projected water demands. Also, considering the project's water conservation project design features as previously described, the project would not result in the use of excessive amounts of water. Therefore, impacts related to water supply would be less than significant.

Conservation

The project would be consistent with applicable water conservation requirements. In addition, the project would be designed to achieve LEED ~~Silver~~ Gold certification or equivalent; therefore, impacts would be less than significant.

Wastewater

The sewer study concluded that the project site would not result in an increase in demand associated with wastewater facilities. Therefore, the project would not result in the need for new systems or require substantial alterations to existing utilities, the construction of which would create physical impacts. Impacts relative to wastewater would be less than significant.

Solid Waste Management

The project would generate waste during both construction and operational phases. With implementation of the strategies outlined within the project-specific SWMP, through permit conditions, as well as compliance with applicable City's regulations related to solid waste, impacts would be below a level of significance.

Electricity and Natural Gas

Per the City's CEQA Significance Thresholds, SDG&E continuously forecasts future energy demands to ensure that infrastructure capacity can meet demand. The City's CEQA Significance Thresholds state that "direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff" (City of San Diego 2011a). The project is not expected to result in the need for new energy delivery systems or require substantial alterations to existing utilities, the construction of which would create physical impacts. Impacts relative to electricity and natural gas would be less than significant.

7.8 WATER QUALITY

This section provides a summary of existing water quality conditions. Information in the following discussion is based on the Storm Water Quality Management Plan for The Preserve at Torrey Highlands, (March 2016), prepared by Leppert Engineering and is included as Appendix R of this EIR.

7.8.1 EXISTING CONDITIONS

Flood Plain

The project site is vacant, undeveloped land consisting of native plant communities and two unvegetated stream channels. According to the geotechnical evaluation as a part of the Storm Water Quality Management Plan prepared for the project and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the site is not within any designated flood zones (Appendix R).

7.8.2 REGULATORY SETTING

The following describes the planning framework and additional regulatory documents, plans, and policies relevant to water quality for the project. The section describes applicable plans, policies, and regulations of regional, state, or federal agencies with jurisdiction over the City.

Federal

Clean Water Act

The CWA was designed to restore and maintain the chemical, physical, and biological integrity of waters in the United States. The CWA also directs state governments to establish water quality standards for all waters of the United States and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The EPA has delegated responsibility for

implementation of portions of the CWA to the SWRCB and the RWQCBs, including water quality control planning and control programs, such as the NPDES program. The NPDES program is a set of permits designed to implement the CWA that apply to various activities that generate pollutants with potential to impact water quality.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. Section 304(a) requires the EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which the EPA has published water quality criteria and which reasonably could be expected to interfere with designated uses of a water body.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwater) and directs the RWQCB to develop regional basin plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The Basin Plan is designed to preserve and enhance the quality of water resources in the San Diego Region for the benefit of present and future generations. The purpose of the plan is to designate beneficial uses of the region's surface water and groundwater, designate water quality objectives for the reasonable protection of those uses and establish an implementation plan to achieve the objectives.

All projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) from the RWQCBs. Land and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits. These regulations are applicable to the projects.

Local

San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the San Diego Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface water and groundwater.
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy.
- Describe implementation programs to protect the beneficial uses of all waters within the region.
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

7.8.3 IMPACT: POLLUTANT DISCHARGE TO WATERS OR IMPAIRED WATER BODY; EFFECTS ON LOCAL AND REGIONAL WATER QUALITY

Issue 1: Would the project result in an increase in pollutant discharge to receiving waters during or following construction? Would the project discharge identified pollutants to an already impaired water body?

Issue 2: What short-term and long-term effects would the proposal have on local and regional water quality? What types of pre- and post-construction best management practices (BMPs) would be incorporated into the project to preclude impacts to local and regional water quality?

7.8.3.1 Threshold

Compliance with the water quality standards is ensured through permit conditions provided by LDR Engineering for private projects. For public projects compliance is the responsibility of the particular department implementing the project. Adherence to the City's storm water regulations is thus considered adequate to preclude surface water quality impacts, unless substantial evidence supports a fair argument that a significant impact would occur. Accordingly, conformance with the City's storm water regulations is the applicable threshold.

If it is determined that BMPs are to be used to protect another specific environmental resource (e.g., biological resources) and these BMPs are above what is required for the project to achieve compliance with the City's Water Quality Standards, the BMPs should be regarded as mitigation measures.

7.8.3.2 Analysis of Impact

The project would increase the quantity of runoff from the site for a 100-year storm event. However, the project site is not within any designated flood zones, and the potential for flooding of the project would be low (Appendix R).

The project site is located in Torrey Highlands, which falls under the Miramar Reservoir Hydrologic Area of the Peñasquitos Hydrologic unit. The project site is located in an undeveloped area south of the intersection of Torrey Santa Fe Road and Camino del Sur just south of State Route 56, in the City. According to the Drainage Study (Appendix M), the project site consists of three sub-basin drainages. Sub-basin 1 runs along the western edge of the site and drains an approximately 0.03-acre area to the north. The majority of the project site is within sub-basin 2 and drains through the site to an approximately 1.12-acre area off site to the north. Sub-basin 3, which runs along the eastern edge of the project site, drains to an approximately 0.10-acre area to the north into one of Deer Canyon's finger canyons. The total runoff from the project site would increase from 14.20 cfs to 27.34 cfs with implementation of the project (Appendix M).

Development of the project would increase the quantity of storm water runoff from the site for a 100-year storm event (Appendix M). To compensate for this increase, the project includes improvements to the on-site storm water conveyance system. No off-site storm water improvements are proposed. The improvements ensure that all on-site storm water runoff, including roof and garage drainage, would be diverted to a private storm drain system of high-density polyethylene (HDPE) or polyvinyl chloride (PVC) pipes and drained into the biofiltration areas. The project's storm runoff would be collected by proposed on-site drainage facilities and conveyed to a single discharge location near the middle of the northerly site boundary (Appendix R). The collected runoff would be collected and then conveyed by a storm drain system that discharges at a single location into an unnamed natural drainage course just north of the project site. These drainage facilities would ensure that the project would have a low susceptibility to erosion (Appendix R).

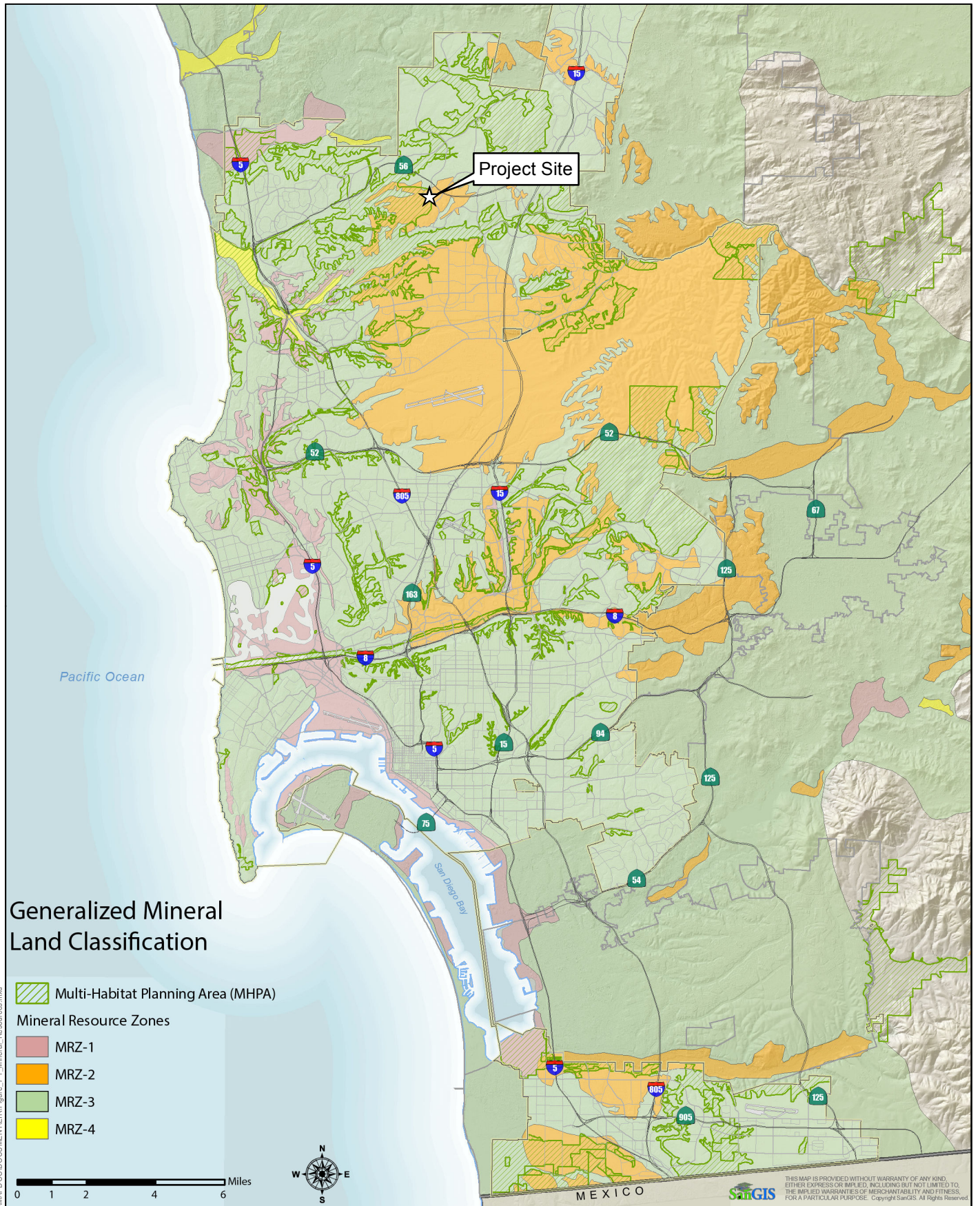
Improvements to on-site storm water systems and sustainability features would ensure the increase of 13.14 cfs in peak runoff flow would not adversely impact the existing storm water system (Appendix M). Therefore, the project would not result in the need for new systems or require substantial alterations to existing storm water utilities, the construction of which would create physical impacts with regard to

storm water. Further, compliance with conformance with the City's storm water standards would ensure no significant impacts would occur.

7.8.3.3 Significance of Impact

Based on implementation of project design elements, including construction and post-construction BMPs, related maintenance efforts, and required conformance with City storm water regulations and associated requirements (including NPDES Construction General, Municipal, and Groundwater permits), potential construction and long-term project-related pollutant discharge and water quality impacts would be less than significant.

INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands

Mineral Resources

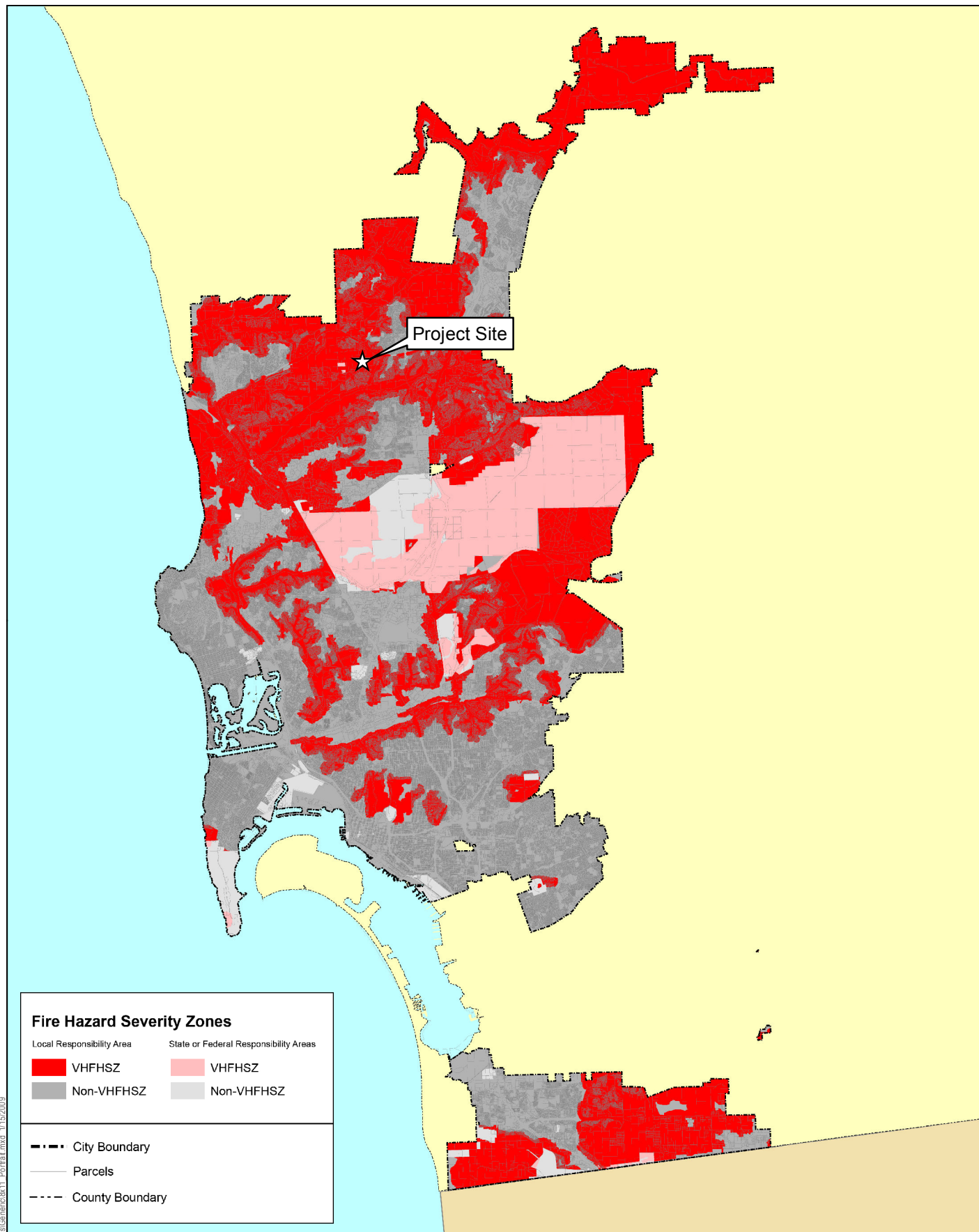
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7-2

INTENTIONALLY LEFT BLANK

Z:\Templates\Arcmap\New_Portal\General\&11_Portal.mxd 11/15/2009



The Preserve at Torrey Highlands

Fire Hazard Severity Zones

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
7-3

INTENTIONALLY LEFT BLANK

CHAPTER 8 MANDATORY DISCUSSION AREAS

This section addresses significant environmental impacts that cannot be avoided if The Preserve at Torrey Highlands (project) is implemented, significant irreversible environmental changes that would be involved should the project be implemented, and growth-inducing impact of the project.

8.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

Section 15126.2(b) of the CEQA Guidelines requires an EIR to identify significant environmental effects that cannot be avoided if a project is implemented (14 CCR 15000 et seq.). As discussed in Chapter 5, Environmental Analysis, of this EIR, implementation of the project would result in significant impacts related to the following issue areas: visual effects and neighborhood character (landform alteration), greenhouse gas emissions, transportation/circulation, air quality (construction), biological resources, historical resources, paleontological resources, and tribal cultural resources. Incorporation of mitigation measures would reduce the project's significant impacts to less than significant, except for the following issue areas: visual effects and neighborhood character, greenhouse gas emissions, and transportation/circulation, which would remain significant and unmitigated.

Table ES-2 in the Executive Summary summarizes the project's significant environmental impacts and mitigation measures that would reduce impacts to below a level of significance. Chapter 10, Mitigation Monitoring and Reporting Program, lists the project-specific mitigation measures.

8.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES CAUSED BY THE PROJECT

CEQA Guidelines Section 15126.2(c) requires the evaluation of significant irreversible environmental changes that would occur should a project be implemented, as follows:

- (1) Primary impacts, such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources, and cultural resources); (2) secondary impacts, such as road improvements, which provide access to previously inaccessible areas; and (3) environmental accidents potentially associated with the project.

Furthermore, Section 15126.2(c) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to ensure that current consumption of such resources is justified.

Implementation of the project would not result in significant irreversible impacts to agricultural land, forestry land, mineral resources, historical resources, paleontological resources, or tribal cultural resources. The project site is currently vacant and designated Commercial Employment, Retail, and Services in the City of San Diego's General Plan (City of San Diego 2008), and Commercial Limited (CL) land use under the existing Torrey Highlands Subarea Plan (City of San Diego 1996). The site does not contain agricultural or forestry resources. Although mineral resource deposits (MRZ-2) underlie the site (City of San Diego 2008; DOC 1975), the parcel has been planned for other uses such as development and public rights-of-way (see Section 3.3, Project Characteristics, for discussion of planned rights-of-way for the Camino del Sur improvements); therefore, the loss of renewable mineral resources is not considered significant at a project-specific level. Additionally, no water bodies are located within the boundaries of the project site or within the vicinity of the project that would be impacted.

The project would require the commitment of energy and non-renewable resources, such as electricity, fossil fuels, natural gas, construction materials (e.g., concrete, asphalt, sand and gravel, steel, petrochemicals, and lumber), potable water, and labor during construction. The project features a number of sustainable elements (e.g., solar photovoltaic installations; exceedance of Title 24 energy standards; variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; energy-efficient lighting, appliances and systems; natural daylighting; and heat island reducing "cool" roofing materials, Transportation Demand Management program features to reduce vehicle miles travelled) to minimize its consumption of energy and non-renewable resources (see Section 5.4, Greenhouse Gases and Section 5.10, Energy, for further details). However, use of these resources on any level would have an incremental effect regionally and would, therefore, result in long-term irretrievable losses of non-renewable resources, such as fuel and energy.

