

# CARROLL CANYON MIXED USE PROJECT

## ***FINAL ENVIRONMENTAL IMPACT REPORT***

**JANUARY 2018**

SCH NO. 2015081031  
PTS NO. 240716

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### LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ac	acre
ACMs	<u>asbestos-containing materials</u>
ADD	Assistant Deputy Director
ADT	Average Daily Traffic
AF	acre-feet
AFY	acre-feet per year
AHM	Acutley Hazardous Materials
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUC Plan/ALCUP	Airport Land Use Compatibility Plan
AM/a.m.	morning
AMSL	above mean sea level
APCD	Air Pollution Control District
ARB	Air Resources Board
BEIGIS	Biogenic Emissions Inventory Geographic Information System
BI	Building Inspector
BMP(s)	Best Management Practice(s)
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	California Administrative Code
CAD	Computer Aided Dispatch System
CalEEMod	California Emission Estimator Model
CalEPA	California EPA
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCR	California Code of Regulations
CD	Construction Documents
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEFS	California Emission Forecasting System
CEIDARS	California Emission Inventory Development and Reporting System
CEQA	California Environmental Quality Act
CFC	chlorofluorocarbons
CFR	Code of Federal Regulations
CFS/cfs	cubic feet per second
CGS	California Geologic Survey
CH <sub>4</sub>	methane
CHRIS	California Historic Resources Information System

## LIST OF ACRONYMS AND ABBREVIATIONS

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CM	Construction Manager
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	CO <sub>2</sub> equivalent
CR-2-1	City of San Diego Commercial – Regional zone
CSVR	Consultant Site Visit Record
dB	decibel
dB(A)	A-weighted decibel
DEH	County Department of Environmental Health
°	degrees, as in degrees Fahrenheit
DSD	City of San Diego Development Services Department
EAS	City of San Diego Environmental Analysis Section
ED	Environmental Designee
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPIC	San Diego School of Law Energy Policy Initiative Center
ESD	Environmental Services Department
ESL	Environmentally Sensitive Lands
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FBA	Facilities Benefit Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
ft.	feet
g	grams
g/bhp-hr	grams of particulate matter per brake horsepower hour
GCC	global climate change
GCP	General Construction Permit
GHG	greenhouse gas
g/l	gram per liter
GWP	global warming potential
HAPs	Hazardous Air Pollutants
HCFC	hydrochlorofluorocarbons
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HFE	hydrofluorinated ethers
HMMD	Hazardous Materials Management Division
HMP	Hydromodification Management Plan
HOV	High Vehicle Occupancy
Hr/hr	hour

## LIST OF ACRONYMS AND ABBREVIATIONS

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H <sub>2</sub> S	hydrogen sulfide
H&SC	California Health and Safety Code
HUD	Federal Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
I-	Interstate, as in I-15
Inc.	incorporated
IPCC	United Nations Intergovernmental Panel on Climate Change
IP-2-1	City of San Diego Industrial Park zone
ISO	California Independent System Operator
K	Kindergarten
kg	kilogram
kV	kilovolt
kWh	kilowatt hour
lb/lbs	pound/pounds
LCFS	Low Carbon Fuel Standard
LDC	City of San Diego Land Development Code
LDR	Land Development Review
Leq	equivalent continuous sound level
LID	Low Impact Development
LOS	level of service
MCAS Miramar	Marine Corps Air Station Miramar
mgd	million gallons per day
µg/m <sup>3</sup>	micrograms per cubic meter
mg/m <sup>3</sup>	milligrams per cubic meter
MHPA	Multi Habitat Planning Area
Min/min	minute
M-IP	City of San Diego Manufacturing – Industrial Park zone
MMC	Mitigation Monitoring Coordination
MMR	Mitigation Monitoring Report
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MMTCo <sub>2</sub> e	million metric tons equivalent CO <sub>2</sub>
mph	miles per hour
MRF	Materials Recovery Facilities
MSCP	Multiple Species Conservation Program
MT	metric tons
MMT	million metric tons
MW	megawatt
MWh	megawatt hour
MWD	Metropolitan Water District of Southern California
MWWD	Metropolitan Wastewater Department
NAAQS	National Ambient Air Quality Standards

## LIST OF ACRONYMS AND ABBREVIATIONS

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NB/nb	northbound
NDDDB	Natural Diversity Data Base
NESHAP	National Emission Standard for Hazardous Air Pollutants
NF <sub>3</sub>	nitrogen trifluoride
NOC	Notice of Completion
NOI	Notice of Intent
NOP	Notice of Preparation
No.	number
NO	nitrogen oxide
NO <sub>x</sub>	oxides of nitrogen
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
NTP	Notice to Proceed
NUP	Neighborhood Use Permit
N <sub>2</sub> O	nitrous oxide
O <sub>3</sub>	ozone
OCA	off-site consequences analysis
OPR	The Governor's Office of Planning and Research
Pb	lead
PCD	Planned Commercial Development
PDFs	Project Design Features
PDP	Planned Development Permit
PFC	perfluorocarbon
PFFP	Public Facilities Financing Program
PI	Principal Investigator
PID	Planned Industrial Development
PM/p.m.	afternoon
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter of 10 microns in diameter or smaller
PME	Paleontological Monitoring Exhibit
ppm	parts per million
PRC	Public Resources Code
PTS	Project Tracking System
PVC	polyvinyl chloride
RAQS	Regional Air Quality Strategy
RCP	reinforced concrete pipe
RE	Resident Engineer
RMPP	Risk Management and Prevention Plan
ROG	Reactive Organic Gas
RPS	California's Renewable Portfolio Standard
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments

## LIST OF ACRONYMS AND ABBREVIATIONS

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SB	Senate Bill
SB/sb	southbound
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCGHGI	San Diego County Greenhouse Gas Inventory
SDCRAA	San Diego County Regional Airport Authority
SDCWA	San Diego County Water Authority
SDFD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas and Electric
SDPD	San Diego Police Department
SDPL	San Diego Public Library
SDUSD	San Diego Unified School District
sec.	second(s)
SF <sub>6</sub>	sulfur hexafluoride
SIP	State Implementation Plan
SO <sub>x</sub>	sulfur monoxide
SO <sub>2</sub>	sulfur dioxide
SOV	Single Occupancy Vehicle
SR	State Route, as in SR-76
SRRE	Source Reduction and Recycling Element
STC	Sound Transmission Class
SWQCB	State Water Quality Control Board
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
SWS	southern willow scrub
SZA	Select Zone Assignment
TAC(s)	Toxic Air Contaminant(s)
TIA	Traffic Impact Analysis
TLV-STEL	Thresholds Limit Value – Short Term Exposure Limit
TLV-TWA	Threshold Limit Value – Time Weighted Average
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TPA	Transit Priority Area
TPQ	Threshold Planning Quantity
TWLTG	Two Way Left Turn Lane
UBC	Uniform Building Code
UFC	Uniform Fire Code
U.S./US	United States
USAI	Urban Systems Associates, Inc.
USFWS	U.S. Fish and Wildlife Service

## LIST OF ACRONYMS AND ABBREVIATIONS

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UWMP	Urban Water Management Plan
v/c	vehicle to capacity ratio
VMТ	vehicle miles traveled
VOC	Volatile Organic Compounds
VTM	Vesting Tentative Map
WARM	Waste Reduction Model
WMP	Waste Management Plan
WSA	Water Supply Assessment
WQTR	Water Quality Technical Report

## **EXECUTIVE SUMMARY**

This Environmental Impact Report (EIR) has been prepared for the Carroll Canyon Mixed-Use project, a private development project located in the Scripps Miramar Community Plan area. This document analyzes the potential environmental effects associated with implementation of the project (including direct and indirect impacts, secondary impacts, and cumulative effects). Prepared under the direction of the City of San Diego's Environmental Analysis Section, this EIR reflects the independent judgement of the City of San Diego.

### **Purpose and Scope of the EIR**

This EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the proposed Carroll Canyon Mixed-Use project. By recognizing the environmental impacts of the proposed 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 proposed 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. According to Section 15162 of the CEQA Guidelines, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternative which are considerably different from those

analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In accordance with CEQA Guidelines Section 15082(a), an NOP, dated August 15, 2015, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the proposed Carroll Canyon Mixed-Use project. A copy of the NOP and letters received during its review are included in Appendix A to this EIR.

Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Quality/Neighborhood Character
- Air Quality
- Global Climate Change
- Energy
- Noise
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Health and Safety
- Public Services and Facilities
- Public Utilities
- Cumulative Effects

Based on the analysis contained in Section 5.0, *Environmental Analysis*, of this EIR, the proposed project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (indirect due to potential noise levels on adjacent off-site habitat associated with construction), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Very Old Terrace formation.

## Project Location and Setting

The regional and local setting of the project is discussed in Section 2.0, *Environmental Setting*, of this EIR. The proposed Carroll Canyon Mixed-Use project is located in the northeast quadrant of I-15 and Carroll Canyon Road. Situated north of Carroll Canyon Road, east of I-15, a distance west of Scripps Ranch Boulevard, and south of an intermittent natural drainage corridor, the Carroll Canyon Mixed-Use project site encompasses approximately 9.52 gross acres. Multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. An intermittent drainage corridor separates the Carroll Canyon Mixed-Use site from Scripps Ranch High School to the northeast. Commercial office development is located immediately east of the project site, with mixed-use commercial retail and commercial office development occurring south of the project site along Carroll Canyon Road. Access to the project site is provided off Carroll Canyon Road. I-15 freeway ramps occur at Carroll Canyon Road, providing north- and south-bound access to the interstate.

## Project Baseline



CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, “[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[...]. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.” Baseline conditions for the Carroll Canyon Mixed-Use project is the fully developed site as established in this *Environmental Setting* section.

Baseline condition for the Carroll Canyon Mixed-Use project is the fully developed site located at 9850 Carroll Canyon Road. This development includes a single-story commercial office building, a two- to three-story commercial office use with partial basement level, associated facilities and utilities. All existing buildings are used only occasionally on a temporary basis. Baseline conditions also include existing landscaping, parking lots, entry drive, and pedestrian sidewalks.

When the Traffic Impact Analysis first began in 2009, the existing buildings were unoccupied. Therefore, for purposes of the traffic analysis, a more conservative approach was taken, with the existing buildings considered as vacant in the near-term analysis. Because the existing buildings are currently occupied and have been occupied intermittently in past years, the buildings are considered as fully utilized in the horizon year (2035) traffic analysis. For purposes of the remaining environmental issue area analyses, the baseline is considered as the fully developed site, with the buildings in use, because portions of the buildings have been regularly used by a variety of tenants since the time they were constructed.

### **Project Description**

The Carroll Canyon Mixed-Use project proposes redevelopment of the existing office complex with a mixed-use development that would include multi-family residential units, small retail shops, and restaurants. The existing 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space.

The project requires a General Plan Amendment to change the current land use designation from Industrial Employment to Multiple Use and a Community Plan Amendment to change the current land use designation from Industrial Park to Residential (15-29 dwelling units per net acre) and Community Shopping. The proposed project also requires a Rezone for the project site from IP-2-1 (Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a Planned Development Permit (PDP) to allow deviations to maximum wall heights, setbacks, lot frontage, ~~and~~ maximum building height, and signage, and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a Vesting Tentative Map. The elements of these various project actions are described in detail in Section 3.0, *Project Description*, of this EIR.

## **Summary of Environmental Impacts and Mitigation**

Section 5.0 of this EIR presents the *Environmental Analysis* of the proposed project. Based on the analysis contained in Section 5.0 of this EIR, the proposed Carroll Canyon Mixed-Use project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (indirect due to potential noise levels on adjacent off-site habitat from construction), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Very Old Terrace formation. Mitigation has been provided for all potentially significant impacts to reduce the impact to below a level of significance with the exception of transportation/traffic circulation (cumulative).

Table ES-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the Carroll Canyon Mixed-Use project by issue area, as analyzed in Section 5.0, *Environmental Analysis*, of this EIR. The table also provides a summary of the mitigation measures proposed to avoid or reduce significant adverse impacts. The significance of environmental impacts after implementation of the recommended mitigation measures is provided in the last column of Table ES-1. Responsibilities for monitoring compliance with each mitigation measure are provided in Section 11.0, *Mitigation Monitoring and Reporting Program*, of this EIR.

## **Potential Areas of Controversy**

Pursuant to CEQA Guidelines 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, including the choice among alternatives and whether and how to mitigate for significant effects. The NOP for the EIR was distributed on August 15, 2015, for a 30-day public review and comment period. Comment letters received during the NOP public scoping period expressed concern regarding traffic, biological resources, and Native American heritage. These concerns have been identified as areas of known controversy and are analyzed in Section 5.0, *Environmental Analysis*, of this EIR.

## **Summary of Project Alternatives**

### **ALTERNATIVES CONSIDERED BUT REJECTED**

The *Alternatives* section (Section 10.0) of this EIR includes a discussion of alternatives which were considered early in the project design process but which have been rejected. This section includes an Alternative Location Alternative and is briefly summarized below. This alternative was rejected from further consideration due to a lack of meeting most of the project objectives.

#### *Alternative Location Alternative*

The proposed Carroll Canyon Mixed-Use project is intended to provide additional housing opportunities in the community. The project's strategic location on Carroll Canyon Road and immediately east of the I-15 freeway (with direct on-/off-ramps) allows easy freeway access for both residents within the project and patrons of the proposed commercial retail and restaurant uses. Commercial retail and restaurant uses would also serve the adjacent business parks, as well as capture drive-by trips from nearby residential neighborhoods. There are no other feasible alternative locations for the Carroll Canyon Mixed-Use project as proposed that would meet the project's objectives. Therefore, the Alternative Location alternative has been rejected.