Existing on-site natural resources would be removed as part of this project. Implementation of the project would result in permanent direct impacts to approximately 9.75 acres of native vegetation. Indirect impacts to special-status plants and vegetation communities may result primarily from adverse "edge effects," which may include dust, which could disrupt plant vitality in the short term or construction-related soil erosion and water runoff. Most of the indirect impacts to vegetation communities and special-status plants can also affect special-status wildlife. In addition, wildlife may be indirectly affected in the short term and long term by noise and lighting, respectively, which can disrupt normal activities and subject wildlife to higher predation risks. ~~Although irreversible.~~ However, these impacts would be mitigated by measures outlined in Section 5.6, Biological Resources.

Implementation of the project has the potential to disturb currently unknown sensitive sub-surface deposits, historical resources and tribal cultural resources and such impacts would be

irreversible. These impacts, however, would be mitigated to below a level of significance as described in Section 5.7, Historical Resources and Section 5.9, Tribal Cultural Resources and recovery would occur during the monitoring process.

Paleontological resources could be disturbed but would be collected and recorded. Impacts to paleontological resources would result in a significant irreversible change to a non-renewable resource. Significant impacts associated with paleontological resources would be mitigated to below a level of significance, as described in Section 5.8, Paleontological Resources.

The project would not involve a roadway or highway improvement that would provide access to previously inaccessible areas. Further, no major environmental accidents or hazards are anticipated as a result of project implementation, as discussed in Section 7.3, Health and Safety.

8.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines mandates that the growth-inducing impact of a project be discussed. This guideline states that the growth-inducing analysis is intended to address the potential for the project to “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment,” and to “encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively” through extension or expansion of existing services, utilities, or infrastructure (14 CCR 15000 et seq.). This second issue involves the potential for the project to induce further growth through the expansion or extension of existing services, utilities, or infrastructure. The CEQA Guidelines further state, “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The City of San Diego’s CEQA Significance Determination Thresholds (City of San Diego 2016) state that a project would have a significant impact related to growth inducement if it would:

1. Induce substantial population growth in an area.
2. Substantially alter the planned location, distribution, density, or growth rate of the population of an area.
3. Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvement Project list, when such infrastructure exceeds the needs of the project and could accommodate future development.

Torrey Highlands Planning History and Planning Process

The North City Future Urbanizing Area (NCFUA) is a 12,000-acre area stretching easterly from Interstate 5 and Carmel Valley to the Rancho Peñasquitos and Rancho Bernardo communities. The NCFUA Framework Plan, adopted in October 1992, established five subareas (City of San Diego 1992). The project site is included in the plan for Subarea IV, which is referred to as the Torrey Highlands Subarea. Subsequent to the adoption of the Framework Plan in 1992, NCFUA property owners participated in a coordinated effort to create four subarea plans. In March 1994, prior to the completion of the subarea plans, the City Council decided to place a phase shift measure on the June 1994 ballot for the entire NCFUA, but failed to gain a majority vote. According to the Framework Plan, once a phase shift effort for the entire NCFUA has failed, then individual subareas are allowed to proceed for a phase shift vote if they comply with the Framework Plan, including completion of a subarea plan. The Torrey Highlands Subarea Plan that was begun in 1993 has been revised, updated, and completed to comply with the requirements set forth by the Framework Plan, and was adopted by the City Council on August 5, 1996, and submitted for a phase shift vote on the November 5, 1996, ballot. The ballot measure passed, and the Torrey Highlands Subarea Plan became effective (City of San Diego 1996). As such, the final land use plan for the Torrey Highlands community has been achieved as a result of planning steps taken to realize the specific goals of the Framework Plan. The Torrey Highlands Subarea Plan text defines the implementing principles and policies that will guide development of the community (City of San Diego 1996).

Short-Term Growth Inducement

During project construction, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met predominantly by the local labor force, and would not require importation of a substantial number of workers or cause an increased demand for temporary or permanent local housing. Further, construction of the project is expected to take approximately 22 months. Since construction would be short term and temporary, it would not lead to an increase in employment on site that would stimulate the need for additional housing or services. Accordingly, no associated substantial short-term growth-inducing effects would result.

Long-Term Growth Inducement

Per the CEQA Guidelines, growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment. The project proposes to construct a 450,000-square-foot office campus. Specifically, the project would construct three office buildings comprised of a 120,000-square-foot, four-story building; a 150,000-square-foot, five-story building, a 180,000-square-foot, six-story building; an amenity building that would include a 3,850-square-foot café and a 5,000-square-foot fitness center (including shower facilities); and a 180,000-square-foot seven-story parking garage with

one level below grade and surface parking. Each office building would include subterranean parking spaces. As discussed in Section 5.1, Land Use, the project site is designated as Commercial Employment, Retail, and Services in the City of San Diego's General Plan (City of San Diego 2008), and Commercial Limited within the Torrey Highlands Subarea Plan (i.e., community plan) (City of San Diego 1996), which is part of the greater North City Future Urbanizing Framework Plan (City of San Diego 1992). The site was previously slated for development under the previously-entitled Our Lady of Mount Carmel church project.

The project site is designated for development in the Torrey Highlands Subarea Plan (City of San Diego 1996). As discussed in Chapter 7, Section 7.6, Population and Housing, the project would not include development of housing. Implementation of the business office development would generate new jobs and would potentially increase the amount of residents within the Torrey Highlands community planning area. As a result of the project, the estimate of new full-time-equivalent jobs is approximately 2,400. However, because the project would not contribute to new residential development or include any residential land uses, permanent population increase would not result following implementation of the development.

Another important factor in assessing the potential for growth inducement is the status of the surrounding lands. Most land surrounding the project site is already developed, is the subject of currently processing development applications in accordance with adopted planning documents, or is identified for preservation as open space. Thus, these surrounding land uses would not be pressured to increase existing densities due to either job opportunities or the relatively higher density of uses proposed for the project site.

All major public services and utilities currently service the project area. As discussed in Section 7.8Z, Public Utilities, the development would use existing utility connections and those planned by the proposed Merge 56 project. Further, the Merge 56 project would include extensions of Camino del Sur and Carmel Mountain Road rights-of-way to complete the planned circulation system in the community and link existing built-out areas nearby. These roadway extensions would provide access to the project site. Aside from the proposed roadway extensions that would be constructed under the Merge 56 project, no major new infrastructure facilities are required specifically to accommodate the project. No existing capacity deficiencies were identified for water, wastewater, or storm drain facilities that would serve the project. Furthermore, the project would not generate sewage flow or stormwater that would exceed the capacity already planned for the sewer line or storm drain. Therefore, the project would not result in the extension of major infrastructure facilities that would induce population growth. Thus, long-term growth-inducing impacts of the project would be less than significant.

Lastly, the project would not displace any housing or people because the site is currently vacant and has never been developed with housing. For these reasons, approval of the project would not result in significant growth-inducing impacts.

INTENTIONALLY LEFT BLANK

CHAPTER 9 ALTERNATIVES

9.1 INTRODUCTION

CEQA requires that environmental impact reports (EIRs) contain an analysis of alternatives to the project that would avoid or substantially lessen environmental impacts. Section 15126.6(a) of the CEQA Guidelines states that an EIR should “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (14 CCR 15000 et seq.). The selection of alternatives is governed by a “rule of reason” that requires an EIR to evaluate only those alternatives necessary to permit a reasoned choice (Section 15126.6(f)). The EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons for that determination (Section 15126.6(c)). Additionally, CEQA requires discussion of a No Project Alternative to give decision makers the ability to compare impacts of approving the project with those of not approving the project (Section 15126.6(e)).

Pursuant to the CEQA Guidelines, a range of alternatives for The Preserve at Torrey Highlands is considered in this EIR. These alternatives were developed in the course of project planning, environmental review, and public input. The discussion in this section provides a description of alternatives considered and an analysis of whether the alternatives meet most of the objectives of the project.

Per CEQA Guidelines, Sections 15126.6 (b) and (c), the focus of this analysis is to determine (1) whether alternatives are capable of avoiding or substantially lessening the significant environmental effects of the project, (2) the feasibility of alternatives, and (3) whether an alternative meets all or most of the basic project objectives. This chapter focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives or would be more costly. In accordance with Section 15126(f)(1) of the CEQA Guidelines, the factors that may be taken into account when addressing the feasibility of alternatives are site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the project proponent can reasonably acquire, control, or otherwise have access to an alternative site.

9.2 PROJECT OBJECTIVES

The project objectives were identified in Chapter 3, Project Description, and include the following:

1. Adaptively use a vacant site by developing 450,000 square feet of business office campus that is consistent with the City of San Diego’s General Plan and in proximity to ~~other~~ nearby office and residential land uses.

2. Provide a cohesive design that is compatible in scale and character to other existing and planned office developments within the vicinity.
3. Develop a high-quality office campus to provide an employment base as a means to create a balance between the existing/proposed housing and the creation of places where those residents may work; create a (jobs/housing balance).
4. Locate high-quality employment opportunities within the area to take advantage of the Camino del Sur and State Route ~~(SR)~~ 56 freeway interchange to help provide the critical mass that supports planned multimodal transportation linkages.

9.3 SIGNIFICANT IMPACTS

As discussed throughout this EIR, implementation of the project would result in significant impacts to visual effects and neighborhood character, transportation/circulation, greenhouse gases (GHGs) emissions, air quality, biological resources, historic resources, paleontological resources, and tribal cultural resources. Impacts relative to air quality, biological resources, historic resources, paleontological resources, and tribal cultural resources would be mitigated to below a level of significance with implementation of mitigation measures identified in this EIR. Impacts related to transportation/circulation, GHG, air quality, and visual effects and neighborhood character (see Section 5.2, Transportation/Circulation; Section 5.3, Visual Effects and Neighborhood Character; and Section 5.4, Greenhouse Gas Emissions) would remain significant and unmitigated. The project alternatives evaluated below were developed to address the project's significant impacts.

9.4 ALTERNATIVES ELIMINATED FROM DETAILED CONSIDERATION

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the lead agency's determination. Factors that may be used to eliminate alternatives from detailed consideration in an EIR include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental effects. The following are alternatives that have been rejected by the lead agency and do not require further analysis in this EIR.

Alternate/Off-Site Location

Section 15126.6(f)(2) of the CEQA Guidelines provides that off-site alternatives should be considered if development is feasible and would avoid or substantially lessen the significant effects of the project.

Factors that need to be considered when identifying an off-site alternative includes the size of the site, its location relative to the general area, the General Plan (or other applicable planning document) land use designation, and the ability to meet the project objectives.

The project parcel is owned by the applicant. There are no other parcels in the general vicinity of the Camino del Sur/SR-56 vicinity containing the Employment Center (EC) designation that are large enough to support the development of a business office campus. The properties are either developed, currently processing development approvals, or are currently undergoing renovation. Additionally, redevelopment of an existing employment center would not achieve Objective 4, which has the goal of locating ~~additional~~ high-quality employment use opportunities within the sub-regional area of the community to take advantage of the Camino del Sur/SR-56 freeway interchange and help provide the critical mass that supports planned multimodal transportation improvements and linkages. The applicant does not have immediate ownership of any similarly sized land in the project area. The applicant cannot reasonably acquire, control, or otherwise have access to other sites in the area that would meet the project objectives. Therefore, off-site alternatives were rejected from further consideration because they could not feasibly achieve Objective 3 and Objective 4.

Reduced Development Alternative: Full Avoidance of Significant Transportation/Circulation Impacts

A Reduced Development Alternative was initially considered that would assume a reduced square footage for the office buildings, with the goal of avoiding all of the project's identified significant and unavoidable transportation/circulation impacts. Reducing the square footage of the project would reduce the number of vehicle trips generated by this alternative, which would in turn reduce GHG emissions, criteria air pollutant emissions, and traffic-generated noise associated with project construction and project operational activities.

Based on a calculation of average daily trip (ADT) volumes it was determined that to reduce all of the project's significant and unavoidable traffic impacts (TRA-1 through TRA-9), the project's square footage would need to be reduced to 21,400 square feet or less. A 21,400-square-foot office project would result in approximately 526 ADT (LLG 2018).

Therefore, to accomplish any meaningful reduction in the project's identified significant and not fully mitigated cumulative traffic impacts, a substantial reduction in the square footage of office uses would be required. The substantial reduction in office square footage would preclude achievement of the majority of the project objectives. Specifically, this reduced development alternative would not provide an employment base that would allow for a jobs/housing balance for the area (Objective 3). Additionally, this alternative would not provide an amount of employment uses near the SR-56 interchange sufficient to create a critical mass that supports planned multimodal transportation improvements and linkages (Objective 4).

Although a reduction in the size and height of this alternative would reduce construction air quality emissions (NO_x) emissions, the project's contribution to GHGs, and public views of the buildings, the

amount of contouring and excavation of land required to construct building pads, driveways, a retaining wall, and on-site drainage facilities would still exceed the City's threshold of 2,000 cubic yards of excavation and fill per acre that would create manufactured slopes higher than 10 feet, and, hence, landform alteration impacts would not be reduced under this alternative.

Therefore, this Reduced Development Alternative was eliminated from further evaluation.

9.5 ALTERNATIVES UNDER CONSIDERATION

This analysis focuses on alternatives capable of avoiding or substantially lessening any of the significant effects of the project, even if the alternatives would impede, to some degree, the attainment of project objectives.

Per CEQA Guidelines Section 15126.6(e)(2), "the no project analysis shall discuss the existing conditions..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, but based on current plans and consistent with available infrastructure and community services." Section 15126.6(e)(3)(B) also indicates that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

The following alternatives have been identified for analysis: No Project/No Development Alternative, No Project/Development under Existing Plans Alternative, Subterranean Parking Alternative, Reduced Footprint Alternative, and Reduced Development Alternative.

9.6 ENVIRONMENTAL ANALYSIS

9.6.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Under the No Project/No Development Alternative, the project would not be implemented and the site would remain in its current condition.

Under this alternative, none of the direct or indirect environmental impacts associated with construction and operation of the project would occur.

Project Objectives

The No Project/No Development Alternative would not meet any of the project objectives set forth in Section 9.2.

9.6.2 NO PROJECT/DEVELOPMENT UNDER EXISTING PLANS ALTERNATIVE

The project site is currently designated as Commercial Employment, Retail, and Services in the City of San Diego's General Plan (City of San Diego 2008) and Commercial Limited within the Torrey Highlands Subarea Plan (community plan) (City of San Diego 1996). Under these designations, an alternative could be developed that is consistent with these plans and would develop Commercial Limited use, which is stated in the Subarea Plan as uses that are somewhat dependent on automobiles but are appropriate for the more isolated location of this site. This category of land use includes religious facilities, trade schools, storage facilities, nurseries, garden centers, and veterinary clinics (City of San Diego 1996).

For purposes of this CEQA analysis, a religious facility use is assumed for the site. In fact, a religious use project was previously contemplated for the site in 2004 for the Our Lady of Mount Carmel Catholic Church and school (K-8th grade), which provides the best comparative analysis to the project's impacts. The religious facility campus would likely include an on-site school (K-8th grade), large sanctuary/worship center containing 1,000 to 3,500 seats, administration buildings, playground, and other structures. The parking structure would be the same as the project, and surface parking on site would be expanded. See Figure 9-1 for a conceptual site plan for this alternative. The development footprint would occupy the entire site, as with the project. This alternative would not require a Community Plan Amendment; however, a rezone from AR-1-1 would be required to allow for religious and educational uses on site, ~~and site development permits~~ Site Development Permit, and a Planned Development Permit would be required, similar to the project.

Land Use

Similar to the project, this alternative would not conflict with any applicable goals or policies in the San Diego General Plan. This alternative would not require a Community Plan Amendment to the Torrey Highlands Subarea Plan since the religious facility use is consistent with the Subarea Plan. This alternative would be required to comply with the City's Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines, the same as with the project. This alternative would not conflict with applicable plans, policies, or objectives. Overall, impacts to land use compared to the project would be slightly reduced under this alternative because no Community Plan Amendment would be required.

Visual Effect and Neighborhood Character

Landform Alteration

Development of the Development Under Existing Plans Alternative would likely require the same grading, cut and fill, creation of manufactured slopes, and construction of building pads because the entire site would be utilized, similar to the project. As with the project, creating manufactured slopes

would exceed the City's threshold of 2,000 cubic yards of excavation and fill per acre that would create manufactured slopes higher than 10 feet, resulting in the alteration of existing site topography that would create a significant impact to the existing landform. Impacts regarding landform alteration would be significant and unavoidable.

Public Views

Impacts on views from the project would likely be slightly reduced under this alternative due to the reduced building height when compared to the project. The alternative is not likely to have substantial structures over three stories in height. This decrease in building height would be less intrusive and prominent from public vantage points, resulting in lesser impacts due to bulk, scale, lighting, and shading adjacent the MHPA, and glare than under the project. Impacts on public views would be lesser under this alternative. However, a religious facility use could include large steeples, symbolic iconography affixed to tall pillars, or other dominant architectural elements designating the site as a place of worship. Elements such as these would have the potential to result in a significant impact to public views and neighborhood character.

Overall, because this alternative would be consistent with the Subarea Plan land use designation, it would be considered generally more compatible with the existing neighborhood character than the project.

Greenhouse Gases

Impacts to GHG emissions would be less than the project because there would be less construction emissions on an annual basis, and because this alternative would comply with the City's Climate Action Plan (CAP). There would be less operational ADT when compared to the project. GHG impacts would likely be less than significant under this alternative.

Transportation/Circulation

This alternative would result in fewer impacts to transportation/circulation than the project. Similar religious use campuses have resulted in an ADT generation of 2,500 weekday trips and 1,150 on a typical Sunday, which are less than the project's ADT of 5,264 (LLG 2018). This alternative would avoid the following impacts: Black Mountain Road/SR-56 eastbound ramps, and the segment impact on Black Mountain Road from SR-86 eastbound Ramps to Park Village Road. Other significant transportation/circulation impacts of the project would occur under this alternative; therefore, MM-TRA-1 through TRA-3, TRA-5, and TRA-7 through TRA-9 would still apply. Impacts would be reduced when compared to the project.