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures**

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<b>Transportation/Traffic Circulation</b> The proposed project could result in direct and cumulative impacts to intersections, street segments, and metered freeway on-ramps as a result of the project.	Mitigation measures MM 5.2-1 through MM 5.2-4 identified in Section 5.2, <i>Transportation/Traffic Circulation/ Parking</i> , would mitigate or partially mitigate significant project impacts.	The project is able to mitigate all impacts to intersections, street segments, and freeway ramps to below a level of significance, <u>with the exception of cumulatively significant impacts at the intersection of Carroll Canyon Road and Maya Linda Road, at the intersection of Carroll Canyon Road and the I-15 southbound freeway ramps, and to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue. Because improvements cannot be guaranteed to occur by the study horizon year, these cumulative impacts are not considered to be fully mitigated. Thus, these impacts remain significant and unmitigated. However, if MM 5.2-2 or MM 5.2-4 are not implemented prior to the study horizon year, then the respective cumulative impacts would not be fully mitigated. Therefore, the project's cumulatively significant impact to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue under the Horizon Year plus Project conditions remains significant and unmitigated.</u>
<b>Noise</b> Potential indirect impacts associated with noise due to construction activities on adjacent areas where raptors may nest are considered significant.	Mitigation measure MM5.8-1 presented in Section 5.8, <i>Biological Resources</i> , would reduce indirect project impacts to nesting birds that may be located on-site or adjacent to the project site.	Mitigated to below a level of significance.
<b>Biological Resources</b> Project construction noise may result in indirect impacts to nesting raptors, which would be considered a potentially significant impact.	Mitigation measure MM5.8-1 presented in Section 5.8, <i>Biological Resources</i> , would reduce indirect project impacts to nesting birds	Mitigated to below a level of significance.

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	that may be located on-site or adjacent to the project site.	
<b>Paleontological Resources</b> The proposed project could result in direct impacts to paleontological resources as a result of grading. If grading occurs within the Very Old Terrace Deposits.	Standard mitigation measure, 5.10-1, presented in Section 5.10, <i>Paleontological Resources</i> , would mitigate potential impacts to significant paleontological resources to below a level of significance.	Mitigated to below a level of significance.

### *Business-Light Industrial Park Alternative*

The Business-Light Industrial Park alternative would involve the construction of an approximately 200,000-square foot, two-story, multi-tenant building allowed in the Scripps Miramar Ranch North Community Plan and in accordance with the existing IP-2-1 zone. This alternative would be designed in a manner similar to other nearby business/light industrial parks. All parking would be in surface parking lots. Architecture for this alternative would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City's landscaping ordinance and the Community Plan, ensuring that this alternative would result in an aesthetically pleasing architecture and design. Access would be off an existing driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road under this alternative would include adding a sidewalk and landscaped parkway. When compared to the proposed project, the Business-Light Industrial Park alternative would not require amendments to the community plan and General Plan and would not require a rezone. Less impacts would occur relative to traffic and associated environmental issue areas, such as noise, air quality and GHG emissions. However, this alternative would result in two additional traffic impacts that would not occur with the proposed project. Therefore, the Business-Light Industrial Park alternative would result in greater traffic impacts than the proposed project. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. The alternative would not meet any of the project objectives. Therefore, the Business-Light Industrial Park Alternative has been rejected.

### ALTERNATIVES CONSIDERED

The alternatives addressed in Section 10.0 of this EIR include the discussion of two No Project Alternatives – one which is the *circumstance under which the project does not proceed* (i.e., No Project/No Build) and one which is *the continuation of the existing plan, policy, or operation* (i.e., No Project/Development Under Existing Land Use Designation and Zoning Alternative). Additionally, the Alternatives section addresses two reduced intensity alternatives:

- Alternative 3A – Reduced Intensity Alternative – No Significant Traffic Impacts
- Alternative 3B – Reduced Intensity Alternative – No Significant Direct Traffic Impacts

### *Alternative 1 – No Project/No Build Alternative*

Under the No Project/No Build alternative, the proposed project would not proceed. Instead, the

project site would remain as it is today, the existing buildings would not be demolished or redeveloped, and no new development would occur. This alternative assumes that the existing office buildings could, at some time, be occupied and used as multi tenant office space. When compared to the proposed project, the No Project/No Build alternative would result in less impacts relative to traffic and associated environmental issue areas, such as air quality, GHG emissions, and noise. Because traffic volumes would be less under this alternative, the No Project/No Build alternative would result in reduced cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. Impacts to off-site biological resources and the potential to impacts unknown subsurface paleontological resources would be avoided under this alternative, as no new grading and/or construction would occur. The No Project/No Build alternative would not generate construction waste, as no new construction would occur, and cumulative impacts relative to solid waste generation not occur with this alternative. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. The No Project/No Build alternative would not meet any of the project objectives.

### *Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning Alternative*

The project includes a proposed Community Plan Amendment to change the land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping and an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. While the EIR concludes that the proposed land use changes would not result in significant environmental impacts, the project would not be in strict conformation with the Scripps Miramar Ranch Community Plan and the City's General Plan. Therefore, an alternative has been developed to evaluate a business/light industrial park project that reflects the Industrial land use designation in the Scripps Miramar Ranch Community Plan, the Industrial Employment land use designation in the General Plan, and the underlying existing IP-2-1 zone.

Under the land use designation in the Scripps Miramar Ranch Community Plan and consistent with the maximum allowable floor area ratio of the underlying IP-2-1 zone (FAR 2.0), development of the project site could result in approximately 800,000 square feet of business park-light industrial office uses. The design of a development of that size could occur as a mid-rise building, with structured parking either as above-ground or and/or subterranean. Architecture for this alternative would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City's landscaping ordinance and the Community Plan, ensuring that this alternative would result in an aesthetically pleasing architecture and design. Access would be off an existing driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road under this alternative would include adding a sidewalk and landscaped parkway. When compared to the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative would not require amendments to the community plan and General Plan and would not require a rezone. Greater impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. The No Project/Development Under Existing Land Use Designation and Zoning alternative would not meet any of the project objectives.

### *Alternative 3 – Reduced Intensity Alternatives*

The analysis in Section 5.0, *Environmental Analysis*, of this EIR concludes that the proposed Carroll Canyon Mixed-Use project would result in significant direct and cumulative impacts associated with traffic. The project includes mitigation measures which would fully mitigate direct impacts associated with traffic circulation. Two Reduced Intensity alternatives were evaluated to determine if the project's traffic circulation impacts could be eliminated with a reduction in the project's overall development intensity.

Reduced Intensity Alternative 3A would result in development of the project site at such a reduced intensity that all significant impacts associated with traffic could be avoided. In order to determine the development intensity for the Reduced Project alternative that could avoid all significant traffic-related impacts, the Carroll Canyon Mixed-Use TIA was consulted. As concluded in the TIA and Section 5.2, *Transportation/Traffic Circulation/Parking*, of this EIR, the proposed project would result in one direct and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps. Development of a 25-unit apartment project with no additional retail uses would avoid all traffic impacts associated with the proposed project. The Reduced Intensity Alternative 3A alternative would avoid direct and cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. The Reduced Intensity Alternative 3A alternative would ~~not meet~~ only three of the eight ~~the majority of the~~ project objectives.

An additional Reduced Intensity alternative – Reduced Intensity Alternative 3B – was evaluated that would develop the project site at a reduced intensity such that significant direct traffic impacts could be avoided, but cumulative impacts would still occur. Under Reduced Intensity Alternative 3B this alternative, a total of 160 apartments along with 9,200 square feet of commercial space could occur. The commercial space would consist of 2,400 square feet fast food, 3,200 square feet sit down restaurant, and 3,600 square feet of retail shops. Because traffic volumes would be less under this alternative, the Reduced Intensity Alternative 3B alternative would avoid direct traffic impacts and would result in less cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project. The Reduced Intensity Alternative 3B alternative would meet ~~many of~~ the project objectives but at a reduced scale.

### **Environmentally Superior Alternative**

The environmental analysis of alternatives is summarized in Table 10-4, *Comparison of Alternatives to Proposed Project*, within Section 10.0 of this EIR. CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project alternative is selected as environmentally superior, then the EIR

shall also identify an environmentally superior alternative among the other alternatives.

For the Carroll Canyon Mixed-Use Project, the No Project/No Build alternative would be selected as the environmentally superior alternative, as the No Project/No Build alternative would result in less environmental effects. Similarly, the No Project/Business-Light Industrial Park alternative would also be environmentally superior to the proposed project as it, too, would result in less impacts to the proposed project. However, neither of these alternatives would meet any of the project objectives.

Because CEQA requires that, if the No Project alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives, the Reduced Intensity Alternative 3B alternative would be selected as the environmentally superior alternative. The Reduced Intensity Alternative 3B alternative would result in eliminating direct traffic impacts associated with the proposed project and would reduce cumulatively significant traffic impacts. The Reduced Intensity Alternative 3B alternative would ~~also meet most of~~ the project objectives. The Reduced Intensity Alternative 3B alternative would result in development of 100 less residential units and a 25 percent reduction in commercial space thereby reducing the overall effect of redeveloping the project site with a mixed-use project that creates housing opportunities and retail and restaurant amenities to serve the adjacent employment uses and Scripps Miramar Ranch community.

## 1.0 INTRODUCTION

### 1.1 Purpose and Legal Authority

This Environmental Impact Report (EIR) is an informational document intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Carroll Canyon Mixed-Use project. This document has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended [Public Resources Code (PRC) 21000 et seq.], State CEQA Guidelines [California Administrative Code (CAC) 15000 et seq.], and the City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the Lead Agency under whose authority this document has been prepared.

In accordance with CEQA Guidelines Section 15161 and as determined by the City of San Diego, this document constitutes a "Project EIR" and has been focused *"primarily on the changes in the environment that would result from the development project."* The Carroll Canyon Mixed-Use project proposes redevelopment of an existing office complex with a mixed-use development that would include a mix of multi-family residential units, retail shops, and sit-down restaurant(s). The existing mostly vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail/restaurant space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.) The project requires discretionary approvals including: a General Plan Amendment to change the land use designation from Industrial Employment to Multiple Use; a Community Plan Amendment to change the current land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping; a Rezone of the site from IP-2-1 (Industrial—Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a Planned Development Permit (PDP) to allow deviations to maximum wall heights, setbacks, lot frontage, ~~and~~ maximum building height and signage and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a Vesting Tentative Map (VTM).

This EIR provides decision-makers, public agencies, and the general public with detailed information about the potential significant adverse environmental impacts of the proposed Carroll Canyon Mixed-Use project. By recognizing the environmental impacts of the proposed project, decision-makers will have a better understanding of the physical and environmental changes that would accompany approval of the project. The EIR includes recommended mitigation measures which, when implemented, will lessen or avoid project impacts. The development of mitigation measures to lessen or avoid project impacts provides the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate feasible alternative development scenarios that can further reduce or avoid any significant impacts associated with the project.

#### 1.1.1 Authority and Intended Uses of the EIR

Acting as the Lead Agency, the City of San Diego has determined that the Carroll Canyon Mixed-Use project has the potential to create significant adverse environmental impacts. The City of San Diego Development Services Department (DSD), Environmental Analysis Section (EAS), reviewed the



proposed development and has required that an EIR be prepared as part of the project's environmental review process, in accordance with CEQA.

The analysis and findings in this document reflect the independent conclusions of the City of San Diego. Based on an environmental initial study conducted for the project, and the comments received in response to the Notice of Preparation (NOP) (see Appendix A), this EIR discusses the potential significant adverse effects of the project on a number of environmental issues. Where environmental impacts have been determined to be potentially significant, this EIR presents mitigation measures directed at reducing those adverse environmental effects and makes a determination relative to the ability of the mitigation measures to reduce impacts to below a level of significance. As stated in this EIR, the proposed project is able to reduce all significant impacts to below a level of significance with incorporation of mitigation measures presented in this EIR, with the exception of traffic.

In addition, potentially feasible alternatives to the proposed project have been developed - including the *No Project/No Build* alternative, the *No Project/Business Light Industrial Park* alternative, and ~~a two~~ Reduced Intensity alternatives. An analysis of the impacts of those project alternatives compared to that of the proposed project provide a basis for consideration by decision-makers.

### **1.1.2 Availability and Review of the Draft EIR**

After completion of the Draft EIR, a Notice of Completion (NOC) is published to inform the public and interested and affected agencies of the availability of the Draft EIR for review and comment. In addition, the Draft EIR is distributed directly to affected public agencies and to interested organizations for review and comment.

The EIR and all related technical studies are available for review or can be purchased for the cost of reproduction at the offices of the City of San Diego, Development Services Department, Land Development Review Division, located at 1222 First Avenue, Fifth Floor, San Diego, California 92101. Copies of the Draft EIR are also available at the following public libraries:

San Diego Public Library  
Central Library  
330 Park Boulevard  
San Diego, California 92101

Scripps Miramar Ranch Library  
10301 Scripps Lake Drive  
San Diego, California 92131-1026

Agencies, organizations, and individuals have been invited to comment on the information presented in the Draft EIR during a 45-day public review period. Specifically, comments addressing the scope and adequacy of the environmental analysis have been solicited. Respondents have also been asked to provide or identify additional environmental information and/or other feasible alternatives that are germane to the project, but which they feel may not have been addressed in the analysis. Following the public review period, responses to the public review comments relevant to the adequacy and completeness of the EIR are prepared and compiled into the Final EIR. The City of San Diego City Council, prior to any final decision on the project, will consider the Final EIR for certification.

## 1.2 Scope and Content of EIR

### 1.2.1 Scope of EIR

An NOP, dated August 15, 2015, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the proposed Carroll Canyon Mixed-Use project. A copy of the NOP and letters received during its review are included in Appendix A to this EIR.

Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Quality/Neighborhood Character
- Air Quality
- Global Climate Change
- Energy
- Noise
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Health and Safety
- Public Services and Facilities
- Public Utilities
- Cumulative Effects

Based on the analysis contained in Section 5.0, *Environmental Analysis*, of this EIR, the proposed project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (direct due to exterior noise levels associated with traffic volumes on adjacent roadways and indirect due to potential noise levels on adjacent off-site habitat), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Very Old Terrace formation.