Air Quality and Odor

This alternative would not require a Community Plan Amendment; therefore, this alternative would be consistent with the San Diego Air Pollution Control District's Regional Air Quality Strategy (RAQS). This alternative would thus eliminate the significant and unavoidable impact associated with the RAQS consistency identified under the project.

Additionally, criteria air pollutant emissions associated with construction of this alternative would likely be decreased compared to the project because less square footage would be developed. **MM-AQ-1** and **MM-AQ-2** would be required to ensure emissions of NO_x would be reduced to below the maximum daily emission threshold. As with the project, impacts associated with construction of this alternative would be less than significant after mitigation.

Air emissions associated with operation of this alternative, similar to the project, would be less than significant because fewer vehicle trips would occur. In addition, as with the project, impacts associated with health effects would be less than significant with implementation of **MM-AQ-1** and **MM-AQ-2**. Overall impacts to air quality would be reduced because there would be less area source emissions and less mobile emissions when compared to the project.

Biological Resources

This alternative would likely utilize the same footprint as the project, and therefore would not reduce or eliminate on-site biological resources impacts when compared to the project. This alternative would be required to implement **MM-BIO-1** through **MM-BIO-4** to reduce impacts to less than significant, similar to the project.

Historical Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site historical resources impacts when compared to the project. This alternative would be required to implement **MM-CUL-1** to ensure that impacts are reduced to below a level of significance.

Paleontological Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site paleontological resources impacts when compared to the project. This alternative would be required to implement mitigation measure **MM-PALEO-1** to ensure that impacts are reduced to below a level of significance.

Tribal Cultural Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site tribal cultural resources. Similar to the project, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Impacts would be considered significant, similar to the project, and **MM-TCR-1** would be implemented to reduce impacts to below a level of significance.

Noise

Daytime noise associated with project construction under this alternative would be similar compared to the project. A similar array of construction activities on a daily basis would be anticipated. As with the project, noise associated with construction activities would not exceed the City's 12-hour average noise standard of 75 A-weighted decibels (dBA), and construction noise impacts would be less than significant.

For operational noise, this alternative would result in more noise during daytime hours due to the inclusion of a school use, with students playing outside at various break times. Additionally, this alternative would likely have a greater number of noise sources (students, events, congregation-based services, vehicles travelling to and from the site for both religious and school purposes, and school-related events such as book fairs, back-to-school nights, and evening student performances), so noise-generating activities would occur morning through evening potentially during most days during the week. Mobile noise sources would be reduced compared to the project because less ADT would be generated. Weekends would have elevated noise levels associated with the religious use compared to the proposed general office use because offices are typically closed on weekends, whereas religious use facilities hold services and events during weekends. Overall, operational noise impacts would be greater compared to the project, but still less than significant.

Energy

Under this alternative, the total amount of energy required to heat, cool, and service the buildings with electricity and natural gas would be reduced compared to the project because religious uses and schools have lower energy intensities per square foot when compared to general office uses. Additionally, new development would comply with the most current version of Title 24, Part 6, of the California Code of Regulations, and the buildings under this alternative would be designed to achieve Leadership in Energy and Environmental Design (LEED) Silver-Gold Certification or equivalent, as with the project. Overall, however, impacts associated with energy would be reduced under this alternative when compared to the project.

Impact Summary

Reduced impacts would result to land use, greenhouse gas emissions, transportation/circulation, visual effects and neighborhood character, air quality and odor, and energy.

Similar impacts would result to biological, historical, paleontological, and tribal cultural resources.

Greater impacts would result from operational noise.

Project Objectives

This alternative would not meet most of the project objectives. It would not develop 450,000 square feet of commercial office space as provided in Objective 1. The alternative's buildings would be designed to fit the scale, height, and character of the existing and planned buildings in the project area; therefore, the alternative would be compatible with the surrounding development, and the alternative would meet Objective 2. This alternative would develop some jobs but would not provide enough space to provide an employment base that would allow for a jobs/housing balance for the area and thus would not meet Objective 3. This alternative would also not provide an amount of employment uses near the SR-56 interchange sufficient to create a critical mass that supports planned multimodal transportation linkages; therefore, it would not meet Objective 4.

9.6.3 SUBTERRANEAN PARKING ALTERNATIVE

The Subterranean Parking Alternative would construct a 450,000-square-foot business park campus within three buildings and would eliminate the project's proposed seven-story parking structure. Additional levels of subterranean parking would be added to each building to accommodate parking as well as an expanded surface parking lot on the eastern portion of the site; however, the same number of overall parking spaces (1,781) would be developed as the project. All other project components, such as the private café (3,850-square-foot, one-story amenity building) and achieving LEED ~~Silver~~ Gold Certification or equivalent, would be employed similar to the project. Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to redesignate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), ~~and a site development permit~~ Site development Permit, and a Planned Development Permit. The intent of this alternative is to reduce visual impacts by placing parking underground and reduce the amount of surficial ground disturbance compared to the project, leaving the area where the proposed parking structure would be located undeveloped in its natural state (see Figure 9-2).

All three buildings would include eight levels of subterranean parking. Building 1 would be four stories, 120,000 square feet, and accommodate 515 parking spaces; Building 2 would be five stories,

150,000 square feet, and accommodate 602 parking spaces; and Building 3 would be six stories, 180,000 square feet, and accommodate 602 parking spaces. See Figure 9-2 for a conceptual site plan for this alternative.

The Subterranean Parking Alternative would require approximately 257,000 additional cubic yards of soil export (approximately 86,000 cubic yards for each of the three buildings) when compared to the project.

Land Use

Similar to the project, the Subterranean Parking Alternative would not conflict with any applicable goals or policies in the San Diego General Plan or the Torrey Highlands Subarea Plan. This alternative would also comply with the City's MHPA Land Use Adjacency Guidelines, same as with the project. This alternative would not conflict with applicable plans, policies, or objectives. Moreover, no deviations would be required, similar to the project. Overall, impacts to land use compared to the project would be similar under this alternative.

Visual Effect and Neighborhood Character

Landform Alteration

As with the project, development of the Subterranean Parking Alternative would require grading, cut and fill, creation of manufactured slopes, and construction of building pads. The amount of cut and fill required for the subterranean parking levels would require a substantially greater amount of excavation when compared to the project because eight levels of subterranean parking would be provided underneath each of the three office buildings. As with the project, the creation of manufactured slopes would exceed the City's threshold of 2,000 cubic yards of excavation and fill per acre that would create manufactured slopes higher than 10 feet, resulting in the alteration of existing site topography that would create a significant impact to the existing landform. As a result, **MM-VIS-1** would be implemented. Following implementation of **MM-VIS-1**, impacts regarding landform alteration would remain significant and unmitigated, as with the project. Compared to the project, landform impacts would be increased under this alternative.

Public Views

Under the Subterranean Parking Alternative, the 73-foot-tall parking garage would be eliminated. While the project's impacts on public views would be less than significant, the elimination of the parking garage's bulk, scale, and height would further reduce impacts on public views compared to the project since the buildings would be less prominent from public vantage points and would be more consistent with existing community character. Potential impacts on public views would be reduced under this alternative.

The project would result in less-than-significant light and glare impacts. This alternative would result in slightly reduced impacts because less above grade construction is proposed, and fewer associated lighting features would be implemented.

Greenhouse Gases

Under this alternative, the project's aboveground parking garage would be eliminated. The amount of excavation needed to develop the subterranean parking levels under Buildings 1, 2, and 3 would require the export of more than five times more cubic yards of soil that would be hauled off site, resulting in greater GHG emissions during construction due to the greater number of haul trips.

Regarding this alternative's consistency with the City's CAP, this alternative would not comply with Step 1 of the CAP consistency analysis, same as the project. This alternative would have similar annual operational GHG emissions compared to the project. Therefore, like the project, this alternative would still be required to comply with Step 2 of the CAP consistency analysis and compliance with Step 3 would not be required (City of San Diego 2017). **MM-GHG-1** through **MM-GHG-13** would still be required; however, GHG impacts would remain significant and unmitigated under the Subterranean Parking Alternative, as with the project. This alternative would not result in a reduction in GHG emissions compared to the project, and would not eliminate or reduce the severity of the project's significant and unmitigated impact.

Transportation/Circulation

The increase in vehicle trips on local roadway segments, freeways, and intersections would be the same under this alternative as the project because it would develop the same amount of office square footage and would generate the same number of vehicle trips as the project. As with the project, impacts would remain significant and not fully mitigated after implementation of mitigation under the Subterranean Parking Alternative following implementation of **MM-TRA-1** through **MM-TRA-9**. Additionally, a greater number of construction traffic trips (specifically large haul trucks) would be required as a result of the substantially greater amount of excavation and soil that would be hauled off site.

Air Quality and Odor

Criteria air pollutant emissions associated with construction of the Subterranean Parking Alternative would be greater than the project. The air emissions associated with the construction of the seven-story parking garage would be eliminated; however, emissions from the construction of Buildings 1, 2, and 3 would be increased because it would take longer to construct additional subterranean parking levels in each office building versus one level or half levels as proposed under the project.

Therefore, construction of the Subterranean Parking Alternative would likely increase the overall construction schedule compared to construction of the project. **MM-AQ-1** and **MM-AQ-2** would be required to ensure emissions of NO_x would be reduced to below a level of significance.

Construction of the additional subterranean parking levels would also require extensive excavation, and additional haul trips would be required to export up to five times more soil off site. Impacts associated with construction emissions would be greater than those of the project. Air emissions associated with operation of this alternative would, as with the project, be less than significant because the same square footage of office space would be developed, resulting in the same number of vehicle trips from patrons, visitors, and employees. In addition, as with the project, impacts associated with health effects would be reduced to a level below significance following implementation of **MM-AQ-1** and **MM-AQ-2**. Lastly, this alternative would conflict with the RAQS; therefore, impacts related to RAQS consistency would be significant and unavoidable, as with the project.

Biological Resources

This alternative would eliminate construction of the above-grade parking garage, but grading and excavation to construct the garage underground would result in a similar biological resource impacts. The project would impact sensitive biological resources, and **MM-BIO-1** through **MM-BIO-4** would be required to ensure impacts are reduced to less than significant. Overall, biological resources impacts would be slightly reduced when compared to the project.

Historical Resources

This alternative would result in a similar historical resource impacts. **MM-CUL-1** would be required to ensure that impacts are reduced to a less-than-significant level. Overall, historical resource impacts would be similar to the project.

Paleontological Resources

This alternative would require extensive excavation associated with the development of the subterranean parking levels would increase the potential for disturbance of on-site buried paleontological resources. **MM-PALEO-1** would be required to ensure that impacts are reduced to a less-than-significant level. When compared to the project, impacts from the Subterranean Parking Alternative would be greater, albeit less than significant with implementation of mitigation.

Tribal Cultural Resources

Similar to the project, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Impacts would be considered significant, similar to the project,

and **MM-TCR-1** would be implemented to reduce impacts to below a level of significance. Impacts would be similar to the project.

Noise

Under this alternative, a longer construction schedule would be required when compared to the project as a result of the amount of material required to be excavated and hauled off site to construct the additional subterranean parking levels. As such, construction noise impacts would be increased as a result of an extended construction period. Noise associated with construction activities would likely exceed the City's 12-hour average noise standard of 75 dBA, thus construction noise would be greater.

Operational noise would essentially be the same as the project because the same number of vehicle trips would occur. Noise associated with the parking structure would be reduced due to the majority of vehicles being parked underground. Additionally, mechanical noise from heating, ventilation, and air conditioning (HVAC) equipment would be similar to the project. The height of the office buildings under this alternative would be the same as the project; therefore, noise from rooftop-mounted HVAC equipment would be similar to that of the project. Overall, operational noise impacts would be generally the same as the project.

Energy

Under this alternative, the total amount of energy required to heat, cool, and service the buildings with electricity and natural gas would be slightly greater compared to the project. The subterranean parking structures would require slightly more electricity associated with lighting and heating, cooling, and ventilation compared to the aboveground parking structure as proposed under the project. Similar to the project, this alternative would comply with the most current version of Title 24, Part 6 of the California Code of Regulations, and would be designed to achieve LEED ~~Silver~~ Gold Certification or equivalent. Additionally, this alternative would install solar photovoltaic panels on site and would exceed Title 24 energy standards, as with the project. Overall, impacts associated with energy use would be slightly greater under the Subterranean Parking Alternative compared to the project.

Impact Summary

Reduced impacts would result to visual effects and neighborhood character, and biological resources.

Similar impacts would result to land use, historical and tribal cultural resources, and noise.

Greater impacts would result to transportation/circulation, landform alteration, greenhouse gas emissions, air quality and odor, and paleontological resources associated with construction activities; and slightly greater impacts associated with energy during operation would result.

Project Objectives

The Subterranean Parking Alternative would meet all of the project objectives. It would allow for the development of 450,000 square feet of business office space, hence meeting Objective 1. It would develop three office buildings that would generally provide a cohesive design compatible in character to other planned development in the area and would be compatible in scale and height with the surrounding development; therefore, it would meet Objective 2. This alternative would meet Objective 3 by providing an employment base to help create a jobs/housing balance for the area, and it would provide employment uses near the SR-56 interchange, meeting Objective 4.

9.6.4 REDUCED FOOTPRINT ALTERNATIVE

The Reduced Footprint Alternative would result in the elimination of one office building and moving its office square footage into two office towers of six and nine stories. This alternative would develop 450,000 square feet of commercial office space and associated components, same as the project. This alternative would also maintain the same parking program as the project, including the same number of overall parking spaces (1,781); however, 69 parking spaces would be relocated in the parking structure with the elimination of one office building, thereby increasing the height of the parking structure by approximately 10 feet, 6 inches. The subterranean parking underneath the two office towers and the surface parking would be the same as the project. See Figure 9-3 for a conceptual site plan for this alternative. Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to re-designate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), ~~and a site development permit~~ Site Development Permit, and a Planned Development Permit. The intent of this alternative is to reduce the amount of land disturbance compared to ~~than~~ what would be required under the project. Less land contouring would be required to construct the building pads, driveways, retaining walls, and on-site drainage facilities, and thus, this alternative would reduce potential significant impacts to landform alteration, historic resources, paleontological resources, tribal cultural resources, and biological resources.

Land Use

Under this alternative, one office building would be eliminated and the height of the two office buildings would increase compared to the project (with a maximum building height of approximately 90 feet). This increase in building height would not conflict with any plans, policies, or objectives related to building height in the City's General Plan, Torrey Highlands Subarea Plan, or the

Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan, similar to the project. This alternative would also comply with the City's MHPA Land Use Adjacency Guidelines, same as with the project. Additionally, the increase in building height would not be in violation of the Federal Aviation Administration (FAA) requirements as the alternative would not include structures in excess of 200 feet above ground level (CFR, Section 77.9). Moreover, the project site is located within the Federal Aviation Administration Review Area 2, which only requires review of projects within a High Terrain Zone, which is not applicable to the project site. Furthermore, the project site is located outside of the MCAS Miramar Safety Zone. Therefore, this alternative would not conflict with applicable plans, policies, or objectives. Moreover, no deviations would be required, similar to the project. Overall, impacts to land use compared to the project would be similar under this alternative.

Visual Effect and Neighborhood Character

Landform Alteration

Since one less structure would be constructed, development of the Reduced Footprint Alternative would require less grading, cut and fill, creation of manufactured slopes, and construction of building pads thus reducing impacts associated with landform alteration. However, ~~as~~ with the project, the creation of manufactured slopes would exceed the City's threshold of 2,000 cubic yards of excavation and fill per acre that would create manufactured slopes higher than 10 feet, resulting in the alteration of existing site topography that would create a significant impact to the existing landform. As a result, **MM-VIS-1** would be implemented. Following implementation of **MM-VIS-1**, impacts regarding landform alteration would remain significant and unmitigated, same as the project. However, compared to the project, landform alteration impacts would be reduced under this alternative because this alternative would construct one less building.

Public Views

Views of the project would be greater under the Reduced Footprint Alternative due to the increased building height to eight and seven stories when compared to the project's tallest building at six stories. This increase in building height would be more intrusive and prominent from public vantage points, resulting in greater impacts due to bulk, scale, lighting and shading adjacent the MHPA, and glare than under the project. Visual impacts would be greater under this alternative compared to the project and therefore could result in a significant impact.

Greenhouse Gases

Similar to the project, this alternative would not be consistent with the City's CAP. **MM-GHG-1** through **MM-GHG-13** would still be implemented; however, GHG impacts would remain significant and unmitigated, same as the project.

Transportation/Circulation

The Reduced Footprint Alternative would construct the same amount of square footage as the project. Therefore, transportation/circulation impacts would be the same, as would the required mitigation measures (**MM-TRA-1** through **MM-TRA-9**). As with the project, impacts would remain significant and not fully mitigated after implementation of mitigation under the Reduced Footprint Alternative.

Air Quality and Odor

Under this alternative, the same amount of square footage would be developed as under the project but reconfigured into two structures. Air quality and odor impacts would therefore be roughly the same as the project. As with the project, impacts associated with construction of this alternative would be reduced to a level below significance (NO_x emissions) following implementation of **MM-AQ-1**.

Air emissions associated with operation of this alternative, like the project, would be less than significant because the same number of vehicle trips and area sources would occur. In addition, as with the project, impacts associated with health effects would be reduced to a level below significance following implementation of **MM-AQ-1**. Lastly, this alternative would conflict with the RAQS; therefore, impacts related to RAQS consistency would be significant and unavoidable, same as the project. Overall impacts to air quality would be similar.

Biological Resources

This alternative would eliminate construction of one office building, thereby reducing the disturbance of on-site biological resources when compared to the project. Although the amount of disturbance would be reduced, significant impacts would occur and the Reduced Footprint Alternative would be required to implement **MM-BIO-1** through **MM-BIO-4** to reduce impacts to a level below significance. Additionally, the development of taller buildings under this alternative would result in the potential for bird strike impacts; however, the same window treatment (bird strike preventative film) would be applied to the structures as part of the project design, same as the project; therefore, impacts related to bird strikes would remain less than significant. Overall, impacts to biological resources would be reduced compared to the project under the Reduced Footprint Alternative.

Historical Resources

This alternative would eliminate construction of one office building, thereby reducing the disturbance of on-site historical resources. Potentially significant impacts to historical resources would occur and the Reduced Footprint Alternative would be required to implement **MM-CUL-1** to ensure that impacts are reduced to a level below significance. Overall, impacts would be incrementally reduced, although not eliminated, under the Reduced Footprint Alternative.

Paleontological Resources

Similar to the project, the Reduced Footprint Alternative would result in paleontological resources impacts due to excavation during construction, and **MM-PALEO-1** would be implemented. Overall, impacts would be incrementally reduced, although not eliminated, under the Reduced Footprint Alternative.

Tribal Cultural Resources

Similar to the project, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Impacts would be considered significant, similar to the project, and **MM-TCR-1** would be implemented to reduce impacts to below a level of significance. Overall, impacts would be incrementally reduced, although not eliminated, under this alternative.

Noise

Noise associated with project construction under the Reduced Footprint Alternative would be similar to the project, because the same types of construction activities would occur. As with the project, noise associated with construction activities would not exceed the City's 12-hour average noise standard of 75 dBA, and construction noise impacts would remain less than significant.

Noise associated with this alternative's operation would be similar to the project because the same number of vehicle trips would occur. Noise associated with surface parking lots, parking structure, and mechanical noise from HVAC equipment would be similar to the project. Operational noise impacts would be similar compared to the project, and impacts would remain less than significant.

Energy

Under this alternative, energy use would be similar to the project because the same square footage is proposed, albeit in two structure. New development would comply with the most current version of Title 24, Part 6, of the California Code of Regulations, and as with the project, the buildings would be designed to achieve LEED ~~Silver-Gold~~ Certification or equivalent, would install solar photovoltaic panels on site, and would exceed Title 24 energy standards. Overall, impacts associated with energy would be similar under the Reduced Footprint Alternative compared to the project.

Impact Summary

Reduced impacts would result to biological, historical, paleontological, landform alteration, and tribal cultural resources.

Similar impacts would result to land use, greenhouse gas emissions, transportation/circulation, air quality and odor, noise, and energy.

Greater impacts would result to visual effects and neighborhood character.

Project Objectives

The Reduced Footprint Alternative would meet ~~most, but not all,~~ all of the project objectives. It would develop 450,000 square feet of commercial office space and thus would meet Objective 1. While its visual effects would be greater, it generally would be compatible in scale and character with the surrounding development; therefore, it would meet Objective 2. This alternative would meet Objective 3 by providing an employment base to help create a jobs/housing balance for the area, and it would provide employment uses near the SR-56 interchange, meeting Objective 4.

9.6.5 REDUCED DEVELOPMENT ALTERNATIVE

This alternative would result in development of a 204,000-square-foot project in a three-building configuration: two buildings of two stories and 60,000 square feet each, and one building with 84,000 square feet. The parking program for this alternative would involve the reduction of one subterranean level in each of the three office buildings and the reduction of four levels of parking within the parking structure. The surface parking would be the same as the project. Additionally, the same discretionary actions as would be required for the project would be required for this alternative, including a Community Plan Amendment to redesignate the site from Commercial Limited (CL) to Employment Center (EC), a rezone from AR-1-1 to IP-3-1 (industrial park), ~~and a site development permit, Site Development Permit, and a Planned Development Permit.~~ The intent of this alternative is to reduce significant transportation/circulation impacts of the project. See Figure 9-4 for a conceptual site plan for this alternative.

Land Use

Similar to the project, this alternative would not conflict with any applicable goals or policies in the San Diego General Plan or the Torrey Highlands Subarea Plan. This alternative would also comply with the City's MHPA Land Use Adjacency Guidelines, same as with the project. This alternative would not conflict with applicable plans, policies, or objectives. Moreover, no deviations would be required, similar to the project. Overall, impacts to land use compared to the project would be similar under this alternative.

Visual Effect and Neighborhood Character

Landform Alteration

Development of the Reduced Development Alternative would require less grading, cut, and fill because no subterranean parking would be constructed. The creation of manufactured slopes and construction of building pads would be the same as the project because the same footprints of each building as compared to the project would be employed. As with the project, the creation of manufactured slopes would exceed the City's threshold of 2,000 cubic yards of excavation and fill per acre that would create manufactured slopes higher than 10 feet, resulting in the alteration of existing site topography that would create a significant impact to the existing landform. As a result, **MM-VIS-1** would be implemented. Following implementation of **MM-VIS-1**, impacts regarding landform alteration would remain significant and unmitigated, same as the project.

Public Views

View impacts would be reduced under the Reduced Development Alternative due to the reduced bulk, height, and scale when compared to the project, as a result of less square footage to be constructed. Additionally, this decrease in building height would be less prominent from public vantage points, resulting in reduced impacts due to bulk, scale, lighting and shading adjacent the MHPA, and glare than under the project. Impacts on public views would be reduced under this alternative.

Greenhouse Gases

Under this alternative, construction and operational GHG emissions would be less than under the project because less building square footage would be developed. However, this alternative would not comply with the City's CAP. **MM-GHG-1** through **MM-GHG-13** would still be required; however, GHG impacts would remain significant and unmitigated, same as the project.

Transportation/Circulation

The Reduced Development Alternative would construct less square footage as the project (204,000 square feet), and in so doing, would avoid impacts to the Black Mountain Road/SR-56 eastbound ramps. This alternative would also eliminate the roadway segment impact on Black Mountain Road from SR-56 eastbound Ramps to Park Village (LLG 2018). Thus, impacts would be avoided at these two locations when compared to the project.

Mitigation measures **MM-TRA-1** through **MM-TRA-3**, **MM-TRA-5**, and **MM-TRA-7** through **MM-TRA-9** would still apply. Other transportation and circulation impacts would remain significant and not fully mitigated after implementation of mitigation under this alternative.

Air Quality and Odor

Construction emissions (NO_x) would be decreased when compared to the project. It's possible that **MM-AQ-1** would be required to ensure NO_x emissions would be reduced to below a level of significance. As with the project, all other criteria air pollutant emissions associated with construction of this alternative would be less than significant. Additionally, impacts associated with health effects would be reduced compared to the project, and would be less than significant following implementation of **MM-AQ-1**.

Air emissions associated with operation of this alternative would be reduced compared to the project because fewer vehicle trips would occur compared to the project. Additionally, this alternative would conflict with the RAQS; therefore, impacts related to RAQS consistency would be significant and unavoidable, same as the project. Overall, impacts to air quality would be reduced and would be less than significant, similar to the project.

Biological Resources

This alternative would utilize the same development footprint as the project, and therefore would not reduce or eliminate on-site biological resources impacts when compared to the project. This alternative would be required to implement **MM-BIO-1** through **MM-BIO-4** to reduce impacts to a level below significance.

Historical Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site historical resources impacts when compared to the project. This alternative would be required to implement **MM-CUL-1** to ensure that impacts are reduced to a level below significance.

Paleontological Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site historical resources impacts when compared to the project. This alternative would be required to implement **MM-PALEO-1** to ensure that impacts are reduced to a level below significance.

Tribal Cultural Resources

This alternative would utilize the same footprint as the project, and therefore would not reduce or eliminate on-site tribal cultural resources. Similar to the project, there is the potential for inadvertent discovery of a resource that could be impacted by project implementation. Impacts would be considered significant, similar to the project, and **MM-TCR-1** would be implemented to reduce impacts to a level below significance.

Noise

Noise associated with project construction under the Reduced Development Alternative would be reduced compared to the project because less square footage would be developed. A similar array of construction activities would result, but construction activities would be less intensive. As with the project, noise associated with construction activities would not exceed the City's 12-hour average noise standard of 75 dBA, and construction noise impacts would be less than significant.

Noise associated with this alternative's operation would be less than the project because fewer vehicle trips would occur. Noise associated with surface parking lots, parking structure, and mechanical noise from HVAC equipment would be similar to the project. Operational noise impacts would be reduced compared to the project, and impacts would be less than significant.

Energy

Under this alternative, energy would be reduced when compared to the project. New development would comply with the most current version of Title 24, Part 6, of the California Code of Regulations, and as with the project, the buildings would be designed to achieve LEED ~~Silver~~ Gold Certification or equivalent. Additionally, this alternative would install solar photovoltaic panels on site and would exceed Title 24 energy standards, same as the project.

Impact Summary

Reduced impacts would result to greenhouse gas emissions, transportation/circulation, visual effects and neighborhood character, air quality and odor, noise, and energy.

Similar impacts would result to land use, biological, historical, paleontological, and tribal cultural resources.

None of this alternative's impacts would be greater than those of the project.

Project Objectives

The Reduced Development Alternative would meet most, but not all, of the project objectives. At 204,000 square feet, it would not develop 450,000 square feet of commercial office space and thus would not meet Objective 1. It would develop a cohesive design compatible in character to other planned development, and hence would meet Objective 2. This alternative would meet Objective 3 by providing an employment base to help create a jobs/housing balance for the area, albeit to much lesser degree, and it would provide employment uses near the SR-56 interchange, albeit to much lesser degree, meeting Objective 4.

9.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6(e)(2) of the CEQA Guidelines states that if the No Project Alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. The context of an environmentally superior alternative is based on consideration of several factors, including the proposed project's objectives and the ability to fulfill the goals while reducing potential impacts to the environment.

Table 9-1 summarizes the potential impacts of the alternatives evaluated as compared to the potential impacts of the project.

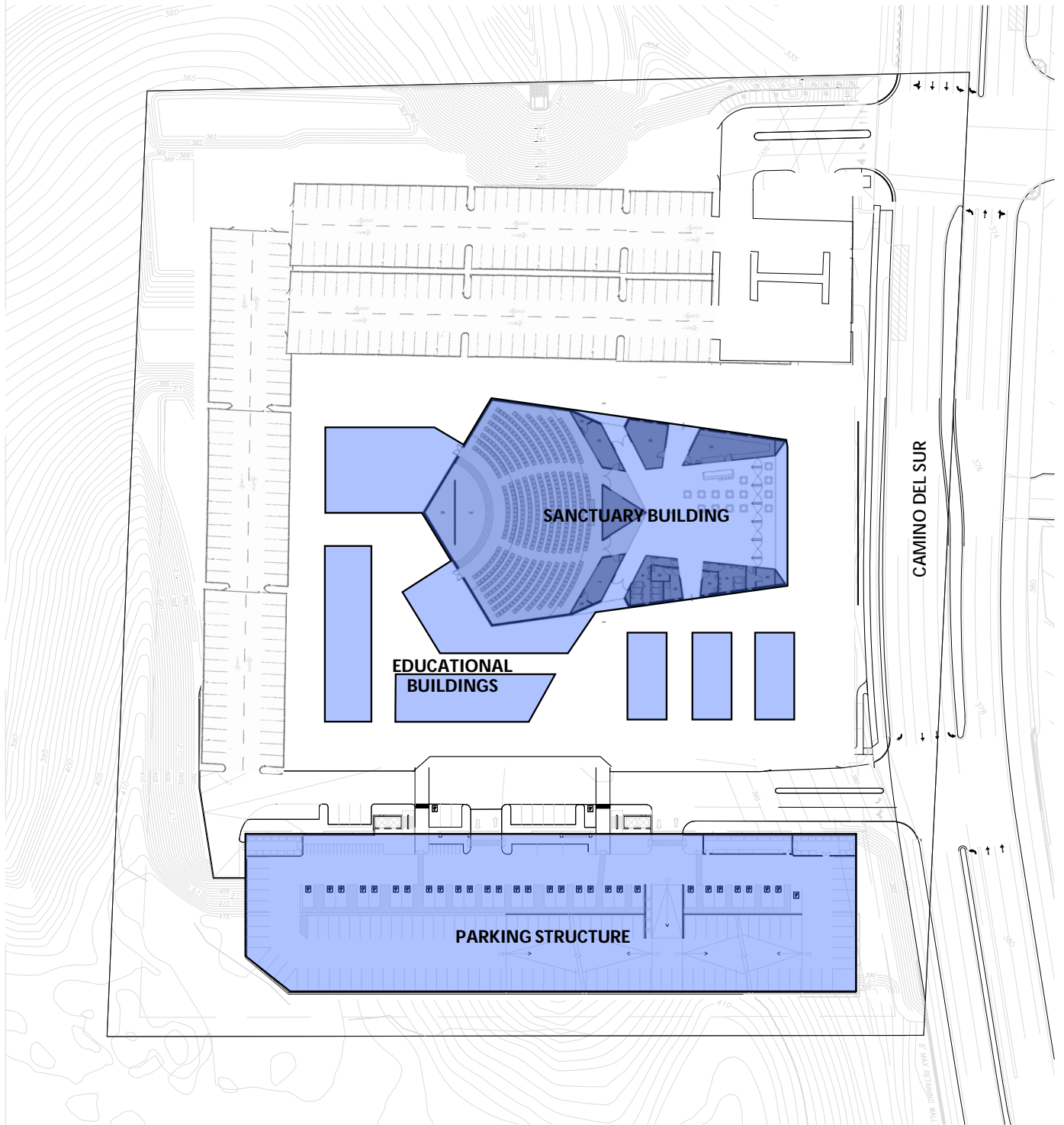
As shown in Table 9-1, the No Project/No Development Alternative would have the fewest impacts. Under this alternative, however, none of the project objectives would be met. As previously identified, Section 15126.6(e)(2) of the CEQA Guidelines states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Thus, the environmentally superior alternative, as identified in the analysis above, would be the Reduced Development Alternative. This alternative would reduce impacts to greenhouse gas emissions, transportation/circulation, visual effects and neighborhood character, air quality and odor, noise, and energy. This alternative would meet most of the project objectives.

Table 9-1
Summary of Impacts for Each Alternative

Environmental Issue	Project	No Project / No Development Alternative	No Project / Development under Existing Plans Alternative	Subterranean Parking Alternative	Reduced Footprint Alternative	Reduced Development Alternative
Land Use	Less than significant	Impacts avoided	Impacts reduced	Similar impacts	Similar impacts	Similar impacts
Visual Effect and Neighborhood Character	Significant and unavoidable	Impacts avoided	Impacts reduced	Impacts reduced	Greater impacts	Impacts reduced
Greenhouse Gases	Significant and unavoidable	Impacts avoided	Impacts reduced	Greater impacts	Similar impacts	Impacts reduced
Transportation/Circulation	Significant and unavoidable	Impacts avoided	Impacts reduced	Similar impacts	Similar impacts	Impacts reduced
Air Quality and Odor (Consistency with Air Quality Plans)	<u>Significant and unavoidable</u> Less than significant with incorporation of mitigation	Impacts avoided	<u>Impacts avoided</u> Impacts reduced	Greater impacts	Similar impacts	<u>Similar impacts</u> Impacts reduced
<u>Air Quality and Odor (Violation of Air Quality Standard)</u>	<u>Less than significant with incorporation of mitigation</u>	<u>Impacts avoided</u>	<u>Impacts reduced</u>	<u>Greater impacts</u>	<u>Similar impacts</u>	<u>Impacts reduced</u>
Biological Resources	Less than significant with	Impacts avoided	Similar impacts	Impacts reduced	Impacts reduced	Similar impacts

Table 9-1
Summary of Impacts for Each Alternative

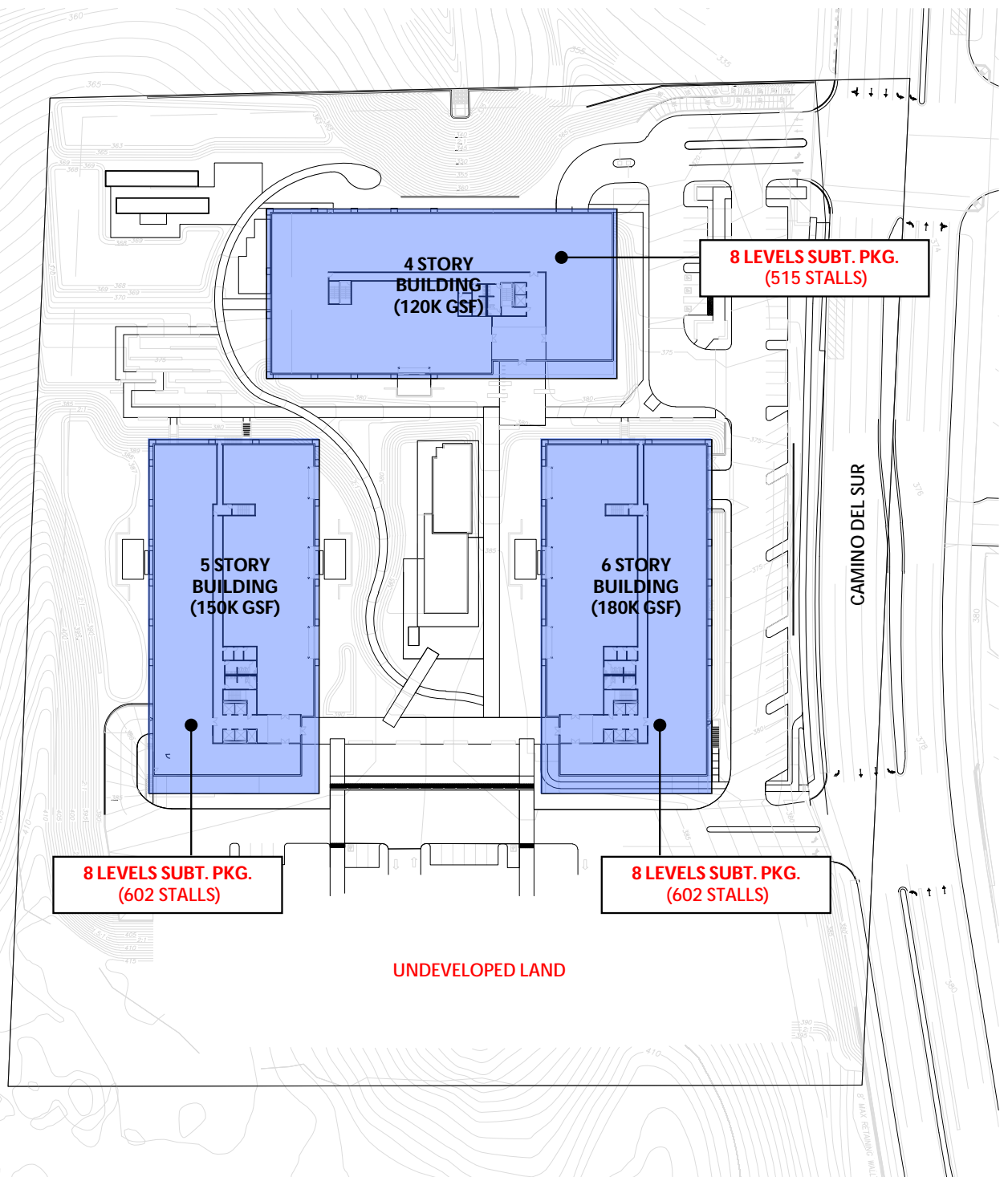
Environmental Issue	Project	No Project / No Development Alternative	No Project / Development under Existing Plans Alternative	Subterranean Parking Alternative	Reduced Footprint Alternative	Reduced Development Alternative
	incorporation of mitigation					
Historical Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Similar impacts	Impacts reduced	Similar impacts
Paleontological Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Greater impacts	Impacts reduced	Similar impacts
Tribal Cultural Resources	Less than significant with incorporation of mitigation	Impacts avoided	Similar impacts	Similar impacts	Impacts reduced	Similar impacts
Noise	Less than significant	Impacts avoided	Greater impacts	Similar impacts	Similar impacts	Impacts reduced
Energy	Less than significant	Impacts avoided	Impacts reduced	Greater impacts	Similar impacts	Impacts reduced
Meets Most of the Basic Project Objectives?	Yes	No	No	Yes	Yes	Yes