### 1.2.2 Format of EIR

Under each issue area presented above, Section 5.0, *Environmental Analysis*, of this EIR includes a description of the existing conditions relevant to each environmental topic; presents the threshold(s) of significance, based on the City of San Diego's CEQA Significance Determination Thresholds, for the particular issue area under evaluation; identifies an issue statement or issue statements; assesses any impacts associated with implementation of the project; provides a summary of the significance of any project impacts; and presents recommended mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. *Cumulative Impacts* are presented under a separate discussion section (Section 6.0) based on issues that were found to be potentially cumulatively significant. Section 7.0, *Effects Not Found to be Significant*, presents a brief discussion of the environmental effects of the project that were evaluated as part of the Initial Study process and were found not to be potentially significant. The EIR also includes mandatory CEQA discussion areas (Sections 8.0 and 9.0), which present a discussion of *Growth Inducement* and *Significant Irreversible Environmental Changes*, respectively, as well as a discussion of project *Alternatives* (Section 10.0) which could avoid or reduce potentially significant environmental impacts associated with

implementation of the project. Based on this general format, the following presents an outline of the various sections of the EIR for the Carroll Canyon Mixed-Use project:

- **Executive Summary.** An overview of the EIR, a description of the proposed project, and a summary of impacts and mitigation measures are provided in this section. Areas of controversy, as well as any issues to be resolved, are also presented.
- **Section 1.0: Introduction.** The purpose of the EIR and a discussion of the public review process are provided in this section. This section also includes the scope and format of the EIR.
- **Section 2.0: Environmental Setting.** This section provides a description of the project location and the environment of the project site, as well as the vicinity of the project site, as it exists before implementation of the proposed project. The existing environmental setting and conditions as presented in Section 2.0 form the baseline upon which the analysis of potential environmental impacts associated with the project is based. A summary of the project's relationship to the City's General Plan and the Scripps Miramar Ranch Community Plan and existing zoning is also included as part of the Environmental Setting. This section also provides a general discussion of public services and facilities serving the project area.
- **Section 3.0: Project Description.** This section details the physical and operational characteristics of the project.
- **Section 4.0: History of Project Changes.** This section chronicles any physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.
- **Section 5.0: Environmental Analysis.** The existing environmental setting, potential environmental impacts, and recommended mitigation measures are discussed in this section. Unavoidable significant adverse impacts that remain after mitigation, if any, are also identified in this section.
- **Section 6.0: Cumulative Effects.** This section describes a list of past, present, and reasonably anticipated future projects in the surrounding area, which, in concert with build-out of the proposed project, may potentially contribute to significant cumulative impacts in the area. The impacts of these related projects in conjunction with the proposed project are analyzed in this section.
- **Section 7.0: Effects Not Found to be Significant.** This section identifies the issues where potential impacts were considered to be less than significant during the Initial Study process and describes the reasons why these possible significant environmental effects were deemed not to be significant. For the Carroll Canyon Mixed-Use project, four environmental issue areas – *Agricultural and Forestry Resources*, *Historical Resources (Archaeological Resources and Historic Resources)*, *Mineral Resources*, and *Population and Housing* – were determined during the Initial Study not to be potentially significant and, therefore, are not analyzed in Section 5.0 of this EIR. A brief discussion of those environmental issues and why each was determined not to be potentially significant is presented in this section.

- **Section 8.0: Growth Inducement.** This section discusses the project's potential to foster economic or population growth in the adjacent areas or in the City, either directly or indirectly.
- **Section 9.0: Significant Irreversible Environmental Changes.** This section describes potentially significant irreversible environmental changes that may be expected with the development of the proposed project.
- **Section 10.0: Alternatives.** Projects or development scenarios, which may occur on the site and meet most of the project's objectives, were developed as alternatives to the proposed project and are described in this section. Alternative sites where the proposed project may be feasibly constructed are also discussed. Specifically, the *Alternatives* section of this EIR addresses the following project alternatives:

**Alternatives Considered but Rejected:**

- Alternative Location for the Project
- Business-Light Industrial Park Alternative

**Alternatives Considered:**

- No Project/No Build
  - No Project/Development Under Existing Land Use Designation and Zoning
  - Reduced Intensity Alternatives
- **Section 11.0: Mitigation Monitoring and Reporting Program.** This section documents the various mitigation measures required as part of the project.
  - **Section 12.0: References.** A list of the reference materials consulted in the course of the EIR's preparation is included in this section.
  - **Section 13.0: Individuals and Agencies Consulted.** Agencies and individuals contacted during preparation of the EIR are identified in this section.
  - **Section 14.0: Certification Page.** Persons and agencies responsible for the preparation of the EIR are identified in this section.

The Technical Appendices are printed under separate cover as an accompaniment to this EIR. The appendices contain the various supporting documents used in preparing the EIR, including:

- Appendix A –Notice of Preparation and Comment Letters
- Appendix B –Transportation Impact Analysis
- Appendix C – Air Quality Technical Report
- Appendix D – Global Climate Change Evaluation
- Appendix E – Noise Study
- Appendix F – Biological Assessment Report
- Appendix G – Soils and Geologic Reconnaissance
- Appendix H – Storm Water Quality Management Plan
- Appendix I – Letters/Responses to Service Providers

- Appendix J – Federal Aviation Regulations Part 77 Letters on Non-Obstruction and ALUCP Consistency Letter
- Appendix K – Waste Management Plan
- Appendix L – Preliminary Sewer Study
- Appendix M – Drainage Study
- Appendix N – Climate Action Plan Consistency Checklist

### **1.2.3 Incorporation by Reference**

As permitted by Section 15150 of the CEQA Guidelines, this EIR has referenced several technical studies, analyses, and reports. Information from the documents, which has been incorporated by reference into this EIR, has been briefly summarized; the relationship between the incorporated part of the referenced document and the EIR is described. The documents and other sources, which have been used in the preparation of this EIR, are identified in Section 12.0, *References*. In accordance with Section 15150(b) of the CEQA Guidelines, the location where the public may obtain and review these referenced documents and other sources used in the preparation of the EIR is the City of San Diego Development Services Department, 1222 First Avenue, San Diego, California 92101.

## **1.3 Evaluation of Environmental Effects**

The environmental analysis contained in this EIR has been developed to adequately address the environmental issues identified as needing further analysis. Additionally, this EIR addresses concerns raised by comments on the NOP, as presented under *Potential Areas of Controversy* in the *Executive Summary*.

The environmental impact analysis seeks to determine the significance of potential impacts and to develop appropriate mitigation for impacts that have been determined to be significant. In order to facilitate the analysis of each issue, a standard format was developed to analyze each issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

### **1.3.1 Existing Conditions**

This introductory discussion of each issue section describes the existing environmental conditions related to the specific issue being analyzed. In accordance with Section 15125 of the CEQA Guidelines, both the existing local and regional settings are discussed as appropriate and as they exist prior to implementation of the proposed project and during the preparation of this EIR. This section provides the baseline conditions with which environmental changes created by the project are compared and analyzed. The existing environmental conditions section is the baseline setting for documenting the nature and extent of environmental changes or impacts anticipated to result from project implementation.

### **1.3.2 Impact Analysis**

This section presents an evaluation of the impacts that would result from implementation of the proposed project. The analysis is comprised of four subsections described below, specifically: *Threshold(s) of Significance*, *Impact Analysis*, *Significance of Impacts*, *Mitigation Measures*, and *Significance of Impacts following Implementation of Mitigation Measures* (as necessary).

### ***Thresholds of Significance***

Pursuant to Section 15064.7 of the CEQA Guidelines, a threshold of significance is an identifiable quantitative, qualitative, or performance level criterion or criteria. Non-compliance with the threshold(s) would normally mean the effect would be determined to be significant, and compliance with the threshold(s) would normally mean the effect would be determined to be less than significant.

The City of San Diego Development Services Department has developed significance thresholds, referred to as *California Environmental Quality Act Significance Determination Thresholds – Development Services Department* (January 2011), which provide the basis for distinguishing between impacts which are determined to be significant (i.e., impact exceeds the threshold of significance) and those which are typically less than significant. This EIR uses the Development Services Department's Thresholds of Significance to determine significance of potential impacts for each issue area evaluated in this document. Relative to Global Climate Change and greenhouse gas emissions, the City's Climate Action Plan (CAP) and the project's consistency with the CAP has been used to determine significance.

### ***Impact Analysis***

The impact analysis presented in this EIR begins with a specific "issue question" intended to clearly focus the discussion of the specific environmental issue. The analysis then identifies specific project-related direct and indirect, short-term and long-term, and unavoidable impacts associated with implementation of the Carroll Canyon Mixed-Use project. A discussion of cumulative impacts is presented in a separate section titled *Cumulative Effects* (Section 6.0).

Section 15126.2 of the CEQA Guidelines requires that an EIR "*identify and focus on the significant environmental effects of the proposed project.*" "Effects" and "impacts" have the same meaning under CEQA and are used interchangeably within this EIR. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Section 15382 of the CEQA Guidelines). With respect to each potential effect, an analysis has been conducted in this EIR to determine if and to what extent:

- The project causes the identified "impact;"
- The impact produces a substantial, or potentially substantial, change in the physical conditions within the area affected by the project (i.e., "significant"); and
- The changed conditions are "adverse."

In accordance with Section 15145 of the CEQA Guidelines, if, after thorough investigation, a Lead Agency finds that a particular impact is too speculative, the agency should so note its conclusion and terminate discussion of the impact. Therefore, impacts found to be speculative in nature are not evaluated in this EIR.

### ***Significance of Impacts***

The *Significance of Impacts* subsection provides a concise and brief statement as to whether or not a project impact would constitute a significant environmental effect.

### ***Mitigation Measures***

This section identifies those mitigation measures that are required to reduce potentially significant environmental impacts and indicates whether those measures would reduce impacts to below a level of significance. As applicable, mitigation measures are discussed in the following terms:

- The specific technical requirements and details for all mitigation measures are described.
- The effectiveness of each measure; i.e., the extent to which the magnitude of impact will be reduced is addressed.
- If the proposed mitigation could result in a significant impact, the potential impact is disclosed and mitigation is provided.

### ***Significance of Impacts following Implementation of Mitigation Measures***

This conclusion statement addresses the level of significance following implementation of any recommended mitigation measures, as applicable.

## **1.4 Responsible and Trustee Agencies**

State law requires that all EIRs be reviewed by trustee and responsible agencies. A Trustee Agency is defined in Section 15386 of the State CEQA Guidelines as *"a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California."* Per Section 15381 of the CEQA Guidelines, *"the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project."* For the Carroll Canyon Mixed-Use project, one State agency would be regarded as a Responsible Agency: the California Department of Transportation – District 11 (Caltrans). The State Regional Water Quality Control Board would have ministerial authority over the project, and the Federal Aviation Administration would have authority relative to review of the project as it relates to potential flight hazards for operations out of MCAS Miramar.

### ***1.4.1 California Department of Transportation***

The proposed project would result in impacts to intersections at State freeway ramps under the control of the California Department of Transportation (Caltrans). Project mitigation measures may require permits from Caltrans to complete improvements within Caltrans' rights-of-way. The project applicant would be required to coordinate with Caltrans for these improvements.

### ***1.4.2 Regional Water Quality Control Board***

Pursuant to Section 401 of the Clean Water Act, the local Regional Water Quality Control Board (RWQCB) (Region 9) would be responsible for issuing a waiver or certification for any project actions resulting in the discharge of runoff from the site. Conformance with the Clean Water Act is established through compliance with the requirements of the National Pollution Discharge Elimination System (NPDES) for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable Best Management Practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. A *Storm Water Quality Management Plan* (SWQMP) has been completed for the project, which addresses BMPs and the SWPPP (See Appendix H of this EIR.) (Water Quality is addressed in Section 5.11, *Hydrology/Water Quality*, of this EIR.)

### **1.4.3 Federal Aviation Administration**

The project's proximity to Marine Corps Air Station (MCAS) – Miramar requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has completed an initial request for the aeronautical study and has received Determination of No Hazard to Air Navigation for the project (see Appendix J). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed.

Additionally, the Carroll Canyon Mixed-Use project was reviewed for consistency with the MCAS Airport Land Use Compatibility Plan (ALUCP) by the San Diego County Regional Airport Authority Land Use Commission (ALUC). The project site is located within the Airport Influence Area (AIA) for the MCAS Miramar ALUCP. Based on its letter dated July 15, 2016, the ALUC staff determined that the proposed project is consistent with the adopted MCAS Miramar ALUCP (see Appendix J). (The project's relationship to MCAS Miramar is addressed in Section 5.1, *Land Use*, of this EIR.)