The Preserve at Torrey Highlands
No Project/Development Under Existing Plans Alternative
Environmental Analysis Section Project No. 442880
CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE
9-1

INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands

Subterranean Parking Alternative

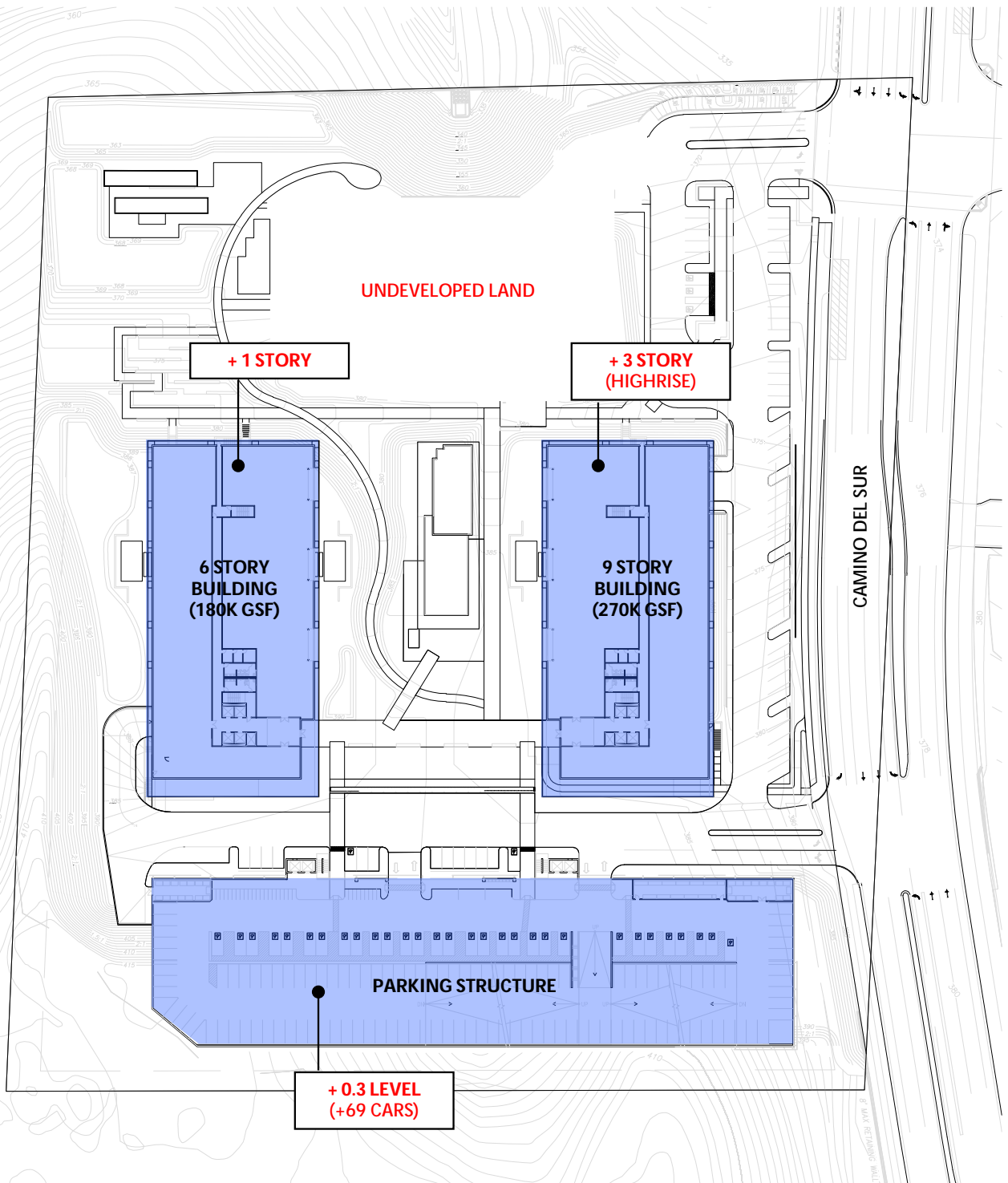
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

9-2

INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands

Reduced Footprint Alternative

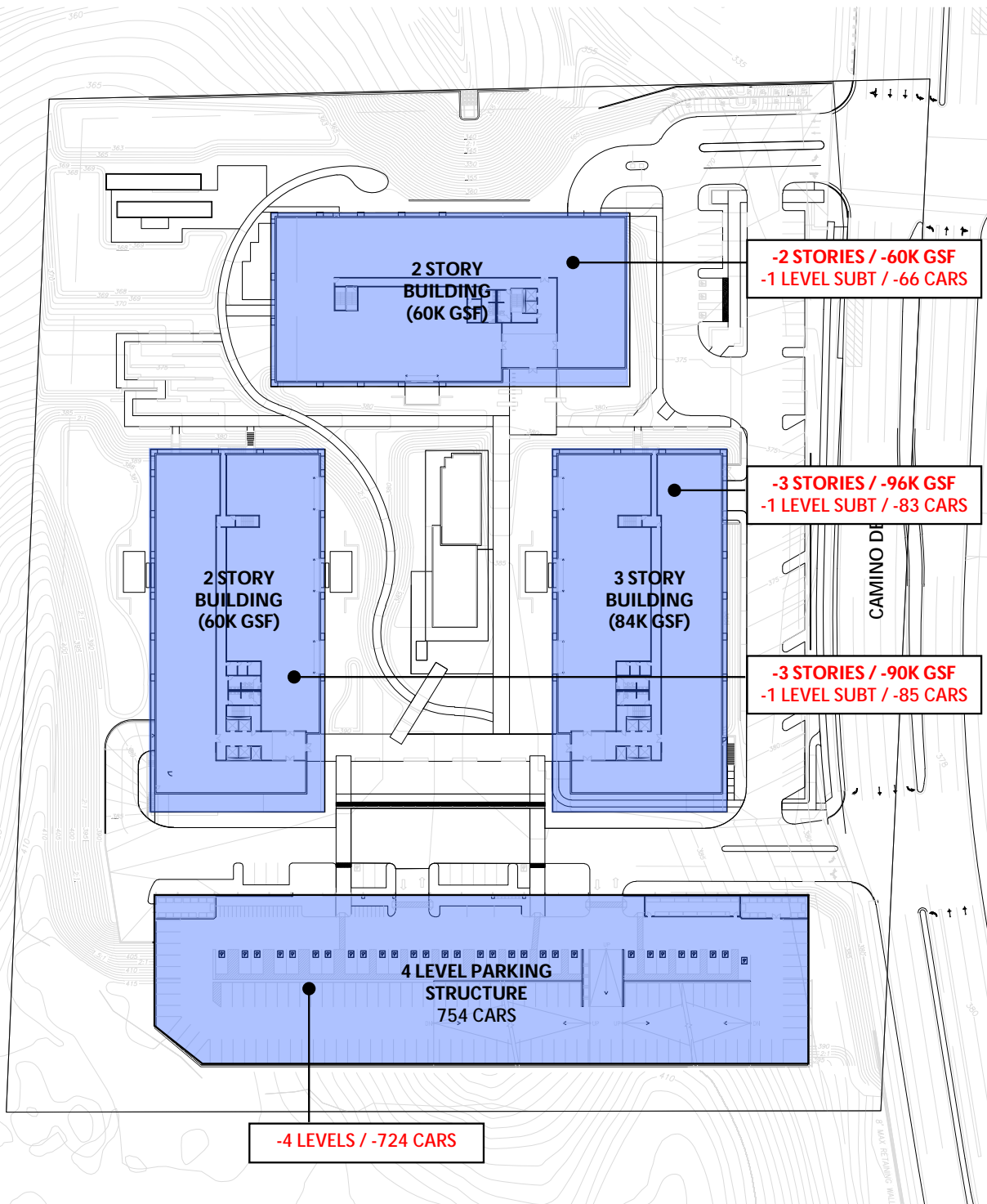
Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

9-3

INTENTIONALLY LEFT BLANK



The Preserve at Torrey Highlands

Reduced Development Alternative

Environmental Analysis Section Project No. 442880

CITY OF SAN DIEGO - DEVELOPMENT SERVICES

FIGURE

9-4

INTENTIONALLY LEFT BLANK

CHAPTER 10 MITIGATION MONITORING AND REPORTING PROGRAM

California Environmental Quality Act (CEQA), Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be established upon certification of an Environmental Impact Report. It stipulates that “the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation” (California Public Resources Code, Section 21000 et seq.).

This MMRP has been developed in compliance with Section 21081.6 of CEQA and identifies (1) project design features to reduce the potential for environmental effects; (2) mitigation measures to be implemented prior to, during, and after construction of The Preserve at Torrey Highlands (project); (3) the individual/agency responsible for that implementation; and (4) criteria for completion or monitoring of the specific measures.

10.1 GENERAL

Part I – Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed for a subdivision, or any construction permits, such as Demolition, Grading, or Building, or beginning any construction-related activity on site, the Development Services Department Director’s Environmental Designee shall review and approve all Construction Documents (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the Environmental Designee shall verify that the MMRP Conditions/Notes that apply **ONLY** to the construction phases of this project are included **VERBATIM**, under the heading, “**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**”
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City of San Diego’s (City’s) website: <http://www.sandiego.gov/development-services/industry/standtemp.shtml>.
4. The **TITLE INDEX SHEET** must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

Part II – Post-Plan Check (after permit issuance/prior to start of construction)

1. **PRE-CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent, and the following consultants:

- a. Qualified Paleontological Monitor
- b. Qualified Biologist
- c. Qualified Acoustician
- d. Qualified Archaeological Monitor
- e. Qualified Native American Monitor

NOTE: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a. The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858.627.3200**
 - b. For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC** at **858.627.3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System No. 442880 and/or Environmental Document No. 442880/SCH No. shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the Development Services Department's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

NOTE: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining

documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution, or other documentation issued by the responsible agency:

- A. 404 Permit from Army Corps of Engineers
 - B. 401 Certification Regional Water Quality Control Board
 - C. 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife
4. **MONITORING EXHIBITS** All consultants are required to submit to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.
- NOTE:** Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.
5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Table 10-1
Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Land Use	Land Use Adjacency Issues CVSRs	Land Use Adjacency Issue Site Observations
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology	Biology Reports	Biology/Habitat Restoration Inspection
Noise	Acoustical Reports	Noise Mitigation
Noise	Acoustical Reports	Features Inspection
Visual Quality	Contour Grading Verification Letter	Contour Grading/Staking Inspection

Table 10-1
Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
Visual Quality	Retaining Wall Verification Letter	Retaining Wall Inspection
Paleontology	Paleontology Reports	Paleontology Site Observation
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Traffic	Traffic Reports	Traffic Features Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Greenhouse Gas Emissions	Photovoltaic Verification	Prior to Final Inspection of associated building permits
Greenhouse Gas Emissions	CAP Consistency Checklist	Prior to Issuance of associated construction permits
Greenhouse Gas Emissions	10 Percent Reduction	Prior to issuance of associated building permits
Air Quality	Engine Tier Verification	Prior to First Grading Permit
Tribal Cultural Resources	Archaeology Reports	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

10.2 SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

10.2.1 AIR QUALITY AND ODOR (CONSTRUCTION)

MM-AQ-1 The owner/permittee shall include verbatim in construction contracts the engine tier requirements in accordance with MM-AQ-2.

MM-AQ-2 Prior to the start of construction activities, the owner/permittee, or its designee, shall ensure that all diesel-powered aerial lifts, forklifts, tractors, loaders, backhoes, and welders be powered with California Air Resources Board–certified Tier 4 Final engines, except where Tier 4 Final equipment is not available. All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where Tier 3 equipment is not available. Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans. An exemption from these requirements may be granted by the City of San Diego in the event that the owner/permittee documents that equipment with the required tier is

not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment.¹ Before an exemption may be considered by the City of San Diego, the owner/permittee shall be required to demonstrate that at least two construction fleet owners/operators in the San Diego region were contacted and that those owners/operators confirmed the requested equipment could not be located within the San Diego region.

10.2.2 BIOLOGICAL RESOURCES

MM-BIO-1 Mitigation measures to provide protection of biological resources during construction are outlined as follows:

I. Prior to Construction

- A. Biologist Verification:** The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biology Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
- B. Preconstruction Meeting:** The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.
- C. Biological Documents:** The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.

¹ For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

- D. BCME:** The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above (see Appendix F, Biological Technical Report). In addition, include: avian or other wildlife surveys/survey schedules (including nesting surveys for Bell's sparrow), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/ monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.
- E. Avian Protection Requirements:** To avoid any direct impacts to Bell's sparrow, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of Bell's sparrow on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting Bell's sparrow are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e., appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.
- F. Resource Delineation:** Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to

protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting Bell's sparrow) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

- G. Education:** Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

II. During Construction

- A. Monitoring:** All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSV). The CSV shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.
- B. Subsequent Resource Identification:** The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna on site (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

- A.** In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD.

MM-BIO-2 Sensitive Habitat Impacts

Mitigation for impacts to scrub oak and chamise shall be accomplished by on-site preservation and off-site purchase of Tier I and Tier IIIA habitat.

The 0.43-acre on-site covenant of easement provides protection for the off-site vernal pool features and the watershed and also provides mitigation for impacts to chamise chaparral at a 1:1 ratio. .

Mitigation for impacts to 0.47 acres of Tier I scrub oak chaparral shall be provided at a 1:1 ratio through the off-site conservation of 0.47 acre of Tier I habitat at the Deer Canyon Mitigation Bank. Mitigation for impacts to 8.85 acres of Tier III habitat, including 1.97 acres of southern mixed chaparral and 6.88 acres of chamise chaparral (6.88 acres is the result of 7.31 acres of impact minus 0.43 acres mitigated on site) shall be accomplished at a 0.5:1 ratio through the conservation of 4.42 acres also within the Deer Canyon Mitigation Bank. While the Deer Canyon Mitigation Bank credits include only 4.39 acres of Tier III habitat credits, the excess 0.03 acres of Tier I habitat credits (0.5 acres available minus 0.47 acres used for mitigation for impacts to scrub oak chaparral) shall be applied to the less sensitive Tier III impacts to satisfy those mitigation requirements consistent with the City's Biology Guidelines.

MM-BIO-3 Covenant of Easement: Prior to a Notice to Proceed or the first grading permit, the owner/permittee shall mitigate upland impacts in accordance with the City of San Diego Biology Guidelines. The owner/permittee shall convey a Covenant of Easement (COE) as shown on Exhibit A, to be recorded against the title ~~as shown on approved Exhibit A~~. The on-site preservation within the COE shall preserve 0.43 acres of chamise chaparral (Tier IIIA) at a 1:1 ratio. This COE also provides protection for the off-site vernal pool features and the watershed.

MM-BIO-4 Prior to a Notice to Proceed or the first grading permit, owner/permittee shall provide evidence of the following permits: a 404 permit from U.S. Army Corps of Engineers, 401 Certification from Regional Water Quality Control Board, and a 1602 streambed alteration agreement from the California Department of Fish and Wildlife. Evidence shall include copies of permit(s) issued, letter of resolution(s) by the responsible agency documenting compliance, or other evidence documenting compliance deemed acceptable by the Environmental Designee of the City of San Diego's Development Services Department.

10.2.3 HISTORICAL RESOURCES

MM-CUL-1 I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.
3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼-mile radius.