## 2.0 ENVIRONMENTAL SETTING

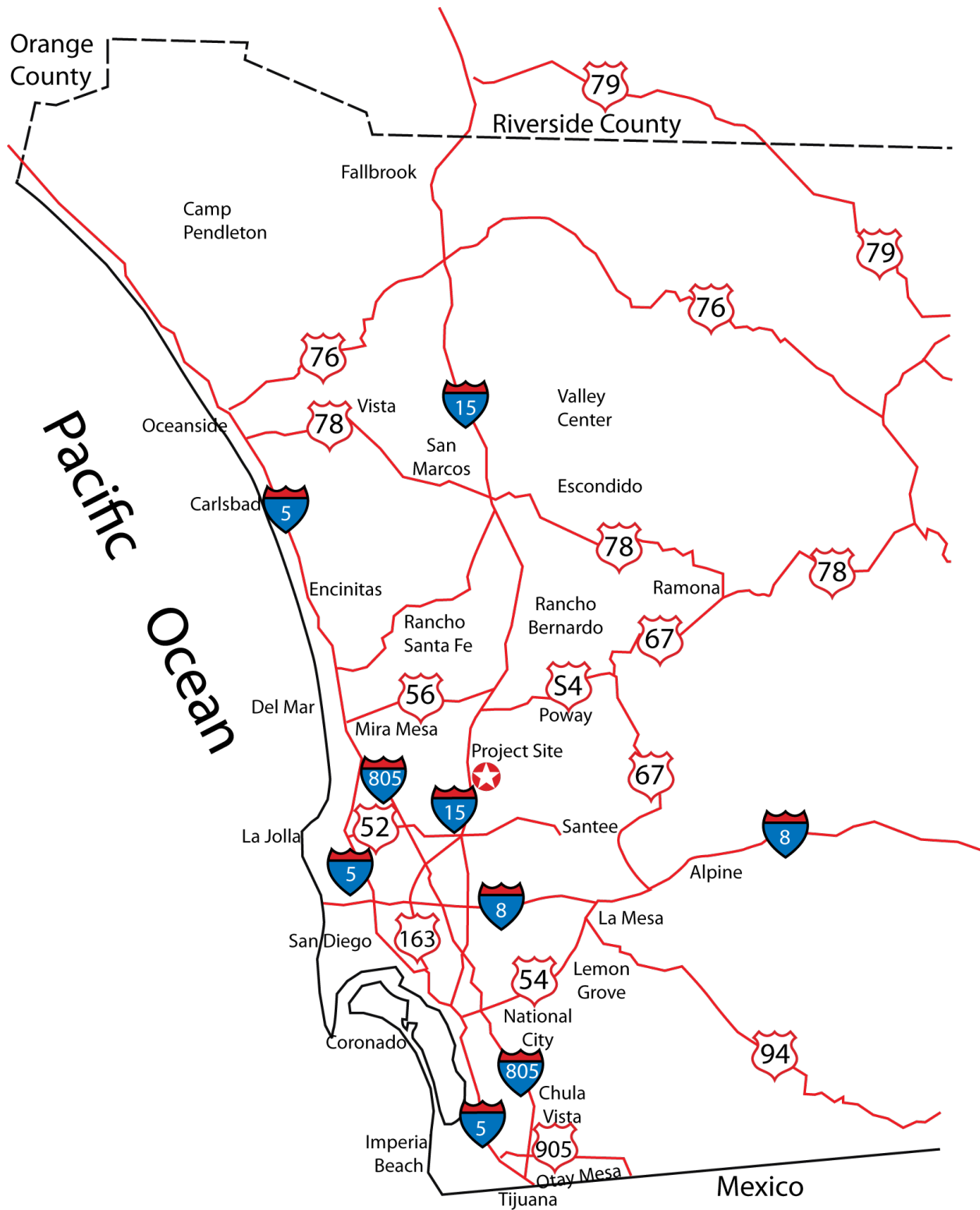
### 2.1 Regional Setting

This EIR addresses potential environmental impacts associated with the proposed Carroll Canyon Mixed-Use project, which is located in the Scripps Miramar Ranch community of the City of San Diego, within San Diego County (see Figure 2-1, *Regional Map*). The City of San Diego covers approximately 206,989 acres in the southwestern section of San Diego County, in southern California. The City is located approximately 17 miles north of the United States-Mexico border and is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the City of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated County of San Diego land. To the south, San Diego is bordered by the cities of Coronado, Chula Vista, and National City, as well as the United States-Mexico border. The Pacific Ocean is the City of San Diego's western border.

The Scripps Miramar Ranch community is located in the north-central portion of the San Diego Metropolitan area, predominantly within the northeast limits of the City of San Diego. The community is located approximately 16 miles north of downtown San Diego and 16 miles south of the City of Escondido's downtown. The communities of Miramar Ranch North and Sabre Springs are located immediately to the north of Scripps Miramar Ranch. The City of Poway is located beyond these communities to the northeast of Scripps Miramar Ranch. Interstate 15 (I-15) forms the community's western border. Beyond I-15 to the west lies the Mira Mesa community within the City of San Diego. MCAS Miramar is adjacent to Scripps Miramar Ranch on the south and east; Rancho Encantada comprises the northeastern project boundary, north of MCAS Miramar. A small County island is located immediately southwest of Scripps Miramar Ranch, bordered by I-15 and MCAS Miramar. As shown in Figure 2-2, *Vicinity Map*, the Carroll Canyon Mixed-Use project site is located in the southwest portion of the Scripps Miramar Ranch Community, in the northeast quadrant of where Carroll Canyon Road crosses over the I-15 freeway.

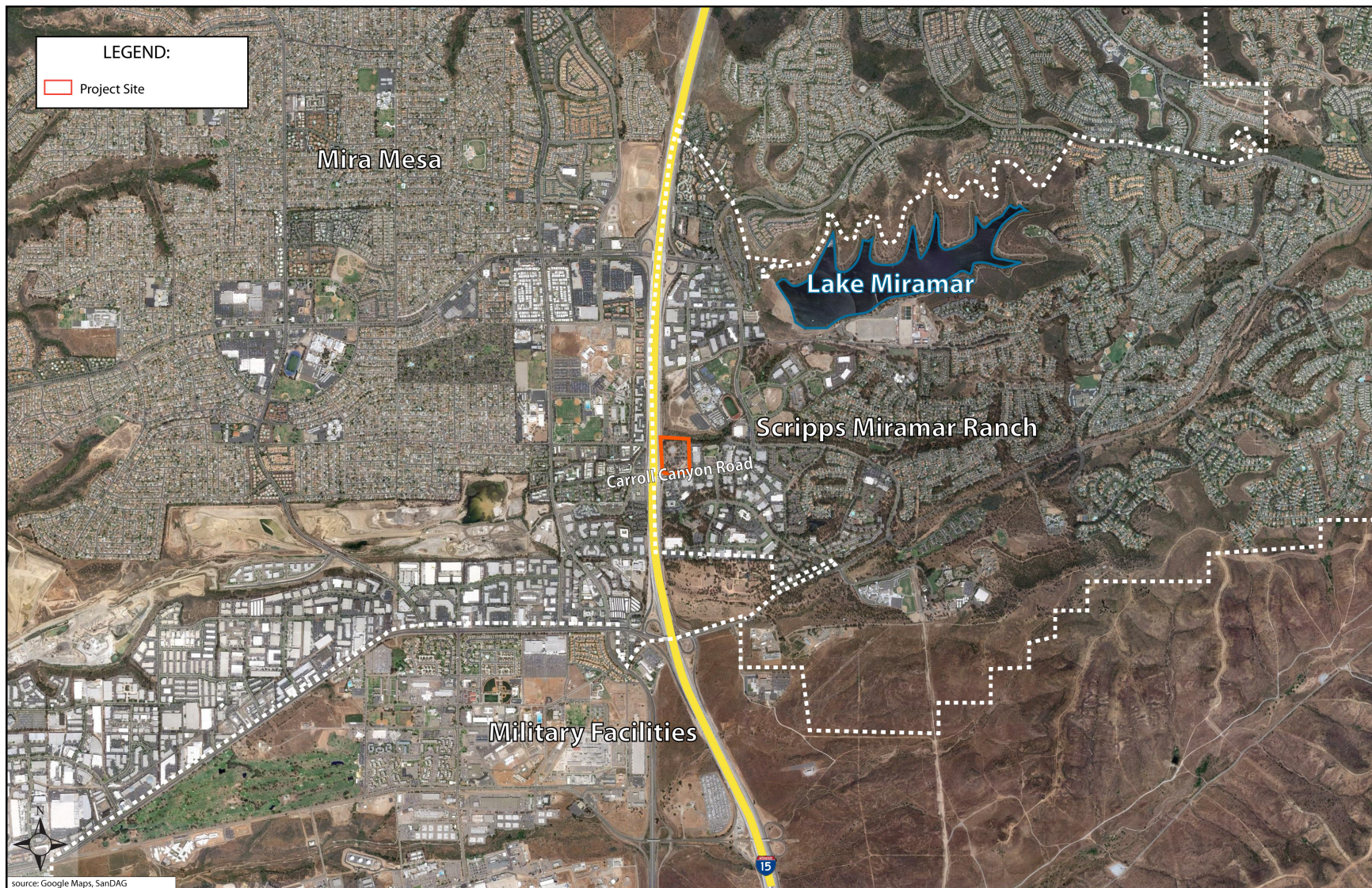
### 2.2 Project Location

As shown in Figure 2-3, *Project Location Map*, the Carroll Canyon Mixed-Use project site is located in the northeast quadrant of I-15 and Carroll Canyon Road. Situated north of Carroll Canyon Road, east of I-15, a distance west of Scripps Ranch Boulevard, and south of an intermittent natural drainage corridor, the Carroll Canyon Mixed-Use project site encompasses approximately 9.52 gross acres. Multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. An intermittent drainage corridor separates the Carroll Canyon Mixed-Use site from Scripps Ranch High School to the northeast. The project site is located at the southern freeway entrance to the Scripps Miramar Ranch community. Commercial office development is located immediately east and south of the project site along Carroll Canyon Road, with mixed-use commercial-retail and commercial-offices development occurring immediately south of the project site along Carroll Canyon Road. Access to the project site is provided off Carroll Canyon Road. I-15 freeway ramps occur at Carroll Canyon Road, providing north- and south-bound access to the interstate.



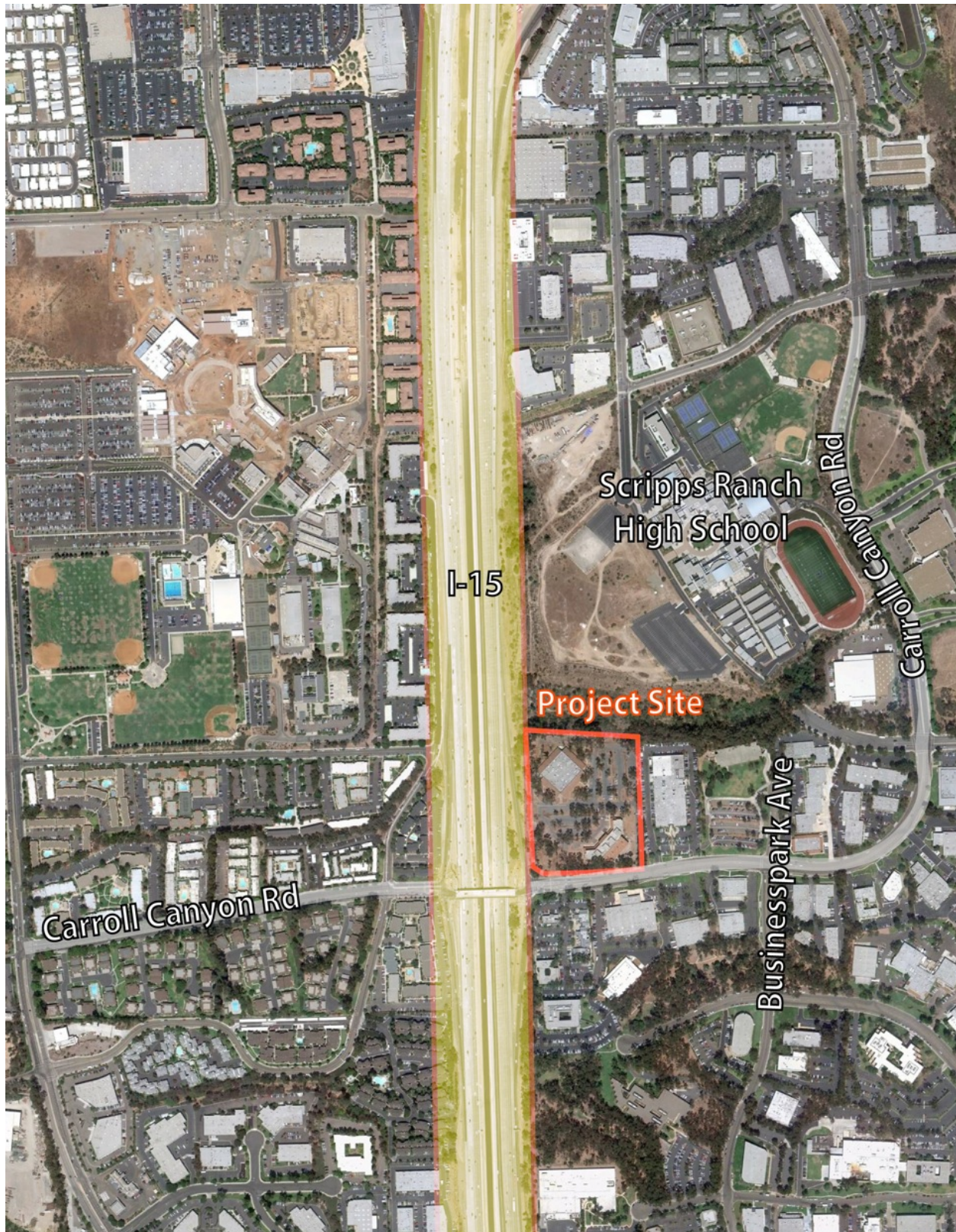
**Figure 2-1. Regional Map**





**Figure 2-2. Vicinity Map**





**Figure 2-3. Project Location Map**

The northern boundary for MCAS Miramar is located approximately one mile south of the project site. The majority of MCAS Miramar operations are located west of I-15, approximately three miles southwest of the project site. The project site is within the MCAS Miramar Airport Influence Area (AIA). (See Section 5.1, *Land Use*, for a discussion of the proposed project's relationship to MCAS Miramar's Airport Land Use Compatibility Plan.)

### 2.3 Project Background

The Carroll Canyon Mixed-Use project site is currently developed with two existing mostly vacant office buildings totaling 76,241 square feet, associated facilities, and surface parking. The applicant previously proposed demolition of the existing office complex and redevelopment of the site as the "Carroll Canyon Commercial Center" project, with 144,621 square feet of commercial development that would have included a mix of retail shops, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). Discretionary approvals associated with that previous proposal included: a General Plan Amendment to change the land use designation from Light Industrial to Community Commercial; a Community Plan Amendment to change the current land use designation from Industrial Park to Community Shopping, a Rezone of the site from IP-2-1 (Industrial—Park) to CR-2-1 (Commercial—Regional), a PDP to allow deviation of minimum street frontage, a SDP for the development of a large retail establishment of 100,000 square feet or more, a Neighborhood Use Permit (NUP) for a Comprehensive Sign Plan, and a VTMA. A Draft EIR (Project No. 240716/SCH No. 2012081029) was prepared for the previously proposed Carroll Canyon Commercial Center project and circulated for public review on September 6, 2013. In response to public comments, the project applicant has redesigned the project, reducing the amount of commercial space and, with the addition of multi-family residential use, is proposing the Carroll Canyon Mixed-Use project.