B. PI Shall Attend Preconstruction Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the preconstruction meeting, the Applicant shall schedule a focused preconstruction meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

- A. Monitor(s) Shall be Present During Grading/Excavation/Trenching
 - 1. The Archaeological Monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and MMC. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.
 - 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.
 - 3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.
- B. Discovery Notification Process
 - 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
 - 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
 - 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.
- C. If Human Remains ARE determined to be Native American
1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with the California Public Resource and Health & Safety Codes.
 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
 5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.
 - c. In order to protect these sites, the Landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American

human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American

1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner and the Museum of Man.

10.2.4 PALEONTOLOGICAL RESOURCES

MM-PALEO-1 I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.

3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Preconstruction Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract**
1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVN and submit to MMC via fax by 8AM on the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.

d. The PI shall immediately contact MMC, or by 8AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's

Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

10.2.5 TRANSPORTATION/CIRCULATION

MM-TRA-1 Intersection No. 6. Camino del Sur/SR-56 Westbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay Facilities Benefit Assessment (FBA) fees toward the construction of Torrey Highlands Public Facilities Financing

Plan (PFFP) Project No. T-1.3 (corresponding Black Mountain Ranch PFFP Project No. T-15.1) to complete the northbound to westbound loop on-ramp, to the satisfaction of the City Engineer.

MM-TRA-2 Intersection No. 7. Camino del Sur/SR-56 Eastbound Ramps: Prior to issuance of the first building permit, the owner/permittee shall pay Facilities Benefit Assessment (FBA) fees toward the construction of Torrey Highlands Public Facilities Financing Plan (PFFP) Project No. T-1.3 (corresponding Black Mountain Ranch PFFP Project No. T-15.1) southbound to eastbound loop on-ramp, to the satisfaction of the City Engineer.

MM-TRA-3 Intersection No. 17. Black Mountain Road/SR-56 Westbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (12.0%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer. This would include the restriping of the Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.

MM-TRA-4 Intersection No. 18. Black Mountain Road/SR-56 Eastbound Ramps: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (15.6%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer. This would include the restriping of the Black Mountain Road overpass at SR-56 to provide three thru lanes in the northbound direction and associated widening north of the interchange, to the satisfaction of the City Engineer.

MM-TRA-5 Intersection No. 19. Black Mountain Road/Park Village Road: Prior to the issuance of the first building permit, the owner/permittee shall provide a fair share contribution (14.7%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch

PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial, to the satisfaction of the City Engineer.

- MM-TRA-6 Segment No. 19. Black Mountain Rd from SR-56 Eastbound Ramps to Park Village Road:** Prior to issuance of the first building permit, the owner/permittee shall provide a fair share contribution (8.7%, to the satisfaction of the City Engineer) toward the unfunded portion of Rancho Peñasquitos Public Facilities Financing Plan (PFFP) Project No. T-2D (corresponding Black Mountain Ranch PFFP Project No. T-57, Pacific Highlands Ranch PFFP Project No. T-11.1) to widen Black Mountain Road from Twin Trails Drive to the Community Plan boundary to its ultimate classification as a six-lane primary arterial to the satisfaction of the City Engineer.
- MM-TRA-7 Mainlines No. 1. SR-56 from Carmel Valley Road to Camino del Sur (Eastbound):** Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands FBA for the construction of the Torrey Highlands Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.
- MM-TRA-8 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Eastbound):** Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.
- MM-TRA-9 Mainline No. 2. SR-56 from Camino del Sur to Black Mountain Road (Westbound):** Prior to issuance of the first building permit, the owner/permittee shall pay the project's Facilities Benefit Assessment (FBA) fees toward the construction of the Torrey Highlands Public Facilities Financing Plan Project No. T-1.2B to expand SR-56 from I-5 to I-15 from a four-lane freeway to a six-lane freeway, to the satisfaction of the City Engineer.

10.2.6 GREENHOUSE GAS EMISSIONS

- MM-GHG-1** The owner/permittee shall install a solar photovoltaic system to be incorporated as part of the parking garage rooftop trellis structures. The photovoltaic system shall occupy the maximum surface area provided by the trellis structures, and would be no less than 25,000 square feet, consistent with Figure 3-15 of this EIR.

The photovoltaic system shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.

- MM-GHG-2** The project shall achieve a 5% increase in energy efficiency over the 2016 Title 24 Standards through structural design elements including variable refrigerant flow systems for the heating, ventilation and air conditioning (HVAC) system; high performance glazing; and heat reflecting roofing material.

These design elements including the variable refrigerant flow systems for the HVAC system, high performance glazing, and heat reflecting roofing material shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.

- MM-GHG-3** The owner/permittee shall install a cool roof (thermoplastic polyolefin) above the 3-year-old solar reflection and a thermal remittance or solar reflection index in exceedance of the code minimums pursuant to the "Cool/Green Roofs" requirement of the City's CAP Consistency Checklist. The cool roof specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.

- MM-GHG-4** The owner/permittee shall implement the required flow rates and appliances that meet the voluntary measures portion of the California Green Building Standards Code for non-residential buildings pursuant to the "Plumbing Fixtures and Fittings" requirement of the City's CAP Consistency Checklist.

- MM-GHG-5** The owner/permittee shall provide 107 electric vehicle-capable (pre-wired) parking spaces consistent with the California Green Building Code Standards Code. Additionally, 50% (54) of the 107 pre-wired parking spaces would include electric vehicle charging infrastructure as determined by Table 5.106.5.3.3 of the California Green Building Standards Code. This measure would be pursuant to the "Electric Vehicle Charging" requirements of the City's CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.

- MM-GHG-6** The owner/permittee shall provide 90 short-term bicycle parking spaces and 90 long-term bicycle parking spaces pursuant to the "Bicycle Parking Spaces" requirement of the City's CAP Consistency Checklist. Bicycle parking specifics shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego's Development Services Department.

- MM-GHG-7** The owner/permittee shall provide 12 shower stalls and 48 two-tier lockers pursuant to the “Shower Facilities” requirement of the City’s CAP Consistency Checklist. Shower stalls and lockers shall be incorporated on all project plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.
- MM-GHG-8** The owner/permittee shall include 179 carpool/vanpool spaces (10% of total spaces) pursuant to the “Designated Parking Spaces” requirement of the City’s CAP Consistency Checklist. These parking spaces shall be incorporated on all construction plans and verified by the Environmental Designee of the City of San Diego’s Development Services Department.
- MM-GHG-9** Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Consistency Checklist, the owner/permittee shall require office tenants to:
- a. Implement a parking cash-out program, and/or
 - b. Provide unbundled parking option for employees, and/or
 - c. Charge employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools.
 - d. Carpool/vanpool parking spaces shall be provided in preferentially located areas (closest to building entrances) for use by qualified employees. These spaces shall be signed and striped “Car/Vanpool Parking Only.” Information about the availability of and the means of accessing the car/vanpool parking spaces shall be posted on Transportation Information Displays located in common areas or on intranets, as appropriate.
 - e. The owner/permittee shall conduct an employee commute travel survey within 6 months of occupancy to evaluate the efficacy of the Transportation Demand Management plan, and to inform/validate any changes that may be proposed or needed. A copy of the results of this survey will be provided to the City Development Services Department. The owner/permittee shall continue monitoring the effectiveness of the project’s Transportation Demand Management plan, including the provision of items a. through d. as listed above, and provide the results in an annual report to the Development Services Department for a period of 5 years. The first report submittal shall occur 1 year after project occupancy.
- MM-GHG-10** Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Consistency Checklist, the owner/permittee shall require office tenants to maintain an employer network in the SANDAG iCommute program and promoting its

RideMatcher service to tenants/employees. Participation in the iCommute program and use of the RideMatcher service shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.

MM-GHG-11 The owner/permittee shall require office tenants to offer partially subsidized monthly transit passes for employees, should service routes be implemented in the future. If transit passes are offered, issuance of transit passes shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.

MM-GHG-12 The owner/permittee shall require office tenants to offer partially subsidized vanpool/rideshare services to all employees. Employee utilization of vanpool/rideshare services shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.

MM-GHG-13 Pursuant to the “Transportation Demand Management Program” requirement of the City’s CAP Consistency Checklist, the owner/permittee shall require office tenants to offer a telework program to all employees. Employee utilization of the telework program shall be disclosed in the TDM annual report as required under **MM-GHG-9 (e)**.

10.2.7 TRIBAL CULTURAL RESOURCES

MM-TCR-1 See **MM-CUL-1**.

10.2.8 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

MM-VIS-1 During grading activities, spot elevations and contour grading techniques shall be employed to imitate the existing on-site landforms to the maximum extent feasible. Implementation of grading techniques (spot elevation and contour grading) shall be ~~consistent with shown on the Tentative Map and assured through approval of final grading plans~~ Exhibit A.

CHAPTER 11 REFERENCES CITED

EXECUTIVE SUMMARY

City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.

City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2011. "Airport Land Use Compatibility Plan (ALUCP) Implementation Plan (Process 5)." *Report to the Planning Commission*. Report No. PC-11-009. February 17, 2011.

City of San Diego. 2012. *Land Development Manual – Biology Guidelines*. Adopted September 28, 1999. Revised June 2012.

CHAPTER 1 INTRODUCTION

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

California Public Resources Code, Sections 21000–21177. California Environmental Quality Act (CEQA), as amended.

City of San Diego. 2011. *California Environmental Quality Act – Significance Determination Thresholds*. Development Services Department. January 2011. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.

CHAPTER 2 ENVIRONMENTAL SETTING

Airport Land Use Commission. 2008. MCAS Miramar Airport Land Use Compatibility Plan. Adopted October 2008; amended December 2010 and November 2011.

Caltrans (California Department of Transportation). 2015. "State Route 56, I-5 to I-15 Project Study Report: Fact Sheet." March 2015.

- City of San Diego. 1992. North City Future Urbanizing Area Framework Plan. Adopted October 1, 1992; last amended August 5, 1997. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/ncfua/pdf/ncfuafullversion.pdf>.
- City of San Diego. 1993. Rancho Peñasquitos Community Plan. Adopted March 30, 1993; revised March 30, 2004. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/pdf/cp/cprpfv.pdf>.
- City of San Diego. 1994. Mira Mesa Community Plan. Adopted December 6, 1994; last amended June 19, 2001. <https://www.sandiego.gov/sites/default/files/miramesa042611c.pdf>.
- City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.
- City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.
- City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.
- City of San Diego. 2011. "Airport Land Use Compatibility Plan (ALUCP) Implementation Plan (Process 5)." Report to the Planning Commission. Report No. PC-11-009. February 17, 2011.
- City of San Diego. 2014. Public Notice of the Preparation of a Subsequent Environmental Impact Report and Scoping Meeting, SAP No. 24004023. The City of San Diego Development Services Department. Date of Notice: July 21, 2014.
- City of San Diego. 2016. "Chapter 13: Zones, Article 1: Base Zones, Division 3: Agricultural Base Zones." In *San Diego Municipal Code*. Accessed March 2017. <http://docs.sandiego.gov/municode/MuniCodeChapter13/Ch13Art01Division03.pdf>.
- County of San Diego. 1997. San Diego Multiple Species Conservation Program (MSCP) Plan.
- KOA Corporation. 2014. Responses to Comments Memorandum for the Torrey Highland/Black Mountain Ranch Community. KOA Corporation. Transmitted January 14, 2014.

SANDAG (San Diego Association of Governments). 2011. Our Region. Our Future. 2050 Regional Transportation Plan. October 2011. http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf.

San Diego RWQCB (Regional Water Quality Control Board). 1994. Water Quality Control Plan for the San Diego Basin. September 8, 1994; with amendments effective on or before May 17, 2016. https://www.waterboards.ca.gov/sandiego/water_issues/programs/basin_plan/.

SDAPCD (San Diego Air Pollution Control District). 2009. *2009 Regional Air Quality Strategy Revision*. April 22, 2009. Accessed March 2017. <http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/2009-RAQS.pdf>.

CHAPTER 3 PROJECT DESCRIPTION

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.

City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2012. *Land Development Manual – Biology Guidelines*. Adopted September 28, 1999. Revised June 2012.

City of San Diego. 2017. Land Development Manual Volume I, Chapter 1.

SECTION 5.1 LAND USE

City of San Diego. 1992. North City Future Urbanizing Area Framework Plan. Adopted October 1, 1992; last amended August 5, 1997. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/ncfua/pdf/ncfuafullversion.pdf>.

City of San Diego. 1993. Rancho Peñasquitos Community Plan. Adopted March 30, 1993; amended through March 30, 2004. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/pdf/cp/cprpfv.pdf>.

City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

- City of San Diego. 1997. *Multiple Species Conservation Program (MSCP) Subarea Plan*. August 1997.
- City of San Diego. 2004. *The City of San Diego Progress Guide and General Plan*. June 2004.
- City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.
- City of San Diego. 2011. "Airport Land Use Compatibility Plan (ALUCP) Implementation Plan (Process 5)." Report to the Planning Commission. Report No. PC-1I-009. February 17, 2011.
- City of San Diego. 2014. "Chapter 11: Land Development Procedures." In *San Diego Municipal Code*.
- City of San Diego. 2015a. "Noise Element." In *City of San Diego General Plan*. Amended June 2015. Accessed March 2017. https://www.sandiego.gov/sites/default/files/ne_2015.pdf.
- City of San Diego. 2015b. *Final Climate Action Plan*. Prepared by the City of San Diego in consultation with Krout Associates and EPIC. December 2015. Accessed July 2017. <https://www.sandiego.gov/sustainability/climate-action-plan>.
- City of San Diego. 2016. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. July 2016.
- County of San Diego. 1997. *San Diego Multiple Species Conservation Program (MSCP) Plan*.
- SANDAG (San Diego Association of Governments). 2004. *Regional Comprehensive Plan for the San Diego Region*. Final. July 2004. Accessed August 2016. http://www.sandag.org/programs/land_use_and_regional_growth/comprehensive_land_use_and_regional_growth_projects/RCP/rcp_final_complete.pdf.
- SANDAG. 2011. *Our Region. Our Future. 2050 Regional Transportation Plan*. October 2011. http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf.
- SANDAG. 2015. *San Diego Forward: The Regional Plan*. October 2015. Accessed July 2017. http://www.sdforward.com/pdfs/RP_final/The%20Plan%20-%20combined.pdf.
- SANDAG. 2017. *San Diego Association of Governments: About SANDAG*. Visited September 2017. <http://sandag.org/index.asp?fuseaction=about.home>.
- San Diego County Airport Land Use Commission. 2008. *MCAS Miramar Airport Land Use Compatibility Plan*. Adopted October 2, 2008.

Transportation Research Board, National Research Council. 2000. *Highway Capacity Manual*. Washington, DC: National Research Council.

SECTION 5.2 TRANSPORTATION/CIRCULATION

Caltrans (California Department of Transportation). 2002. Guide for the Preparation of Traffic Impact Studies. December 2002. https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf.

Caltrans. 2007. Highway PeMS: Instructions for Updates Including the HPMS Monitoring System. April 2007.

Caltrans. 2014. "Traffic Census Program." September 2014. <http://www.dot.ca.gov/trafficops/census/>.

Caltrans. 2015. State Route 56 I-5 to I-15 Project Study Report. March 2015.

City of San Diego. 1993. Rancho Peñasquitos Community Plan. Adopted March 30, 1993; amended through March 30, 2004. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/pdf/cp/cprpfv.pdf>.

City of San Diego. 1994. Mira Mesa Community Plan. Adopted December 6, 1994; last amended June 19, 2001. <https://www.sandiego.gov/sites/default/files/miramesa042611c.pdf>.

City of San Diego. 1996. Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.

City of San Diego. 1998. Traffic Impact Study Manual. July 1998. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/industry/trafficimpact.pdf>.

City of San Diego. 2000. *Del Mar Mesa Specific Plan*. Adopted June 2000.

City of San Diego. 2002. City of San Diego Street Design Manual. November 2002. <https://www.sandiego.gov/sites/default/files/legacy/publicworks/pdf/edocref/streetdesignmanual02.pdf>.

- City of San Diego. 2003. San Diego Land Development Code, Trip Generation Manual, Revised May 2003. <https://www.sandiego.gov/sites/default/files/legacy/planning/documents/pdf/trans/tripmanual.pdf>.
- City of San Diego. 2006. City of San Diego Pedestrian Master Plan. City-Wide Implementation Framework Report. December 2006. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/pdf/pmpfv.pdf>.
- City of San Diego. 2013. City of San Diego Bicycle Master Plan, San Diego, California. December 2013. https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/bicycle_master_plan_final_dec_2013.pdf.
- City of San Diego. 2015a. San Diego General Plan Mobility Element. June 2015. https://www.sandiego.gov/sites/default/files/me_2015.pdf.
- City of San Diego. 2015b. *Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan*. Prepared by RECON Environmental Inc. February 2015.
- City of San Diego. 2016. California Environmental Quality Act Significance Determination Thresholds, City of San Diego. July 2016. https://www.sandiego.gov/sites/default/files/july_2016_ceqa_thresholds_final_0.pdf.
- City of San Diego. 2017. *City of San Diego Street Design Manual*.
- Gensler Architects. 2016. The Preserve at Torrey Highlands Parking Study. February 2016.
- KOA Corporation. 2014. Responses to Comments Memorandum for the Torrey Highland/Black Mountain Ranch Community. KOA Corporation. Transmitted January 14, 2014.
- MTS (San Diego Metropolitan Transit System). 2017. "Regional Map." Accessed October 2017. <https://www.sdmts.com/schedules-real-time/maps-and-routes>.
- Nazareno, A. 2016. Personal communication with Angela Nazareno, Deputy Project Manager, City of San Diego Public Works Department.
- SANDAG (San Diego Association of Governments). 2004. *Regional Comprehensive Plan for the San Diego Region*. Final. July 2004. Accessed August 2016. http://www.sandag.org/programs/land_use_and_regional_growth/comprehensive_land_use_and_regional_growth_projects/RCP/rcp_final_complete.pdf.

- SANDAG. 2010. Riding to 2050: San Diego Regional Bicycle Plan. http://www.sandag.org/uploads/publicationid/publicationid_1674_14591.pdf.
- SANDAG. 2011. Our Region. Our Future. 2050 Regional Transportation Plan. October 2011. http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf.
- SANDAG. 2015. *San Diego Forward: The Regional Plan*. October 2015. Accessed July 2017. http://www.sdforward.com/pdfs/RP_final/The%20Plan%20-%20combined.pdf.
- SANDAG. 2017. "Transportation Forecast Information Center." Series 12 Year 2035 Traffic Model. Model run May 2017. <http://tfic.sandag.org/>.
- Shearer, E. 2017. Personal Communication with Elizabeth Shearer, City of San Diego Staff Project Manager, with Candice Magnus of Dudek in October 2017.
- Transportation Research Board, National Research Council. 2000. *Highway Capacity Manual*. Washington, DC: National Research Council.
- Transportation Research Board, National Research Council. 2010. *Highway Capacity Manual*. Washington, DC: National Research Council.

SECTION 5.3 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

- City of San Diego. 1992. North City Future Urbanizing Area Framework Plan. Adopted October 1, 1992; last amended August 5, 1997. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/ncfua/pdf/ncfuafullversion.pdf>.
- City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.
- City of San Diego. 1997. *Multiple Species Conservation Program (MSCP) Subarea Plan*. August 1997.
- City of San Diego. 2000. *Del Mar Mesa Specific Plan*. Adopted June 2000.
- City of San Diego. 2004. The City of San Diego Progress Guide and General Plan. June 2004.
- City of San Diego. 2008a. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2008b. *City of San Diego General Plan, Urban Design Element*. Adopted by the County of the City of San Diego on March 10, 2008. <https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/pdf/generalplan/adoptedudelem.pdf>.

City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.

City of San Diego. 2015. *Carmel Mountain and Del Mar Mesa Preserves Resource Management Plan*. Prepared by RECON Environmental Inc. February 2015.

City of San Diego. 2016. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. July 2016.

Meister Consultants Group. 2014. "Solar and Glare." June 2014.

SECTION 5.4 GREENHOUSE GAS EMISSIONS

CalRecycle (California Department of Resources Recycling and Recovery). 2013. Update on AB 341 Legislative Report: Statewide Strategies to Achieve the 75 Percent Goal by 2020.

CalRecycle. 2015. "About CalRecycle: What We Do." June 29, 2015. <http://www.calrecycle.ca.gov/AboutUs/WhatWeDo/default.htm>.

CAPCOA. 2017. California Emissions Estimator Model User's Guide, Version 2016.3.2. November 2017.

CARB (California Air Resources Board). 2008. *Climate Change Scoping Plan: A Framework for Change*. December 2008.

CARB. 2014. First Update to the Climate Change Scoping Plan. May 2014. Accessed October 2017. https://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2016. "AB 32 Scoping Plan." December 2, 2016. Accessed October 2017. <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>.

CARB. 2017a. "California Greenhouse Gas Inventory for 2000–2015 by Category as Defined in the 2008 Scoping Plan." Accessed October 2017. https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-15.pdf.

- CARB. 2017b. "CARB Phase 2 GHG." Last reviewed August 30, 2017. Accessed October 2017.
<http://www.arb.ca.gov/msprog/onroad/caphase2ghg/caphase2ghg.htm>.
- CARB. 2017c. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. Accessed February 2018.
https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.
- CAT (Climate Action Team). 2010. Climate Action Team Report to Governor Schwarzenegger and the California Legislature. December 2010. Accessed October 2017. <http://www.energy.ca.gov/2010publications/CAT-1000-2010-005/CAT-1000-2010-005.PDF>.
- CCCC (California Climate Change Center). 2012. *Our Changing Climate 2012: Vulnerability & Adaptation to the Increasing Risks from Climate Change in California*. Accessed October 2017. <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>.
- CEC (California Energy Commission). 2015. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Accessed October 2017. http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf.
- City of San Diego. 1996. Torrey Highlands Subarea Plan. Adopted Nov. 5, 1996. Accessed October 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>. City of San Diego. 2008. City of San Diego General Plan. Adopted March 10, 2008. Accessed October 2017. <https://www.sandiego.gov/planning/genplan>.
- City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.
- City of San Diego. 2015a. Final Climate Action Plan. Prepared by the City of San Diego in consultation with Krout Associates and EPIC. December 2015. Accessed October 2017.
<https://www.sandiego.gov/sustainability/climate-action-plan>.
- City of San Diego. 2015b. *City of San Diego Zero Waste Plan*. Accessed July 2017.
<https://www.sandiego.gov/sites/default/files/legacy/mayor/pdf/2015/ZeroWastePlan.pdf>.
- City of San Diego. 2016. "Appendix B, Transit Priority Areas per SB 743: Long Term Through 2035." In City of San Diego Climate Action Plan. May 31, 2016.
- City of San Diego. 2017a. *City of San Diego Climate Action Plan Consistency Checklist*. June 2017.
https://www.sandiego.gov/sites/default/files/city_of_san_diego_cap_checklist.pdf.
- City of San Diego. 2017b. *Environmental Services – Recycling Commercial*. Accessed July 2017. <https://www.sandiego.gov/environmental-services/recycling/ro/commercial>. EPA (U.S.

- Environmental Protection Agency). 2017. Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990–2015. EPA 430-P-17-001. Accessed October 2017. https://www.epa.gov/sites/production/files/2017-02/documents/2017_complete_report.pdf.
- EPA. 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2016. EPA 430-R-18-003. April 12, 2018. Accessed August 17, 2018. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2016>.
- EPA and NHTSA (U.S. Environmental Protection Agency and National Highway Traffic Safety Administration). 2016. “EPA and NHTSA Adopt Standards to Reduce Greenhouse Gas Emissions to Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond.” EPA-420 F-16-044. Office of Transportation and Air Quality. August 2018. Accessed August 17, 2018. <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100P7NL.PDF?Dockey=P100P7NL.PDF>.
- IPCC (Intergovernmental Panel on Climate Change). 2014. “Summary for Policymakers.” In *Climate Change 2014 Synthesis Report*. Accessed October 2017. http://ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf.
- LLG (Linscott, Law & Greenspan) 2017. “Torrey Highlands traffic question.” Personal communication (email) between C. Hilgesen (LLG) and J. Reed and A. Bleier (Dudek). August 8, 2017
- LLG. 2018. *Traffic Impact Analysis: The Preserve at Torrey Highlands*. April 2018.
- NREL (National Renewable Energy Laboratory). 2017. *PVWatts Calculator*. Alliance for Sustainable Energy, LLC. Last Updated August 2017. Accessed February 2018. <http://pvwatts.nrel.gov/>.
- POET LLC v. the California Air Resources Board, 217 Cal.App.4th 1214.
- SANDAG (San Diego Association of Governments). 2015. *San Diego Forward: The Regional Plan*. October 2015. Accessed July 2017. http://www.sdfoward.com/pdfs/RP_final/The%20Plan%20-%20combined.pdf.
- SCAQMD (South Coast Air Quality Management District). 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. October 2008.

SECTION 5.5 AIR QUALITY AND ODOR

- Caltrans (California Department of Transportation). 1997. *Transportation Project-Level Carbon Monoxide Protocol*. Appendix B, Table B.2. Prepared by the Institute of Transportation Studies, University of California, Davis. Revised December 1997.

- Caltrans. 1998a. *CALINE4 - A Dispersion Model for Predicting Air Pollutant Concentrations Near Roadways*. Version 1.32. Prepared by Sonoma Technology Inc. Petaluma, California: Sonoma Technology Inc. Sponsored by the University of California, Davis, Institute of Transportation Studies, and Caltrans. Accessed March 2017. <http://www.dot.ca.gov/hq/InfoSvc/EngApps/>.
- Caltrans. 1998b. *User's Guide for CL4: A User-Friendly Interface for the Caline4 Model for Transportation Project Impact Assessments*. User's Guide STI-997480-1814-UG. June 1998. Accessed March 2017. <http://www.dot.ca.gov/hq/env/air/documents/CL4Guide.pdf>.
- CARB. 1998. *Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Part A Exposure Assessment* (as approved by the Scientific Review Panel). April 1998.
- CARB (California Air Resources Board). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Accessed March 2017. <http://www.arb.ca.gov/ch/landuse.htm>.
- CARB. 2011. "Glossary of Air Pollution Terms." CARB website. Last reviewed May 17, 2011. <http://www.arb.ca.gov/html/gloss.htm>.
- CARB. 2013. "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values." August 1. Accessed August 2017. <http://www.arb.ca.gov/toxics/healthval/healthval.htm>.
- CARB. 2014. "Area Designations Maps/State and National." Updated April 17, 2014. Accessed March 2017. <http://www.arb.ca.gov/desig/adm/adm.htm>.
- CARB. 2015a. "iADAM: Air Quality Data Statistics." Accessed March 2017. <http://arb.ca.gov/adam>.
- CARB. 2015b. "Ambient Air Quality Standards." Accessed March 2017. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>.
- CARB. 2016. "Area Designations Maps / State and National." Updated May 2016. <http://www.arb.ca.gov/desig/adm/adm.htm>.
- City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

- City of San Diego. 2016. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. July 2016.
- County of San Diego. 2007. *Guidelines for Determining Significance and Report and Format and Content Requirements – Air Quality*. March 19, 2007.
- EPA (U.S. Environmental Protection Agency). 2014. "AirData: Access to Air Pollution Data." Last updated October 8, 2014. Accessed March 2017. <http://www.epa.gov/airdata>.
- EPA. 2015a. "Six Common Air Pollutants." Last updated December 22, 2014. Accessed March 2017. <https://www.epa.gov/criteria-air-pollutants>.
- EPA. 2015b. "Region 9: Air Programs, Air Quality Maps." Last updated February 26, 2015. Accessed March 2017. <http://www.epa.gov/region9/air/maps/index.html>.
- EPA. 2018. "Status of California Designated Areas: California Areas by NAAQS." Last updated April 22, 2018. Accessed April 27, 2018. https://www3.epa.gov/airquality/urbanair/sipstatus/reports/ca_areabypoll.html.
- OEHHA (Office of Environmental Health Hazard Assessment). 2008. *Air Toxics Hot Spots Risk Assessment Guidelines Technical Support Document for the Derivation of Noncancer Reference Exposure Levels*. As approved by the Scientific Review Panel, June 18, 2008. Accessed October 2017. http://www.oehha.ca.gov/air/hot_spots/2008/NoncancerTSD_final.pdf.
- SANDAG (San Diego Association of Governments). 2004. *Regional Comprehensive Plan for the San Diego Region*. Final. July 2004. Accessed August 2016. http://www.sandag.org/programs/land_use_and_regional_growth/comprehensive_land_use_and_regional_growth_projects/RCP/rcp_final_complete.pdf.
- SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*. April 1993.
- SDAPCD (San Diego Air Pollution Control District). 1969. *Rules and Regulations*. Regulation IV. Prohibitions. Rule 51. Nuisance. Effective January 1, 1969.
- SDAPCD. 1997. *SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions*. Effective August 13, 1997. <https://www.arb.ca.gov/DRDB/SD/CURHTML/R50.HTM>.
- SDAPCD. 1998. *Rule 20.2 – New Source Review Non-Major Stationary Sources*. Adopted and effective May 17, 1994; revisions adopted and effective December 17, 1997. Revisions adopted November 4, 1998; effective December 17, 1998.

- SDAPCD. 2001. Rules and Regulations. Regulation IV. Prohibitions. Rule 67. Architectural Coatings. Revised December 12, 2001.
- SDAPCD. 2005. *Measures To Reduce Particulate Matter in San Diego County*. December 2005. Accessed March 2017. <http://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/PM-Measures.pdf>.
- SDAPCD. 2007. *Eight-Hour Ozone Attainment Plan for San Diego County*. May 2007. Accessed March 2017. <http://www.sdapcd.org/planning/8-Hour-O3-Attain-Plan.pdf>.
- SDAPCD. 2009a. *2009 Regional Air Quality Strategy Revision*. April 22, 2009. Accessed March 2017. <http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/2009-RAQS.pdf>.
- SDAPCD. 2009b. Rules and Regulations. Regulation IV. Prohibitions. Rule 55. Fugitive Dust. Adopted June 24, 2009; effective December 24, 2009.
- SDAPCD. 2012. *Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County*. San Diego, California: SDAPCD. December 15, 2012. Accessed March 2017. http://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Air%20Quality%20Planning/8_Hour_O3_Maint-Plan.pdf.
- SDAPCD. 2014. California Air Toxics “Hot Spots” Information and Assessment Act (AB 2588). 2013 Air Toxics “Hot Spots” Program Report for San Diego County. June 18, 2014. Accessed March 2017. http://www.sandiegocounty.gov/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Public%20Hearings/2013%20Toxics%20Hot%20Spots/AttA-2013%20THS%20Rpt_Prop_Rpt.pdf.
- SDAPCD. 2015. *Supplemental Guidelines for Submission of Air Toxics “Hot Spots” Program Health Risk Assessments*.
- WRCC (Western Regional Climate Center). 2016. Poway Valley, CA (047111), Monthly Average of Minimum Daily Temperature. Accessed March 2017. <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7111>.

SECTION 5.6 BIOLOGICAL RESOURCES

- ACOE (U.S. Army Corps of Engineers). 1987. *Corps of Engineers Wetlands Delineation Manual*. Online ed. Environmental Laboratory, Wetlands Research Program Technical Report Y-87-1. Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station. January 1987. http://www.fedcenter.gov/Bookmarks/index.cfm?id=6403&pge_id=1606.

- City of San Diego. 1996. *Final Environmental Impact Report for the Torrey Highlands Subarea IV*. DEP No. 93-0152. SCH No 93071041. SCH No. 93071041. City of San Diego, Development Services Department Land Development Review Division. San Diego, California. June 1996.
- City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.
- City of San Diego. 2006. *Torrey Highlands Subarea Plan for North City Future Urbanizing Area Subarea IV*. City of San Diego, Planning Department. January 2006. Accessed October 11, 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/torreyhighlands/pdf/thcpfull.pdf>.
- City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.
- City of San Diego. 2012. *Land Development Manual – Biology Guidelines*. Adopted September 28, 1999. Revised June 2012.
- CNPS (California Native Plant Society). 2018. *Inventory of Rare and Endangered Plants*. Online edition, v8-03 0.39. <http://www.rareplants.cnps.org/>.
- Cooper, B.A., and R.J. Ritchie. 1995. "The Altitude of Bird Migration in East-Central Alaska: A Radar and Visual Study." *Journal of Field Ornithology* 66(4):590–607.
- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. FWS/OBS-79/31. Prepared for U.S. Fish and Wildlife Service. December 1979. Reprinted 1992. <http://www.fws.gov/wetlands/documents/classification-of-wetlands-and-deepwater-habitats-of-the-united-states.pdf>.
- Gelb, Y., and N. Delacretaz. 2006. *The Role of Windows and Vegetation in Manhattan Bird Collisions*. New York, New York: New York City Audubon. <http://www.nycaudubon.org/home/>. Hogan, C. David. 1996. "Southern Maritime Chaparral." *Fremontia* 24(4):1–7.
- Holland, R.F. 1986. *Preliminary Descriptions of the Terrestrial Natural Communities of California*. Nongame-Heritage Program, California Department of Fish and Game. October 1986.
- Klem, D. Jr. 1989. "Bird–Window Collisions." *Wilson Bulletin* 101(4):606–620.

- Klem, D. Jr. 1990. "Collisions between Birds and Windows: Mortality and Prevention." *Journal of Field Ornithology* 61:120–128.
- Klem, D. Jr. 2004. "Glass: An Unintended but Catastrophic Hazard for Birds." *Animal Welfare Institute Quarterly*. Fall.
- Loss, S. R., T. Will, S. S. Loss, and P. P. Marra. 2014. "Bird–Building Collisions in the United States: Estimates of Annual Mortality and Species Vulnerability." *The Condor: Ornithological Applications* 116:8–23. Accessed March 22, 2018. http://www.audubon.org/sites/default/files/documents/loss_et_al_bird-building_collisions_condor_2014.pdf.
- Oberbauer, T., M. Kelly, and J. Buegge. 2008. *Draft Vegetation Communities of San Diego County*. March 2008. Accessed May 2017. http://www.sdcanyonlands.org/pdfs/veg_comm_sdcounty_2008_doc.pdf.
- O'Connell, T.J. 2001. "Avian Window Strike Mortality at a Suburban Office Park." *Raven* 72:141–149.
- SDNHM (San Diego Natural History Museum). 2018. "San Diego Plant Atlas." <http://www.sdnhm.org/science/botany/projects/plant-atlas/>.
- Sheppard, C., and G. Phillips. 2015. *Bird-friendly Building Design*. 2nd ed. The Plains, Virginia: American Bird Conservancy. Accessed March 22, 2018. https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf.
- USDA (U.S. Department of Agriculture). 2017. Web Soil Survey. USDA Natural Resources Conservation Service, Soil Survey Staff. Accessed July 18, 2017. <http://websoilsurvey.nrcs.usda.gov/>.

SECTION 5.7 HISTORICAL RESOURCES

- City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program. March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.
- City of San Diego. 2008. *City of San Diego General Plan Historic Preservation Element*. Adopted March 10, 2008. <https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/pdf/generalplan/adoptedhpelem.pdf>.
- City of San Diego. 2009. City of San Diego Historical Resources Board, Guidelines for the Application of Historical Resources Board Designation Criteria. Land Development Manual, Historical Resources Guidelines, Appendix E, Part 2. August 27, 2009; revised February 24, 2011.

City of San Diego. 2016. California Environmental Quality Act Significance Determination Thresholds, City of San Diego. July 2016. https://www.sandiego.gov/sites/default/files/july_2016_ceqa_thresholds_final_0.pdf.

SECTION 5.8 PALEONTOLOGICAL RESOURCES

City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.

SECTION 5.9 NOISE

Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September 2013. Accessed April 2017. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf.