The Carroll Canyon Mixed-Use project proposes redevelopment of the existing office complex with a mixed-use development that would include multi-family residential units, small retail shops, and restaurants. The existing 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.) The project requires discretionary approvals including: a General Plan Amendment to change the land use designation from Industrial Employment to Multiple Use; a Community Plan Amendment to change the current land use designation from Industrial Park to ~~Mixed-Use Residential (15-29 du/net acre)~~ and Community Shopping; a Rezone of the site from IP-2-1 (Industrial—Park) to RM-3-7 (Residential – Multi-Family) and CC-2-3 (Commercial – Community); a PDP to allow deviations to maximum wall heights, setbacks, lot frontage, ~~and~~ maximum building height and signage and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a VTMA. A letter request for the initiation of a Community Plan Amendment was submitted to the City of San Diego Planning Department, and the initiation of the Scripps Miramar Ranch Community Plan Amendment was approved by the City of San Diego Planning Commission on January 15, 2015.

### 2.4 Existing Site Conditions

The Carroll Canyon Mixed-Use project site encompasses approximately 9.52 gross acres. Allowing for necessary road widening/improvements on Carroll Canyon Road, the net site area is 9.28 net acres. The site has been previously graded and is fully developed as an office complex with two office buildings totaling 76,241 square feet. Parking is accommodated within surface parking lots with landscaping. Figure 2-4, *Existing Site Conditions*, depicts the current development on the project site.

#### 2.4.1 Topography

The Carroll Canyon Mixed-Use project site is comprised of a fully graded and developed site. Current site elevations vary from about 509 feet above mean sea level (AMSL) to 520 feet AMSL.

### **2.4.2 Biological Resources**

As previously stated, the project site has been graded and fully developed. As such, the project site is essentially void of natural vegetation. Similar to many areas in the Scripps Miramar Ranch community, the site supports a ~~number of over 80~~ mature eucalyptus trees. Due to the developed nature of the project site, the on-site conditions consist of non-native habitat and developed lands. To the north of the project site is a natural drainage corridor; however, little wildlife diversity or shelter or food for wildlife occurs within this corridor. Species observed are typical of urbanized or ruderal areas and lack the typical diversity observed in native habitats or non-native grasslands. *Biological Resources* are addressed in Section 5.8 of this EIR.

### **2.4.3 Cultural Resources**

The Carroll Canyon Mixed-Use project site has been graded and is fully developed. There are no known archeological sites identified within or near the project boundaries. As a result, there are no cultural resources present onsite. Due to the absence of cultural resources on or near the project site, Historical Resources (including Archaeological Resources and Historic Resources) are not required to be analyzed under CEQA. A discussion of cultural resources is included in Section 7.0, *Effects Found Not to Be Significant*, of this EIR.

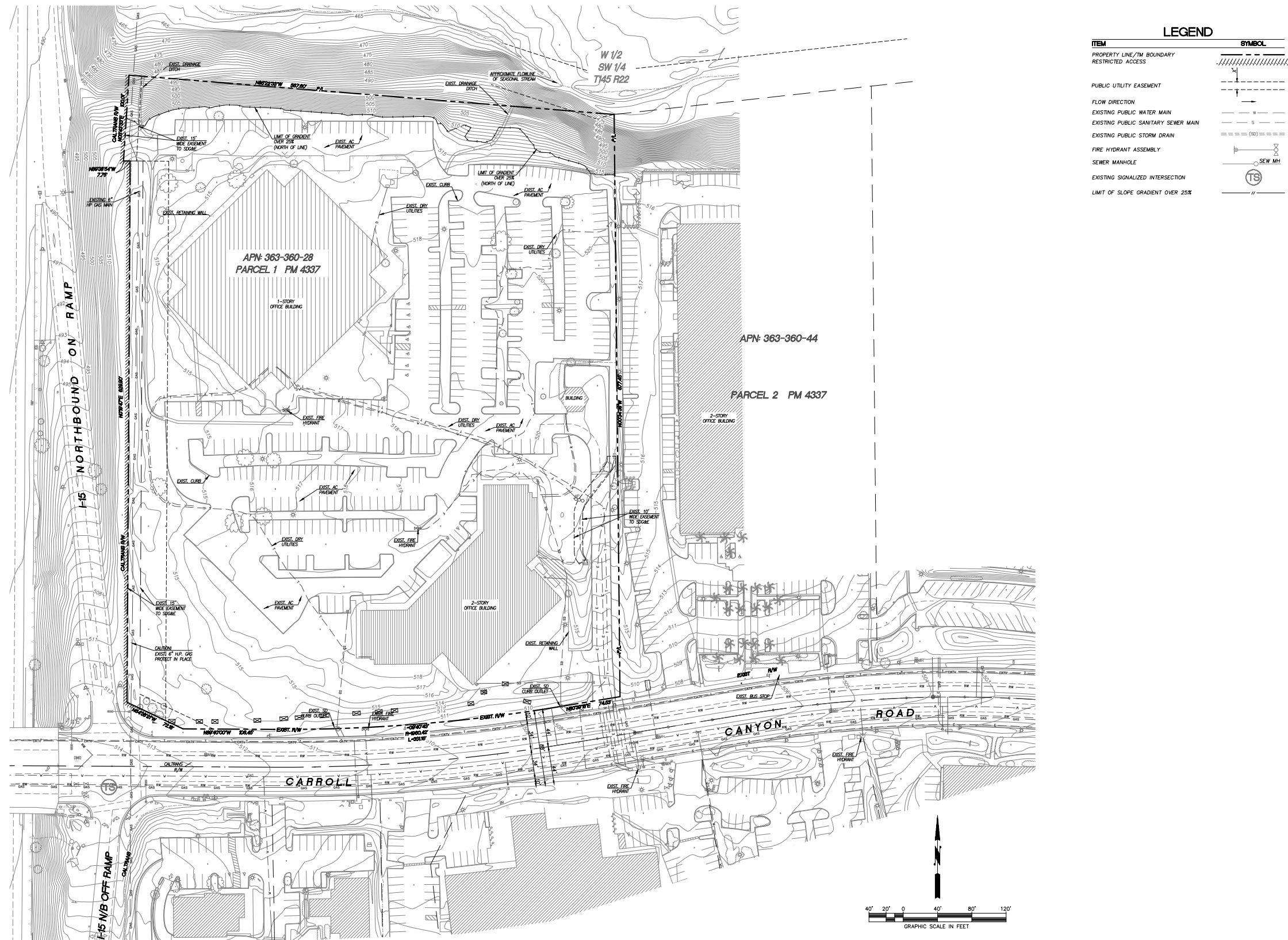
### **2.4.4 Geologic Conditions**

The project site is underlain by surficial deposits and sedimentary bedrock. According to the *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*, the project site is categorized as *Zone 52: Other level areas, gently sloping to steep terrain, favorable geologic structure, low risk*. There are no active faults crossing the site. Based on the geotechnical investigation performed for the proposed project, the proposed development is feasible. *Geological Conditions* are addressed in Section 5.9 of this EIR.

### **2.4.5 Paleontological Resources**

The project site is underlain by the Eocene Stadium Conglomerate, which is mantled across most of the site by a veneer of Very Old Terrace Deposits, residual soil, and fill. Based on the City of San Diego's Paleontological Monitoring Determination Matrix, Stadium Conglomerate has a high potential for paleontological resources, Very Old Terrace Deposits formation has a moderate potential for paleontological resources; residual soil and fill have no potential for paleontological resources. Paleontological resources are addressed in Section 5.10, *Paleontological Resources*, of this EIR.





**Figure 2-4. Existing Site Conditions**

### 2.4.6 Visual Resources

The Carroll Canyon Mixed-Use project site is situated on 9.52 gross acres in the Scripps Miramar Ranch community. The project site has been graded and fully developed. Non-native landscaping occurs on the project site, which includes over 80 mature eucalyptus trees. North of the site is an intermittent drainage vegetated with native species. This drainage is not in the MHPA.

The project site is currently developed with two mostly vacant office buildings that are only occasionally used on a temporary basis, approximately 76,241 square feet in size, and surface parking. The building on the southwestern portion of the site, adjacent to Carroll Canyon Road, is a split-level two-and three-story building with a partial basement level. The building on the northeastern portion of the project site is a single story with no basement level. Visual resources are addressed in Section 5.3, *Visual Quality/Neighborhood Character*, of this EIR.

### 2.5 Surrounding Land Uses

The Carroll Canyon Mixed-Use project site is situated just east of the I-15 freeway and north of Carroll Canyon Road. To the east is additional commercial office development. North of the Carroll Canyon Mixed-Use project site is a natural drainage corridor. Beyond that is Scripps Ranch High School and an office building site. To the west of the project site, beyond I-15, is multi-family residential developments. South of the project site is a commercial retail shopping center; a distance farther south is the boundary for MCAS Miramar. Figure 2-5, *Surrounding Land Uses*, shows the land uses surrounding the project site.

### 2.6 Public Infrastructure and Services

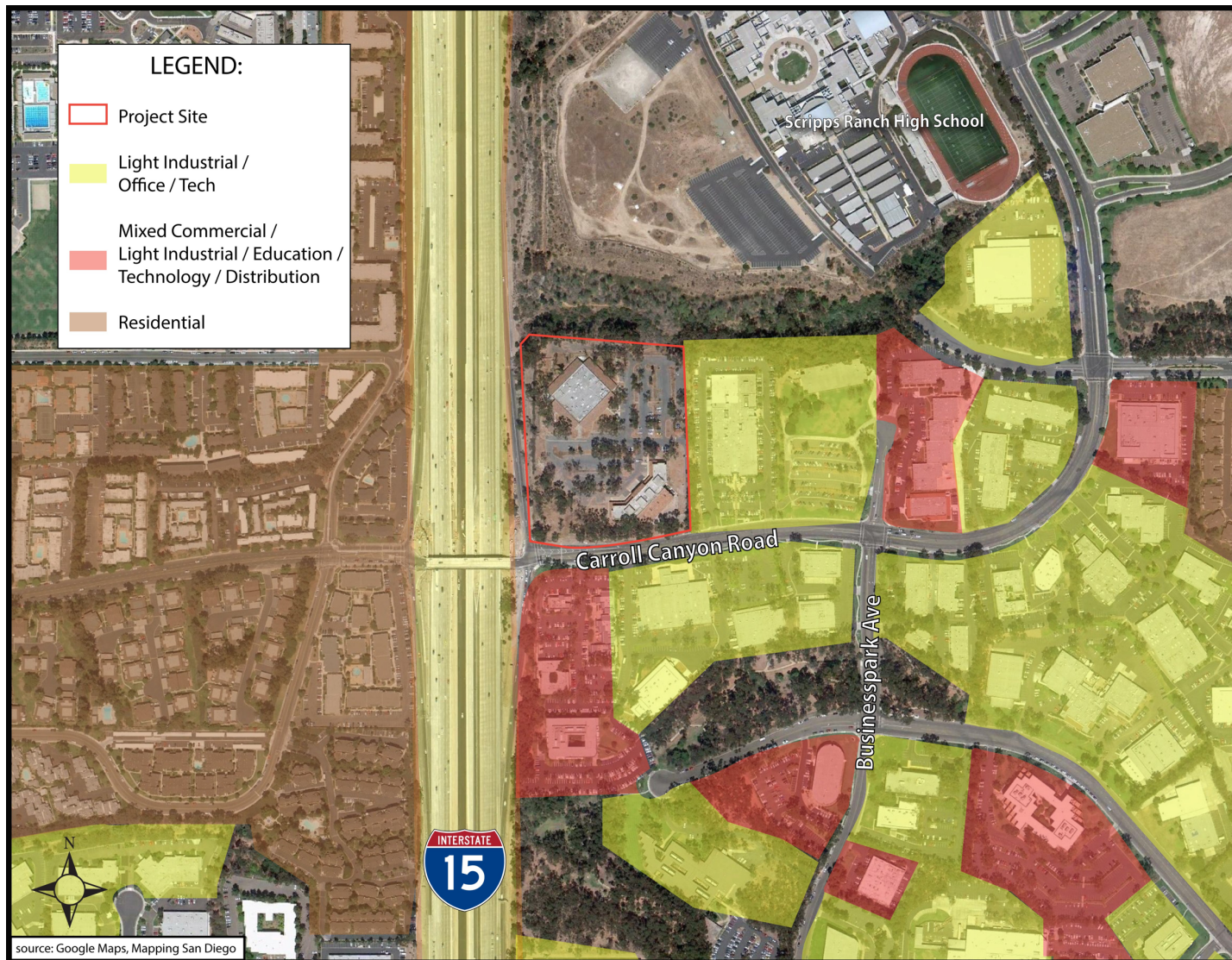
Public services are those amenities that serve residents on a community-wide basis. These services include fire protection, police protection, emergency medical, libraries, schools, and parks, as well as their maintenance. Future employees of and visitors to the Carroll Canyon Mixed-Use project may require use of these services.

The following is a general discussion of the public services and facilities which would be required for the Carroll Canyon Mixed-Use project based on correspondence and telephone conversations with service providers (see Appendix I, Letters/Responses to Service Providers), in addition to information obtained from the City of San Diego General Plan. (See Section 5.13, Public Services and Facilities, for an evaluation of the proposed project's possible impacts on public services and facilities.) ~~This discussion does not include a detailed description of parks, public schools, or libraries. Such services are residentially driven. While employees of and visitors to uses within the Carroll Canyon Mixed-Use project could use these services, they would likely use them in the communities in which they reside.~~

#### 2.6.1 Police

Police protection for the Carroll Canyon Mixed-Use project would be provided by the San Diego Police Department. The goals of police service within San Diego are to provide for safe, peaceful, and orderly communities; and to respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service. Until the 1980s, the City provided its police services citywide, primarily from a single centralized facility. Several in-house and consultant studies were conducted during the 1970s to evaluate the





**Figure 2-5. Surrounding Land Uses**

benefits of decentralizing police functions. As a result of these studies, it was determined that several area stations were to be established throughout the City to better serve individual communities.

To accomplish this, a twenty-year plan was developed to establish four new area police stations (Southeastern, Western, Eastern, and Northeastern), replace the existing Southern Division station, construct a new Administrative and Technical Center to replace the existing police headquarters, and relocate the Central Division. Developing needs also led to the construction of a Mid-City Division facility and a centralized Traffic Division facility.

The Scripps Miramar Ranch community is served by the Northeastern Division facility located at 13396 Salmon River Road. The Northeastern Division serves the communities of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs, and Scripps Miramar Ranch. To better serve local communities, the San Diego Police Department has established Community Relations Storefront locations throughout the City. The Northeastern has two storefront locations: the Mira Mesa/Scripps Ranch Storefront at 8450 #A Mira Mesa Boulevard, and the Rancho Bernardo Storefront at 17110 Bernardo Center Drive. Additionally, in order to best manage emergencies as development and population growth occurs, the City of San Diego has established the following average response time guidelines:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

### **2.6.2 Fire Safety**

The goal of Fire-Rescue service within San Diego is to protect life, property, and the environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education. The San Diego Fire-Rescue Department is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans and participates in multi-jurisdictional disaster preparedness efforts. In the event of a large wildfire within or threatening City limits, the City's Fire-Rescue Department can be assisted by the California Department of Forestry, Federal Fire Department, or other local fire department jurisdictions.

A policy of San Diego Fire-Rescue is to locate, staff, and equip fire stations to meet established response times. There are two fire stations located near the Scripps Miramar Ranch community in order to facilitate expeditious response times: Station Number 37 located at 10750 Scripps Lake Drive, and Station Number 44 located at 10011 Black Mountain Road.

Response time estimates for the Carroll Canyon Mixed-Use project (current parcel address 9580 Carroll Canyon Road) are calculated using San Diego Fire-Rescue's 911 Computer Aided Dispatch System's (CAD) point to point routing. This application uses the road network generating the closest path from the fire station address to the requested location. The below times include chute:

### Engine

- Engine E44 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- E38 from Fire Station 38 at 8441 New Salem St. = 6.4 minutes
- E37 from Fire Station 37 at 11640 Spring Canyon Rd. = 6.6 minutes
- E40 from Fire Station 40 at 13393 Salmon River Rd. = 8.0 minutes

### Truck

- Truck T44 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- T40 from Fire Station 40 at 13393 Salmon River Rd. = 8.0 minutes

### Battalion Chief

- Battalion Chief B7 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- MC61 from Miramar Fire Station 61 located off Mitscher Wy. = 7.1 minutes
- PDC from Poway Fire Station 1 at 13050 Community Rd. = 12.1 minutes
- B5 from Fire Station 35 at 4285 Eastgate Mall = 13.96

### **Distribution of Fire Stations**

To treat medical patients and control small fires, the first-due unit should arrive within 7:30 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1:30 minutes/seconds company turnout time and five minutes drive time in the most populated areas.

### **Multiple-Unit Effective Response Force for Serious Emergencies**

To confine fires near the room of origin, to stop wildland fires to under three acres when noticed promptly and to treat up to five medical patients at once, a multiple-unit response of at least 17 personnel should arrive within 10:30 minutes/seconds from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute dispatch time, 1:30 minutes/seconds company turnout time and 8 minutes drive time spacing for multiple units in the most populated areas.

### **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 zones are listed in the table below:

**Deployment Measures for San Diego City Growth**  
***By Population Density Per Square Mile***

	<b>Structure Fire Urban Area</b>	<b>Structure Fire Rural Area</b>	<b>Structure Fire Remote Area</b>	<b>Wildfires Populated Areas</b>
	<b>&gt;1,000- people/sq. mi.</b>	<b>1,000 to 500 people/sq. mi.</b>	<b>500 to 50 people/sq. mi. *</b>	<b>Permanent open space areas</b>
1 <sup>st</sup> Due Travel Time	5	12	20	10
Total Reflex Time	7.5	14.5	22.5	12.5
1 <sup>st</sup> Alarm Travel Time	8	16	24	15
1 <sup>st</sup> Alarm Total Reflex	10.5	18.5	26.5	17.5

### **Aggregate Population Definitions:**

Where more than one 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:

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

Brush management is considered an integral key component of an overall Fire Preparedness and Management Plan. For the Carroll Canyon Mixed-Use project, brush management is addressed in Section 5.12, *Health and Safety*.

## **2.7 Planning Context**

Development projects within the City of San Diego are guided by the City’s General Plan. More specifically, however, development proposals are reviewed in accordance with the Community Plan for the community in which they are located. The project site encompasses 9.52 gross acres (9.28 net acres) within the Scripps Miramar Ranch Community Plan Area. In addition to the General Plan, for the Carroll Canyon Mixed-Use project, the Scripps Miramar Ranch Community Plan applies. (See Section 5.1, *Land Use*, of this EIR for a detailed discussion of the planning documents and policies affecting development of the project site.)

### **2.7.1 City of San Diego General Plan**

The City’s General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. Elements of the General Plan address the following issue areas: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. The General Plan identifies the project site as Industrial Employment (Figure 2-6, *City of San Diego General Plan Land Use Map*). Land use is addressed in Section 5.1, *Land Use*, of this EIR.

The project site is designated as Industrial Employment in the City of San Diego General Plan and is not within an area identified as Prime Industrial Lands. The project proposes a change in land use from Industrial Employment to Residential. Potential impacts due to the proposed land use are discussed in Section 5.1.

### **2.7.2 City of San Diego Climate Action Plan**

In December 2015, the City of San Diego adopted its Climate Action Plan (CAP). The CAP includes a municipal operations and community-wide greenhouse gas (GHG) emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020, as required by California Assembly Bill 32. The CAP sets forth common-sense strategies to achieve attainable GHG reduction targets and outlines the actions that City will undertake to achieve its proportional share of State GHG emission reductions. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project’s incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if the project complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist (Checklist) to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development. See Section 5.5, *Global Climate Change Greenhouse Gas Emissions*, for a detailed discussion of current legislation and regulations regarding climate change, the CAP, and an evaluation of the project’s consistency with the CAP Compliance Checklist.

### 2.7.3 *Scripps Miramar Ranch Community Plan*

The project site is governed by the Scripps Miramar Ranch Community Plan, which was first adopted by the San Diego City Council in 1978. Several amendments have occurred since its adoption, with the most recent amendment occurring in 2011.

According to the adopted Scripps Miramar Ranch Community Plan, the project site is designated for Industrial Park uses (see Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*). The project proposes an amendment to the Community Plan to change the existing land use designation to Residential (15-29 du/net ac) and Community Shopping. Section 3.0, *Project Description*, describes the proposed Community Plan Amendment; and Section 5.1, *Land Use*, addresses the environmental effects that would result from the proposed change in land use.

## 2.8 Zoning

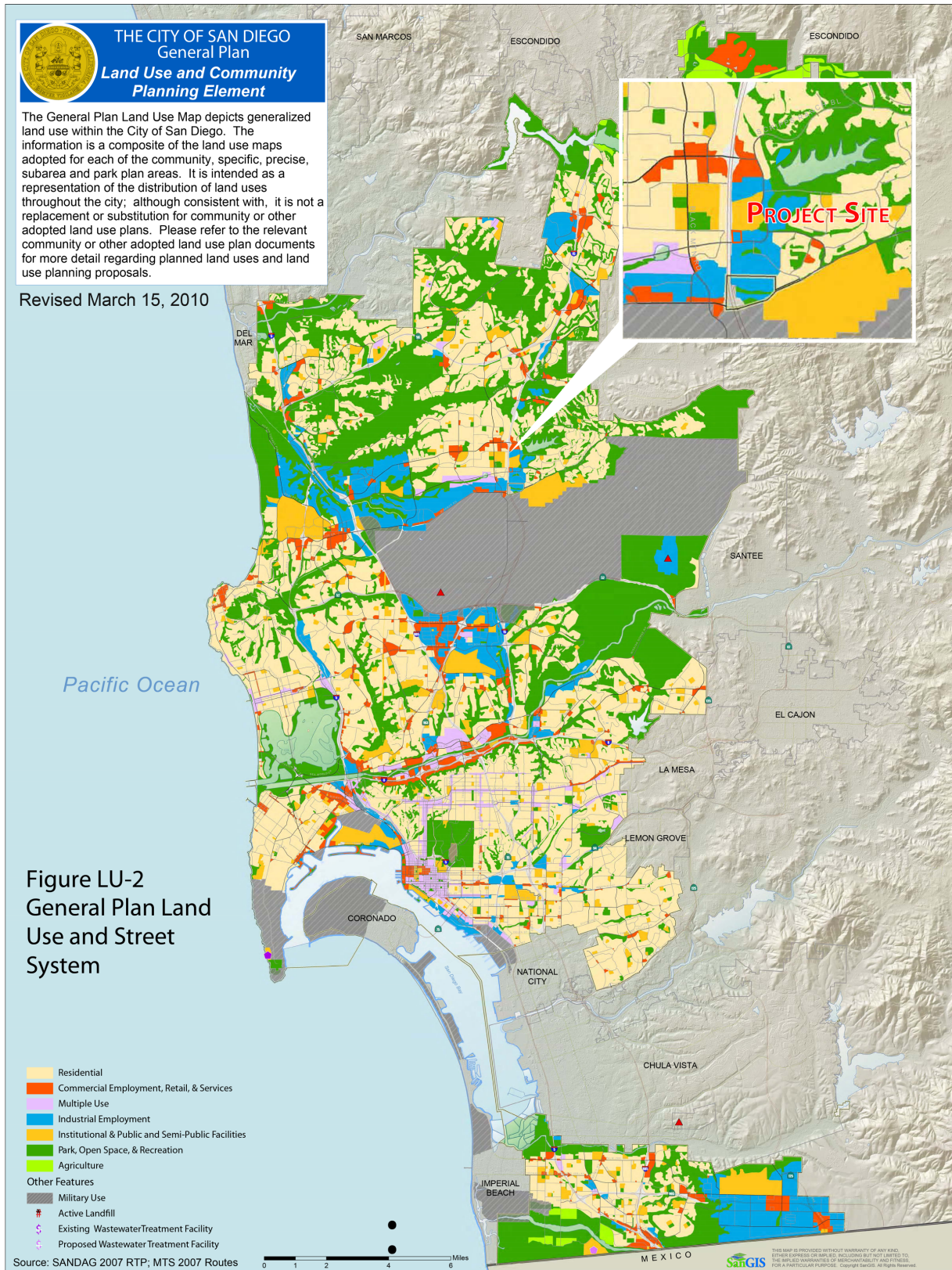
Zoning for the Carroll Canyon Mixed-Use project site is governed by the City's Land Development Code (LDC). Within the Scripps Miramar Ranch community, the project site is currently zoned IP-2-1 (Industrial-Park). (See Figure 2-8, *Existing Zoning*.) The purpose of the City's IP zones is to provide for high quality science and business park development. The property 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 in this zone are provided to minimize commercial influence. The IP-2-1 zone allows a mix of light industrial and office uses.

The project proposes to rezone the project site from the existing IP-2-1 zone to RM-3-7 (Residential – Multi-Family) and CC-2-3 (Commercial – Community). *Proposed Zoning* for the project is presented in Section 3.3.2. (The project site is also within the Airport Land Use Compatibility Overlay Zone, which provides supplemental regulations to implement the ALUCP for MCAS Miramar, as addressed in Section 2.9, *MCAS Miramar ALUCP*.)

## 2.9 MCAS Miramar ALUCP

As shown in Figure 2-9, *MCAS Miramar – Airport Influence Area Map*, the Carroll Canyon Mixed-Use project area is located within the AIA identified in the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar. The basic function of the ALUCP is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible land uses. The ALUCP safeguards the general welfare of the inhabitants within the vicinity of MCAS Miramar and the public in general. (See Section 5.1, *Land Use*, for a discussion of the project site's relationship with the MCAS Miramar ALUCP.) The ALUCP provides policies and criteria for the City of San Diego to implement and for the Airport Land Use Commission (ALUC) to use when reviewing development proposals that require rezones and/or plan amendments. The City of San Diego implements the ALUCP policies and criteria with the Supplemental Development Regulations