City of San Diego. 1996. *Final Environmental Impact Report for the Torrey Highlands Subarea IV*. DEP No. 93-0152. SCH No 93071041. June 1996.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. Multiple Species Conservation Program (MSCP). March 1997. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/planning/programs/mscp/pdf/subareafullversion.pdf>.

City of San Diego. 2010. "Chapter 5, Public Safety, Morals, and Welfare; Article 9.5, Noise Abatement and Control; Division 4, Limits." In *San Diego Municipal Code*. July 2010. Accessed March 2017. <http://docs.sandiego.gov/municode/MuniCodeChapter05/Ch05Art9.5Division04.pdf>.

City of San Diego. 2015. "Noise Element." In *City of San Diego General Plan*. Amended June 2015. Accessed March 2017. https://www.sandiego.gov/sites/default/files/ne_2015.pdf.

FHWA (Federal Highway Administration). 2004. FHWA Traffic Noise Model, Version 2.5. Washington, DC: FHWA Office of Environment and Planning. February 2004.

FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*. July 1, 2006.

Mestre-Greve Associates. 2011. *Noise Assessment for Historic Town Center, City of San Juan Capistrano*. January 2011.

Transportation Research Board, National Research Council. 2000. *Highway Capacity Manual*. Washington, DC: National Research Council.

SECTION 5.10 ENERGY

- CARB (California Air Resources Board). 2013. "Clean Car Standards – Pavley, Assembly Bill 1493." Last reviewed January 11, 2017. Accessed October 2017. <http://arb.ca.gov/cc/ccms/ccms.htm>.
- CEC (California Energy Commission). 2015a. California Energy Demand Updated Forecast, 2015–2025. CEC-200-2014-009-CMF. February 2015. Accessed October 2016. <http://www.energy.ca.gov/2014publications/CEC-200-2014-009/CEC-200-2014-009-CMF.pdf>.
- CEC. 2015b. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. June 2015. Accessed October 2017. <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>.
- CEC. 2016a. "Electricity Consumption by Entity." Energy Consumption Data Management System. Accessed October 2017. <http://ecdms.energy.ca.gov/elecbycounty.aspx>.
- CEC. 2016b. "Gas Consumption by Entity." Energy Consumption Data Management System. Accessed October 2017. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.
- CEC. 2016c. Transportation Energy Demand Forecast, 2016–2026. CEC-200-2015-008-SD. February 2016. Accessed October 2017. http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-10/TN210539_20160226T101946_Transportation_Energy_Demand_Forecast_20162026.pdf.
- City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed October 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.
- CPUC (California Public Utilities Commission). 2016. Biennial RPS Program Update. January 1, 2016. <http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=8323>.
- CPUC. 2017. "Natural Gas and California." January 2017. Accessed February 2017. http://www.cpuc.ca.gov/natural_gas/.
- SANDAG (San Diego Association of Governments). 2015. *San Diego Forward: The Regional Plan*. October 2015. Accessed July 2017. http://www.sdforward.com/pdfs/RP_final/The%20Plan%20-%20combined.pdf.
- SDG&E (San Diego Gas & Electric). 2016. "Company Facts." Accessed October 2016. <http://www.sdge.com/aboutus>.

The Climate Registry. 2017. Default Emission Factors. May 2017. Accessed October 2017.
<https://www.theclimateresistry.org/wp-content/uploads/2017/05/2017-Climate-Registry-Default-Emission-Factors.pdf>.

CHAPTER 6 CUMULATIVE IMPACTS

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

CEQAnet. 2017. Web Database. Accessed March 2017. <http://www.ceqanet.ca.gov/ProjectList.asp>.

City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017.
<https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2010. "Chapter 5, Public Safety, Morals, and Welfare; Article 9.5, Noise Abatement and Control; Division 4, Limits." In *San Diego Municipal Code*. July 2010. Accessed March 2017.
<http://docs.sandiego.gov/municode/MuniCodeChapter05/Ch05Art9.5Division04.pdf>.

City of San Diego. 2012. *Land Development Manual – Biology Guidelines*. Adopted September 28, 1999. Revised June 2012.

City of San Diego. 2017a. "City of San Diego Capital Improvements Program (CIP), CIP Project Search Tools." Accessed March 2017. <https://www.sandiego.gov/cip/projectinfo>.

City of San Diego. 2017b. *City of San Diego Climate Action Plan Consistency Checklist*. June 2017.
https://www.sandiego.gov/sites/default/files/city_of_san_diego_cap_checklist.pdf

SANDAG (San Diego Association of Governments). 2011. Our Region. Our Future. 2050 Regional Transportation Plan. October 2011. http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf.

CHAPTER 7 EFFECTS NOT FOUND TO BE SIGNIFICANT

92129 Magazine. 2015. "Rancho Peñasquitos is Served by San Diego Fire-Rescue Department's Fire Station 40," *92129 Magazine*, December 1, 2015, <http://92129magazine.com/2015/12/01/rancho-penasquitos-is-served-by-san-diego-fire-rescue-departments-fire-station-40/>.

- 92131 Magazine. 2014. "The Northeastern Division Lives to Serve in 92131," *92131 Magazine*, September 1, 2014, <http://92131magazine.com/2014/09/01/the-northeastern-division-lives-to-serve-in-92131/>.
- Bowman, R.H. 1973. *Soil Survey of San Diego Area, California*. Washington, D.C.: U.S. Department of Agriculture, Soil Conservation Service.
- California Building Standards Commission. 2016. California Building Standards Code (California Code of Regulations, Title 24). Effective January 1, 2017.
- CAL FIRE (California Department of Forestry and Fire Protection). 2012. *2012 Strategic Plan*. June 2012.
- Caltrans (California Department of Transportation). 2013. *Caltrans Seismic Design Criteria, Version 1.7*. April 2013. Accessed March 2017. [http://www.dot.ca.gov/hq/esc/earthquake_engineering/sdc/documents/Seismic-Design-Criteria-\(SDC-1.7-Full-Version,-OEE-Release\).pdf](http://www.dot.ca.gov/hq/esc/earthquake_engineering/sdc/documents/Seismic-Design-Criteria-(SDC-1.7-Full-Version,-OEE-Release).pdf).
- City of San Diego. 1996. "Chapter Six: Community Facilities." In *Torrey Highlands Subarea Plan for North City Future Urbanizing Area Subarea IV*. November 5, 1996.
- City of San Diego. 2000. *Fire and Hazard Prevention Services Policy, Design Standards*. July 21, 2000.
- City of San Diego. 2007. Section 3.8, Land Use. In *Program Environmental Impact Report (PEIR) for the Draft General Plan*. September 2007.
- City of San Diego. 2008a. *City of San Diego General Plan*. Adopted by the County of San Diego and the City of San Diego on March 10, 2008. Accessed August 2016. <https://www.sandiego.gov/planning/genplan>.
- City of San Diego. 2008b. *City of San Diego Seismic Safety Study Geologic Hazards and Faults*. Updated 2008. Accessed June 2016. <http://archive.sandiego.gov/development-services/industry/hazards/pdf/seismicstudy.pdf>.
- City of San Diego. 2009. "Official Very High Fire Hazard Severity Zone Maps: Grids 35, 36, 40" [map]. City of San Diego Fire Rescue Department. February 24, 2009. <https://www.sandiego.gov/fire/services/brush/severityzones>.
- City of San Diego. 2011a. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. Accessed August 2016. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.

- City of San Diego. 2011b. "Miramar Landfill." Accessed September 2016. <https://www.sandiego.gov/environmental-services/miramar>.
- City of San Diego. 2013a. General Plan Housing Element 2013–2020. Adopted March 4, 2013. <https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/heu/pdf/housingelementfull.pdf>.
- City of San Diego. 2013b. *Performance Audit of the Police Patrol Operations*. September 23, 2013. Audit Report by the Office of the City Auditor.
- City of San Diego. 2013c. *City of San Diego Water Purification Demonstration Project*. Fact Sheet. June 2013.
- City of San Diego. 2014. "Facilities." Accessed September 2016. <https://www.sandiego.gov/mwwd/facilities>.
- City of San Diego. 2015a. City of San Diego Zero Waste Plan: Road to Zero Waste, next stop 75%. June 2015.
- City of San Diego. 2015b. Permanent Water Use Restrictions. Accessed July 2015. <https://www.sandiego.gov/water/conservation/drought/prohibitions#permanentrestrictions>.
- City of San Diego. 2016a. "About SDFD." Accessed July 2016. <https://www.sandiego.gov/fire/about>.
- City of San Diego. 2016b. "Northeast Division." Accessed July 2016. <https://www.sandiego.gov/police/services/divisions/northeastern>.
- City of San Diego. 2016c. *2015 Urban Water Management Plan*. Final. June 2016.
- City of San Diego. 2016d. *City of San Diego Urban Water Management Plan*. Final version. June 2016.
- City of San Diego. 2017a. The City of San Diego Transportation & Storm Water Design Manuals, Drainage Design Manual. January 2017. https://www.sandiego.gov/sites/default/files/drainage_design_manual_jan2017.pdf.
- City of San Diego. 2017b. "Remaining Cycle Issues." L64A-003A-2.
- City of San Diego. 2017c. "The Preserve at Torrey Highland." Memorandum from Elizabeth Shearer-Nguyen, Developmental Services, to Jason Zdunich, POII, Operational Support. December 7, 2017.
- City of San Diego. 2017d. "Pacific Highlands Ranch Branch Library." Accessed April 26, 2018. <https://www.sandiego.gov/public-library/about-the-library/projects/pacifichighland>.

- City of San Diego. 2018. City of San Diego Permanent Water Use Restrictions. Accessed January 2018. <https://www.sandiego.gov/water/conservation/drought/prohibitions>
- City of San Diego Public Library. 2016. "Public Library." Accessed July 2016. <https://www.sandiego.gov/public-library>.
- Citygate (Citygate Associates LLC). 2017. San Diego Fire-Rescue Department, Standards of Response Cover Review. February 2017.
- County of San Diego. 2014. Unified San Diego County Emergency Services Organization and County of San Diego Operational Area Emergency Operations Plan. September 2014.
- DOC (California Department of Conservation). 1975. "Mineral Land Classification Map: Aggregate Resources Only" [map]. Del Mar Quadrangle. Accessed May 2016. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_153/SR-153_Plate-16.pdf.
- DOC. 2012. "San Diego County Important Farmland 2012" [map]. Scale: 1:120,000. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Accessed February 2016. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/sdg12_w.pdf.
- DOC. 2015. "The Alquist-Priolo Earthquake Fault Zoning (AP) Act." Accessed November 2016. <http://www.conservation.ca.gov/cgs/rghm/ap>.
- DTSC (Department of Toxic Substances Control). 2009. "Chapter 11: Identification and Listing of Hazardous Waste." March 3, 2009. Accessed February 2016. http://www.dtsc.ca.gov/LawsRegsPolicies/Title22/OEARA_REG_Title22_Ch11.cfm.
- EPA (U.S. Environmental Protection Agency). 2011. "The Superfund Amendments and Reauthorization Act (SARA)." Last updated on August 22, 2016. Accessed February 2017. <https://www.epa.gov/superfund/superfund-amendments-and-reauthorization-act-sara>.
- EPA. 2012. "What is the EPCRA?" Last updated on October 7, 2016. Accessed February 2017. <http://www2.epa.gov/epcra/what-epcra>.
- EPA. 2013. Summary of the Resource Conservation and Recovery Act." July 31, 2013. Accessed February 2016. <https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act>.
- Fennessy, B. 2016. Phone conversation between Chief B. Fennessy (San Diego Fire Department) and K. Laybourn (Dudek). July 22, 2016.

Governor's Office of Emergency Services. 2009. *California Emergency Services Act, California Disaster Assistance Act, Emergency Compacts, California Disaster and Civil Defense Master Mutual Aid Agreement*. Mather, California: Governor's Office of Emergency Services. January 2009.

PUSD (Poway Unified School District). 2016. "School District Maps and Boundaries." Accessed July 2016. <http://www.powayusd.com/en-US/District/Maps>.

SANDAG (San Diego Association of Governments). 2004. *Regional Comprehensive Plan for the San Diego Region*. Final. July 2004. Accessed August 2016. http://www.sandag.org/programs/land_use_and_regional_growth/comprehensive_land_use_and_regional_growth_projects/RCP/rcp_final_complete.pdf.

SANDAG. 2011. Regional Housing Needs Assessment Plan, Fifth Housing Element Cycle, Planning for Housing in the San Diego Region 2010–2020. Adopted October 28, 2011. http://www.sandag.org/uploads/publicationid/publicationid_1661_14392.pdf.

SANDAG. 2013. "2050 Regional Growth Forecast: Torrey Highlands Community Planning Area, City of San Diego." Accepted October 2013.

SDCWA (San Diego County Water Authority). 2017. *San Vicente Dam Raise*. Accessed February 2018. https://www.sdcwa.org/sites/default/files/san_vicente_dam_raise_fs.pdf.

SDG&E (San Diego Gas & Electric). 2016. "Company Facts." Accessed May 6, 2016. <http://www.sdge.com/aboutus>.

USDA (U.S. Department of Agriculture). 2016. Web Soil Survey. USDA Natural Resources Conservation Service, Soil Survey Staff. Accessed February 2016. <http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

CHAPTER 8 MANDATORY DISCUSSION AREAS

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

City of San Diego. 1992. North City Future Urbanizing Area Framework Plan. Adopted October 1, 1992; last amended August 5, 1997. <https://www.sandiego.gov/sites/default/files/legacy/planning/community/profiles/ncfua/pdf/ncfuafullversion.pdf>.

City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. City of San Diego, Development Services Department. January 2011. Accessed March 2017. <https://www.sandiego.gov/sites/default/files/legacy/development-services/pdf/news/sdtceqa.pdf>.

DOC (California Department of Conservation). 1975. "Mineral Land Classification Map: Aggregate Resources Only" [map]. Del Mar Quadrangle. Accessed May 2016. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_153/SR-153_Plate-16.pdf.

CHAPTER 9 ALTERNATIVES

Code of Federal Regulations (CFR). 2018. Title 14, Chapter 1, Subchapter E, Part 77, §77.9: Construction or alteration requiring notice. Current as of April 10, 2018. Accessed April 2018. https://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=61302bd90d79271a583474ad2f9dcd7e&rgn=div5&view=text&node=14:2.0.1.2.9&idno=14#se14.2.77_19.

City of San Diego. 1996. *Torrey Highlands Subarea Plan for North City Future Urbanized Area Subarea IV*. Adopted by the City Council on August 5, 1996. Accessed March 2017. <https://www.sandiego.gov/planning/community/profiles/torreyhighlands/plan>.

City of San Diego. 2008. *City of San Diego General Plan*. Adopted by the County of the City of San Diego on March 10, 2008. Accessed March 2017. <https://www.sandiego.gov/planning/genplan>.

City of San Diego. 2017. *City of San Diego Climate Action Plan Consistency Checklist*. June 2017. https://www.sandiego.gov/sites/default/files/city_of_san_diego_cap_checklist.pdf.

LLG (Linscott, Law & Greenspan, Engineers). 2018. "The Preserve at Torrey Highlands - Traffic Impact Reduction Memorandum for Dudek." April 12, 2018.

CHAPTER 10 MITIGATION MONITORING AND REPORTING

City of San Diego. 2012. *Land Development Manual – Biology Guidelines*. Adopted September 28, 1999. Revised June 2012.

INTENTIONALLY LEFT BLANK

CHAPTER 12 INDIVIDUALS CONSULTED/PREPARERS

City of San Diego

Development Services Department

Elizabeth Shearer-Nguyen, Environmental Analysis
Leo Alo, Transportation Development
Joseph Stanco Jr., Planning Review
William Zounes, Project Manager
Alejandro Ruiz, Water and Sewer Development
Brenda Sylvester, Fire-Plan Review
Daniel Neri, Landscaping
Patrick Thomas, Geology
Louis Schultz, Engineering Review

Planning Department

Michael Prinz, Long Range Planning
~~Sharon~~ Shannon Scoggins, Parks and Recreation
Holly Smit-Kicklighter, Multiple Species Conservation Program
Bill Dane, Facilities Financing

Public Utilities Department

Shelby Gilmartin

Environmental Services Department

Lisa Wood

San Diego Fire-Rescue

Larry Trame

San Diego Police Department

Jason Zdunich

Dudek

Shawn Shamlou, AICP, Principal
Asha Bleier, AICP, LEED AP BD+C, Project Manager
Jennifer Sucha, AICP, LEED AP ND, Project Manager
Katie Laybourn, Deputy Project Manager
Alexandra Martini, LEED GA, Environmental Analyst
Shannon Baer, Environmental Analyst
Anita Hayworth, PhD, Senior Biologist
Thomas Liddicoat, Biologist
Kathleen Dayton, Biologist
Micah Hale, PhD, RPA, Archaeologist
Brad Comeau, Archaeologist
Jennifer Reed, Air Quality Services Manager
Rose Kelly, Air Quality and Greenhouse Gas Analyst
Josh Saunders, Visual Resources Analyst
Mike Green, Acoustician
Curtis Battle, GIS Specialist
Devin Brookhart, Publications Specialist Lead
Kara Murphy, Publications Specialist
Corinne Price, Technical Editor

Cisterra Development

Jason R. Wood, Project Principal

Gensler Architects

Darrel Fullbright, AIA, LEED GA, Principal
Dan Munch, Architect
David Harrison, Architect

GroundLevel Landscape Architecture

Amanda Mercado, Project Manager

Leppert Engineering Corporation

John D. Leppert, President
Rory Linehan, PE, Engineer
Norman S. Kasubuchi, Engineer

Linscott, Law & Greenspan, Engineers

John P. Keating, PE, Principal
Christopher Mendiara, Associate Principal
Cara Hilgesen, Senior Transportation Planner
Roman Lopez, Transportation Planner

INTENTIONALLLY LEFT BLANK