**Figure 2-6. City of San Diego General Plan Land Use Map**

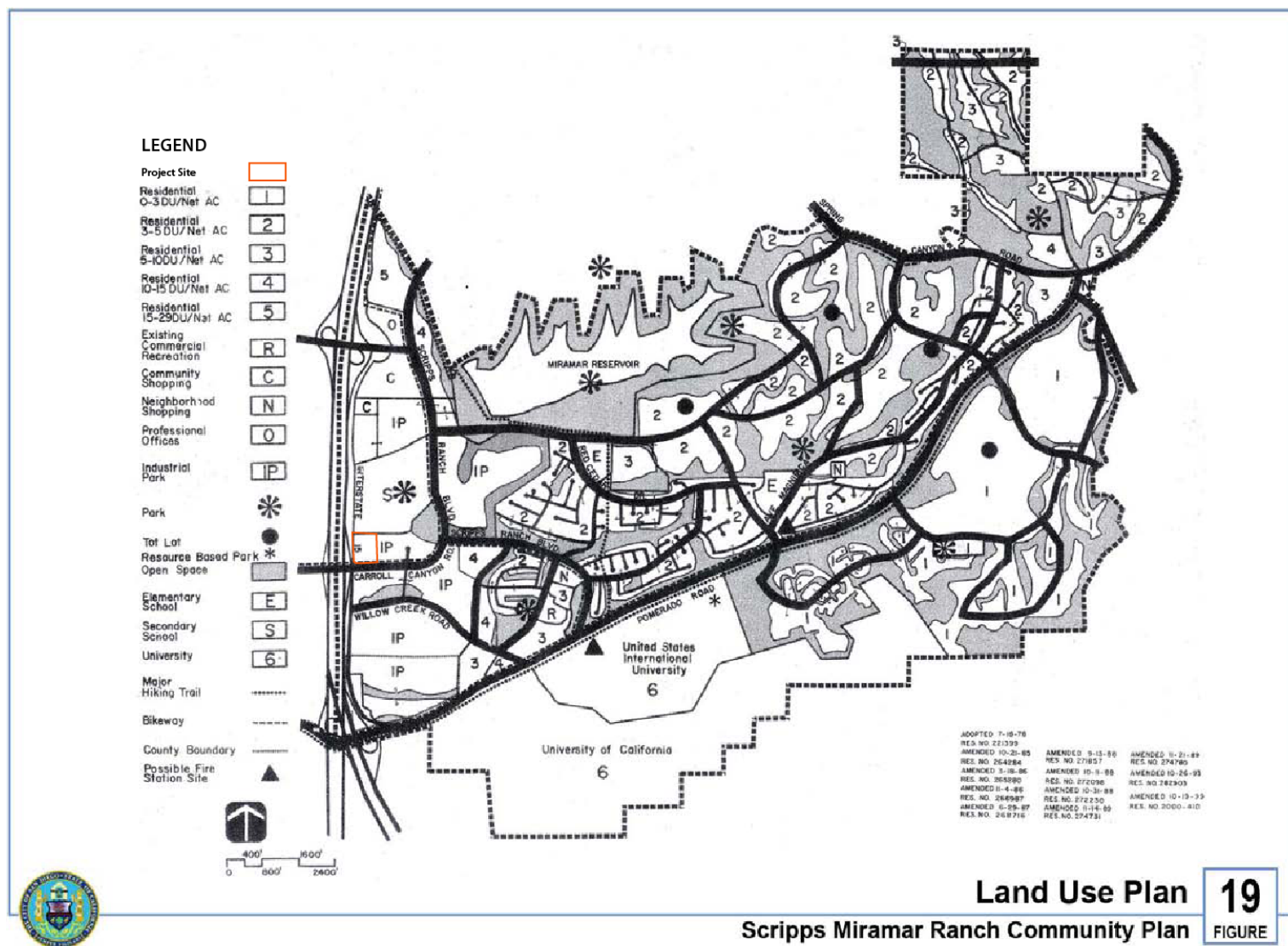
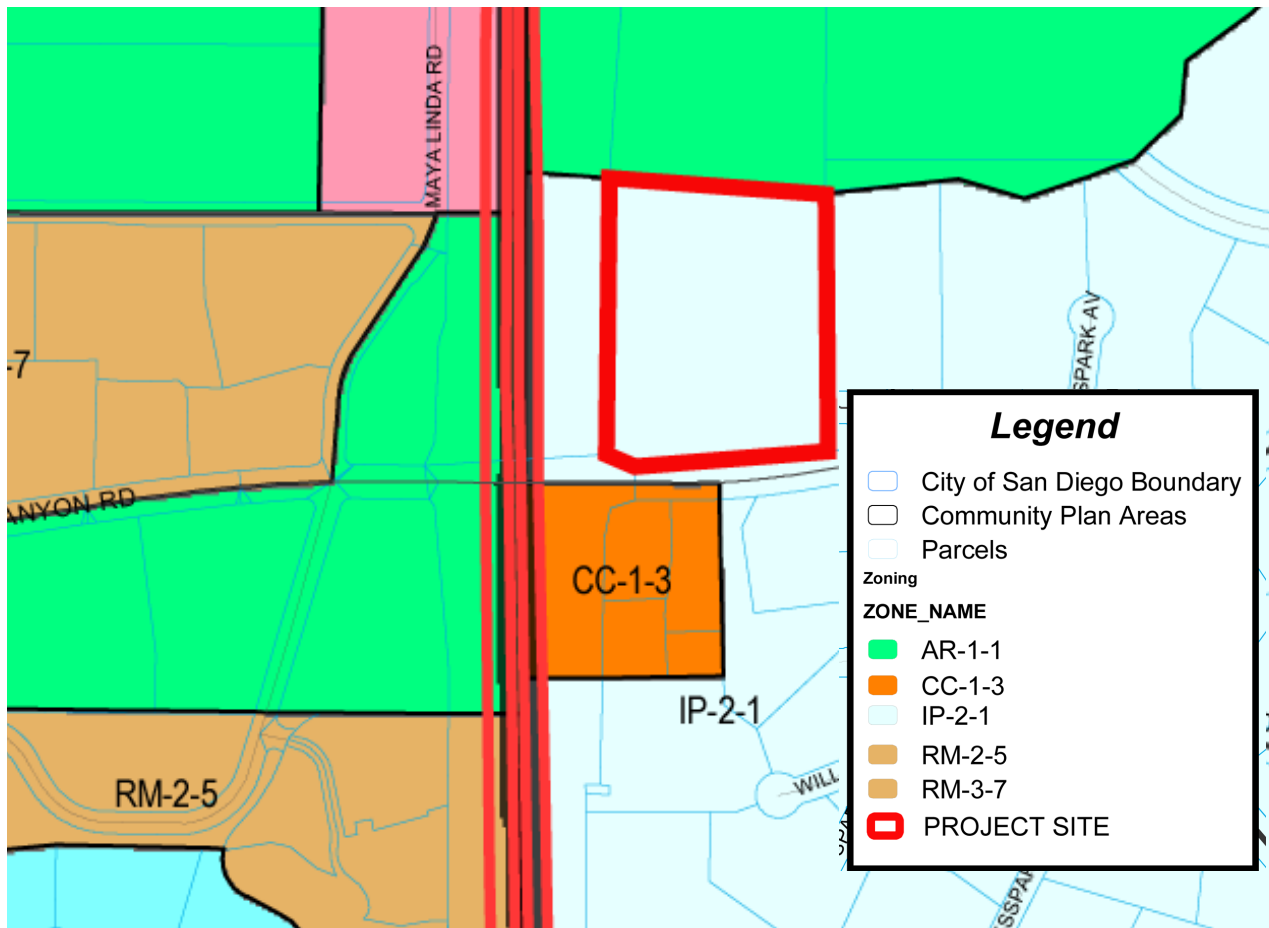


Figure 2-7. Scripps Miramar Ranch Community Plan Land Use Map





**Figure 2-8. Existing Zoning**



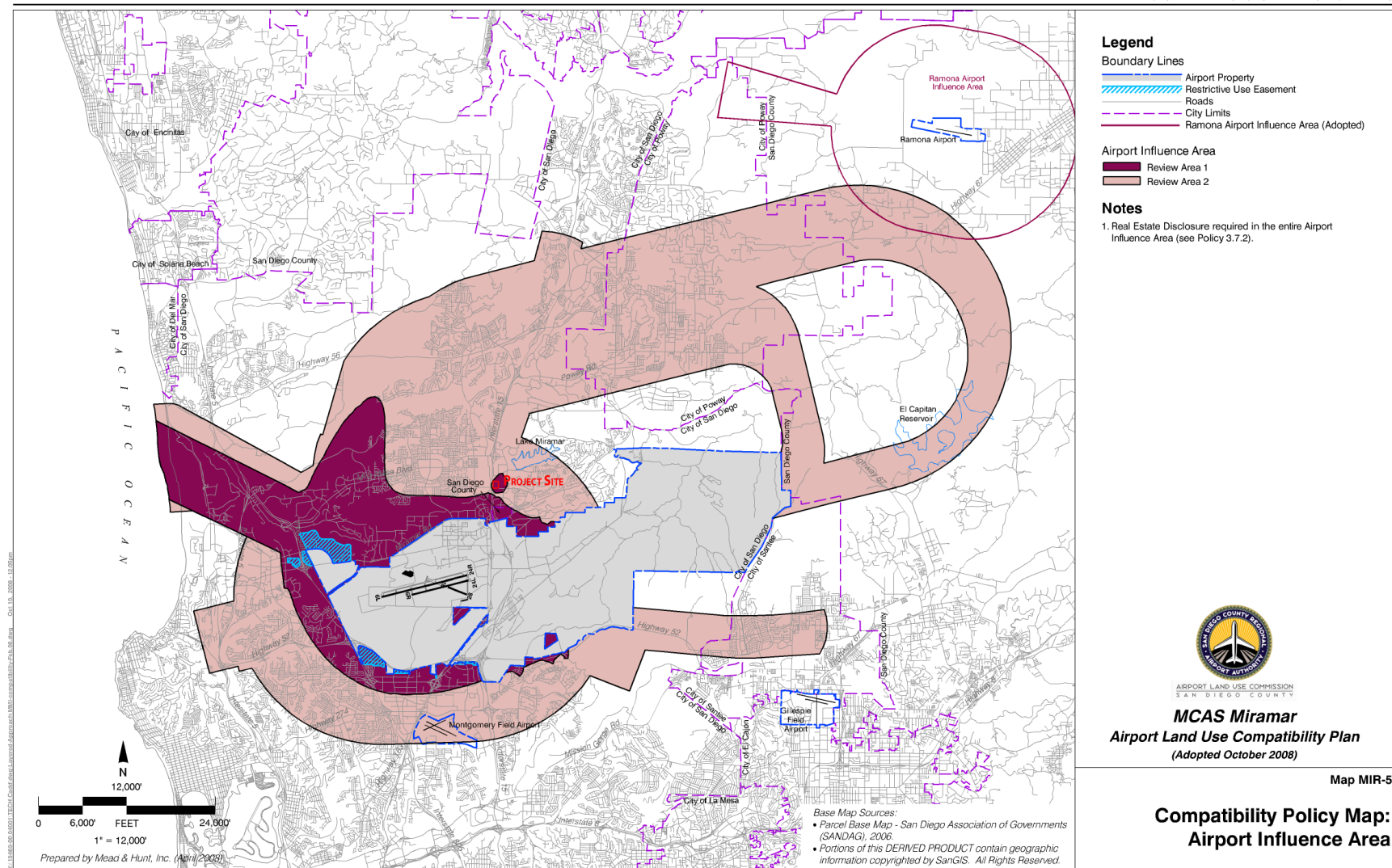


Figure 2-9. MCAS Miramar – Airport Influence Area Map

contain in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the City's Municipal Code).

There are two Review Areas for MCAS Miramar. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Specifically, Review Area 1 encompasses locations exposed to noise levels of *CNEL* 60 dB or greater together with all of the safety zones depicted on the associated maps in the ALUCP. Within Review Area 1, *all* land use plan amendment and rezone actions are to be submitted to the *ALUC* for review and determination of consistency with the ALUCP.

Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas depicted on the associated maps in the ALUCP. 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 this area is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to *ALUC* review.

The project site is within Review Area 1. The project's proximity to MCAS – Miramar requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has received Determination of No Hazard to Air Navigation for the project (see Appendix J). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed. (The project's relationship to MCAS Miramar is addressed in Section 5.1, *Land Use*, of this EIR.)

The MCAS Miramar ALUCP addresses four types of airport land use compatibility concerns: noise, safety, airspace protection, and overflight. Noise contours have been established for the purpose of evaluating the noise compatibility of land use development in the AIA of MCAS Miramar. The Carroll Canyon Mixed-Use project site is within the 60 to 65 decibel (dB) community noise equivalent level (CNEL) noise exposure contours for MCAS Miramar. (See Section 5.7, *Noise*, for a discussion on noise impacts, including those from aircraft activity at MCAS Miramar.) Safety zones for the MCAS Miramar ALUCP have been established for the purpose of evaluating the safety compatibility of land use development in the AIA. The Carroll Canyon Mixed-Use project site is not located within a safety zone. Airspace protection surfaces have been established by the FAA to evaluate the airspace compatibility of land use development within the AIA. The Carroll Canyon Mixed-Use project is within the conical surface Airspace Protection Area. The project site is within the Overflight Notification Area zone. Impacts relative to the project compatibility with MCAS Miramar are discussed in Section 5.1, *Land Use*.

### 2.10 Baseline Conditions

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, “[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[...]. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.”

Baseline condition for the Carroll Canyon Mixed-Use project is the fully developed site located at 9850 Carroll Canyon Road. This development includes a single-story commercial office building, a two- to three-story commercial office use with partial basement level, associated facilities and utilities. All existing buildings are used only occasionally on a temporary basis. Baseline conditions also include existing landscaping, parking lots, entry drive, and pedestrian sidewalks.

When the Traffic Impact Analysis first began in 2009, the existing buildings were unoccupied. Therefore, for purposes of the traffic analysis, a more conservative approach was taken, with the existing buildings considered as vacant in the near-term analysis. Because the existing buildings are currently occupied and have been occupied intermittently in past years, the buildings are considered as fully utilized in the horizon year (2035) traffic analysis.

## 2.0 ENVIRONMENTAL SETTING

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For purposes of the remaining environmental issue area analyses, the baseline is considered as the fully developed site, with the buildings in use, because portions of the buildings have been regularly used by a variety of tenants since the time they were constructed.

### 3.0 PROJECT DESCRIPTION

This EIR analyzes potential environmental effects associated with the proposed Carroll Canyon Mixed-Use project, located on 9.52 gross acres (9.28 net acres) at 9850 Carroll Canyon Road in the Scripps Miramar Ranch community, San Diego, California. The Carroll Canyon Mixed-Use project site is the location of previous development in the form of two office buildings ranging in height from one- to three-stories totaling 76,241 square feet, associated facilities, and surface parking. Figure 2-3, *Project Location Map*, shows development that has occurred and the project site to date. The Carroll Canyon Mixed-Use project proposes redevelopment of the existing office complex with a mixed-use development that would include multi-family residential units, small retail shops, and restaurants. The existing 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space totaling 386,000 square feet of new structures.

#### 3.1 Purpose and Objectives of the Proposed Project

CEQA Guidelines require that the Project Description include a statement of the objectives sought by the proposed project. A clearly defined written statement of the objectives would help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and would aid decision-makers in preparing findings and overriding considerations, if necessary. The statement of objectives also needs to include the underlying purpose of the project [CEQA Guidelines Section 15124(b)].

Actions associated with the proposed project include a General Plan Amendment to change the current land use designation from Industrial Employment to Multiple Use and a Community Plan Amendment to change the current land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. The proposed project also requires a Rezone for the project site from IP-2-1 (Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a Planned Development Permit (PDP) to allow deviations to maximum wall heights, setbacks, lot frontage, ~~and~~ maximum building height and signage and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a Vesting Tentative Map. Planning Commission approved the initiation of an Amendment to the Scripps Miramar Ranch Community Plan on January 15, 2015 (Resolution No. PC-4647).

#### PROJECT PURPOSE

The purpose of the Carroll Canyon Mixed-Use project is to create a viable mix of residential and commercial uses that would serve the adjacent employment parks, nearby residential neighborhoods, the Scripps Miramar Ranch community, and the adjacent Mira Mesa community to the west of the project site. Housing provided by the project would provide additional housing opportunities for the City. The project's location and proposed uses would serve to reduce trips to outlying areas for similar retail services and capture drive-by trips, while also expanding employment opportunity proximate to residential development and providing an amenity to the nearby business parks.

### PROJECT OBJECTIVES

The project objectives associated with the Carroll Canyon Mixed-Use project are as follows:

- Create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community.
- Create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community.
- Allow for retail uses currently limited in availability in the surrounding market area.
- Provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips.
- In keeping with the City of Villages and Smart Growth policies, provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities and services are available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian.
- Utilize architecture and design elements to ensure high quality design and aesthetics.
- Develop a project that would implement necessary roadway improvements to improve circulation in the project area.
- Create additional retail and job opportunities in the Scripps Miramar Ranch community.

### 3.2 Project Characteristics

To implement the Carroll Canyon Mixed-Use project, the project applicant is requesting approval of an Amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping and associated General Plan Amendment to change the land use designation for the project site from Industrial Employment to Multiple Use; a Rezone for the project site from IP-2-1 (Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community); a PDP to allow deviations to maximum wall heights, setbacks, lot frontage, ~~and~~ maximum building height and signage and to allow restaurant use within the RM-3-7 zone with limitations on size, location, and hours; and a VTM. The elements of these various project actions are described below.

#### 3.2.1 Scripps Miramar Ranch Community Plan/General Plan Amendment

The project site is identified in the Scripps Miramar Ranch Community Plan for Industrial Park uses. (See Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*.) The project is proposing an amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping (see Figure 3-1, *Scripps Miramar Ranch Community Plan Land Use Plan*). Specific elements of the Community Plan that are affected by this proposed change include the Industrial, Commercial, and Residential elements. To accommodate and guide development on the project site, a new residential area – Area F – ~~was~~ is proposed to be added to the Scripps Miramar Ranch Community Plan. Text for Area F includes specific development criteria for the residential and commercial components. Additional regulations address mobility, urban design, and sustainability.

Additional minor changes are proposed to the Scripps Miramar Ranch Community Plan text and graphics to ensure consistency with the proposed amendment for the Carroll Canyon Mixed-Use project throughout. The proposed revisions to the Scripps Miramar Ranch North Community Plan are detailed below.

- Revision to Figure 3, Residential Element, to show the project site as Area F (260 DU maximum, 15-29 du/ac). See Figure 3-2, *Scripps Miramar Ranch Community Plan Residential Element*.
- Revision to Figure 8, Commercial Element, to show the project site as Community Shopping. See Figure 3-3, *Scripps Miramar Ranch Community Plan Commercial Element*.
- Revision to Figure 9, Industrial Element, to remove the project site as Existing Industrial. See Figure 3-4, *Scripps Miramar Ranch Community Plan Industrial Element*.
- Revisions to Table 2, Plan Summary of Land Use Allocations:
  - High-Medium Residential (15-29 DU/NRA\*) – Change in acreage from 29+ to 37+.
  - Community Shopping – Change in acreage from 28+ to 29+.
  - Industrial Park – Change in acreage from 386+ to 377+.

See Table 3-1, *Scripps Miramar Ranch Community Plan – Table 2: Plan Summary of Land Use Allocations with Project Changes*.

### 3.2.2 Proposed Zoning

As stated in Section 2.8, *Zoning*, and shown in Figure 2-8, *Existing Zoning*, the project site is currently zoned IP-2-1 (Industrial-Park). The purpose of the City's IP zone is to provide for high quality science and business park development. The property 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 in this zone are provided to minimize commercial influence. The IP-2-1 zone allows a mix of light industrial and office uses.

The project proposes to rezone the project from the existing IP-2-1 zone to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community) (see Figure 3-5, *Proposed Zoning*). The RM zones provide for multiple dwelling unit development at varying densities. Each of the RM zones is intended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses. The RM-3-7 zone permits a maximum density of one dwelling unit for each 1,000 square feet of lot area with limited commercial uses.

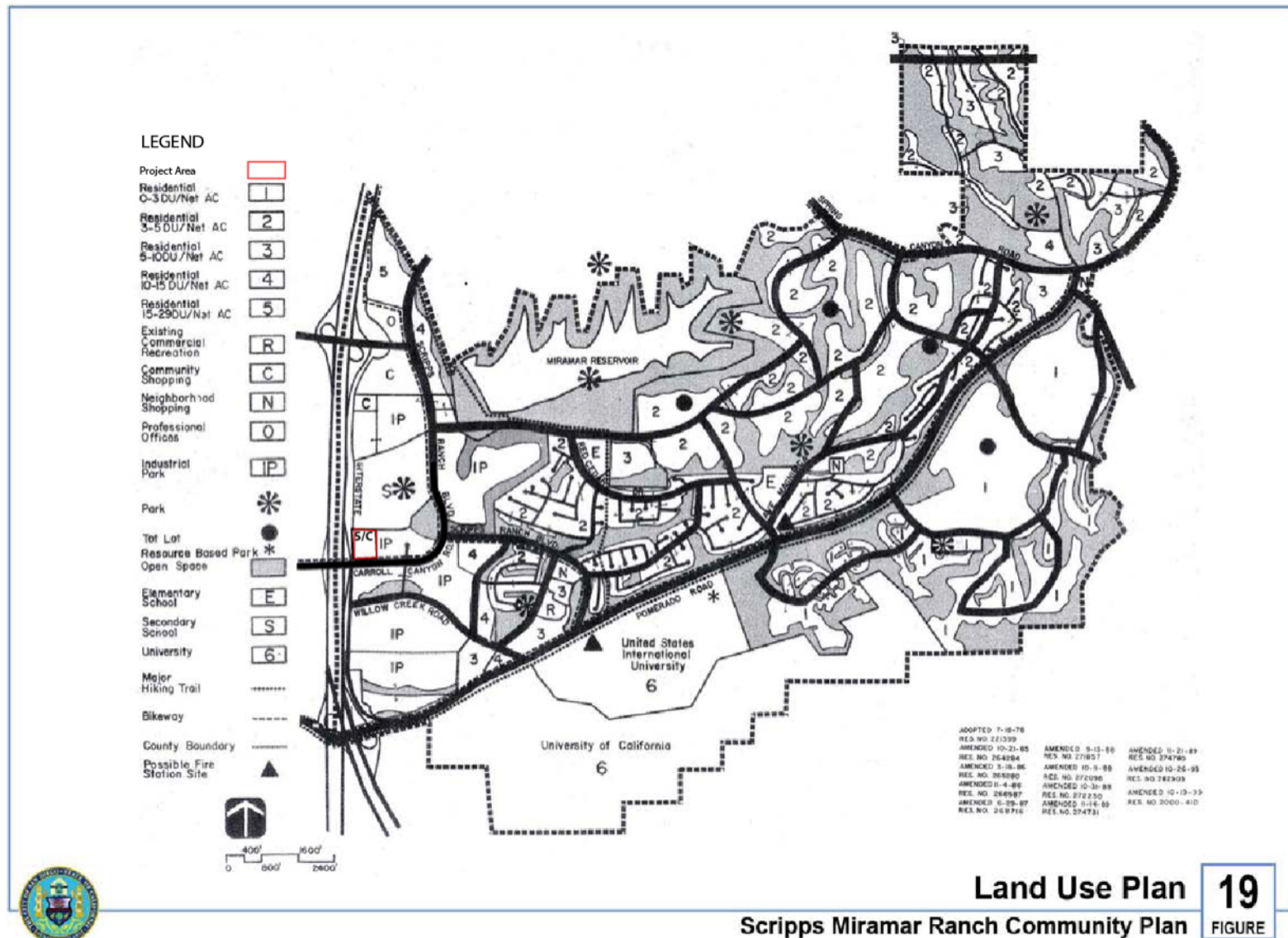
Each of the CC zones is intended to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. The CC-2-3 zone is intended to accommodate development with an auto orientation.

**Table 3-1. Scripps Miramar Ranch Community Plan –  
Table 2: Plan Summary of Land Use Allocations with Project Changes**

PLAN SUMMARY OF LAND USE ALLOCATIONS	
TABLE 2	
Land Use	Acres
Very Low Residential (0-3 DU/NRA*)	475+
Low Residential (3-5 DU/NRA*)	913+
Low-Medium Residential (5-10 DU/NRA*)	99+
Medium Residential (10-15 DU/NRA*)	55+
High-Medium Residential (15-29 DU/NRA*)	37 +
Neighborhood Shopping	12+
Community Shopping	29 +
Professional Offices	15+
Industrial Park	377 +
Park and Recreation	54+ 91+**
Reservoir and Adjoining Property	365+
Schools and Other Institutional Uses	817- 828+**
Fire Station	1+
Open Space	624+
<b>Total Net Area</b>	<b>3,923+</b>
Streets, Other Public Rights-of-Way	467+
<b>Total Planning Area</b>	<b>4,365+</b>

\* Density is calculated as the number of dwelling units per net residential acre (DU/NRA). This assumes 25 percent open space and 15 percent for streets and other public right-of-way. Residential use allocations include certain non-residential uses such as church sites, private recreation facilities and private daycare centers.

\*\* The precise Park and Recreation and Schools/Institutional acreage will be dependent upon the future need for school facilities.





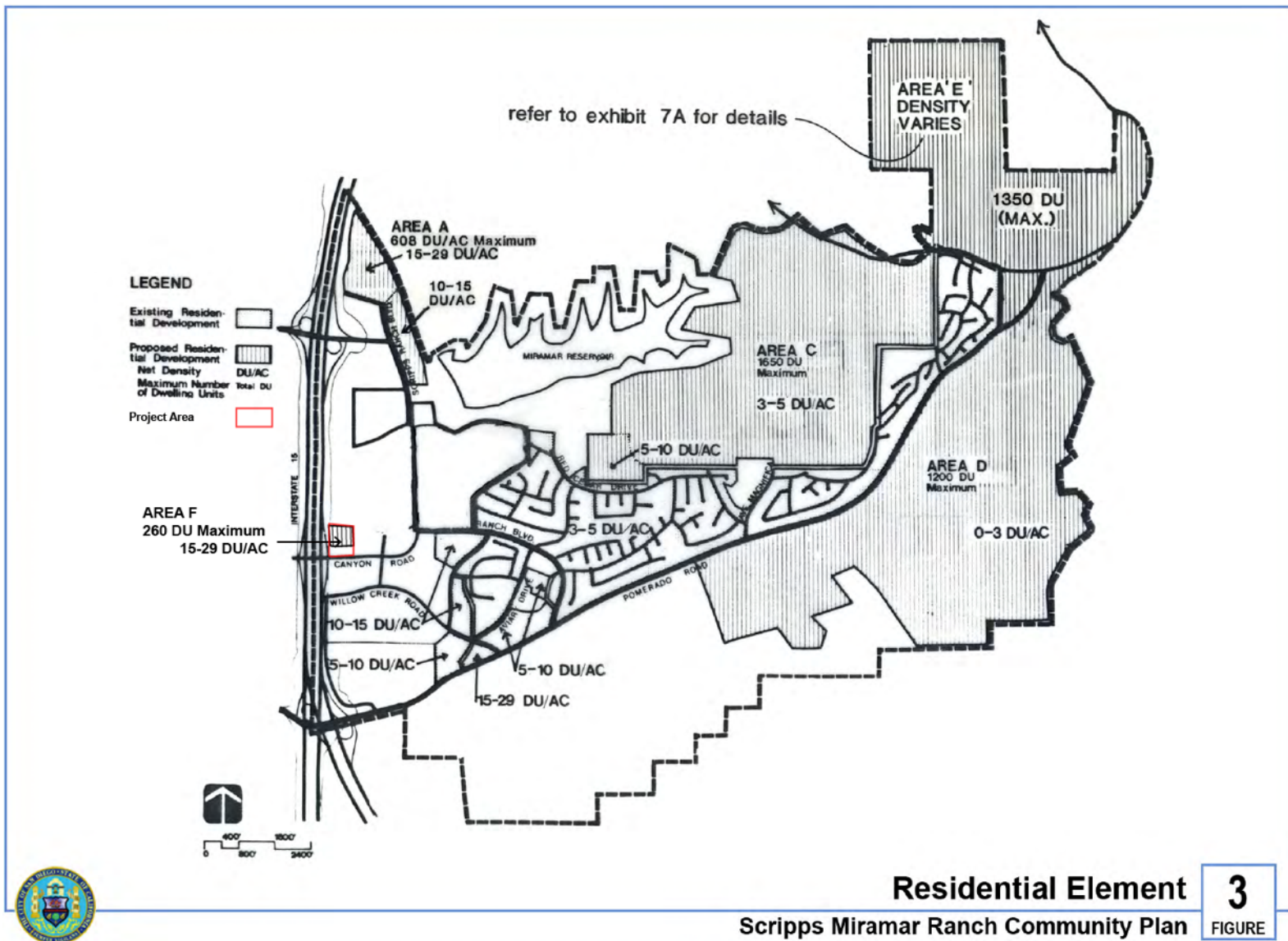


Figure 3-2. Scripps Miramar Ranch Community Plan Residential Element

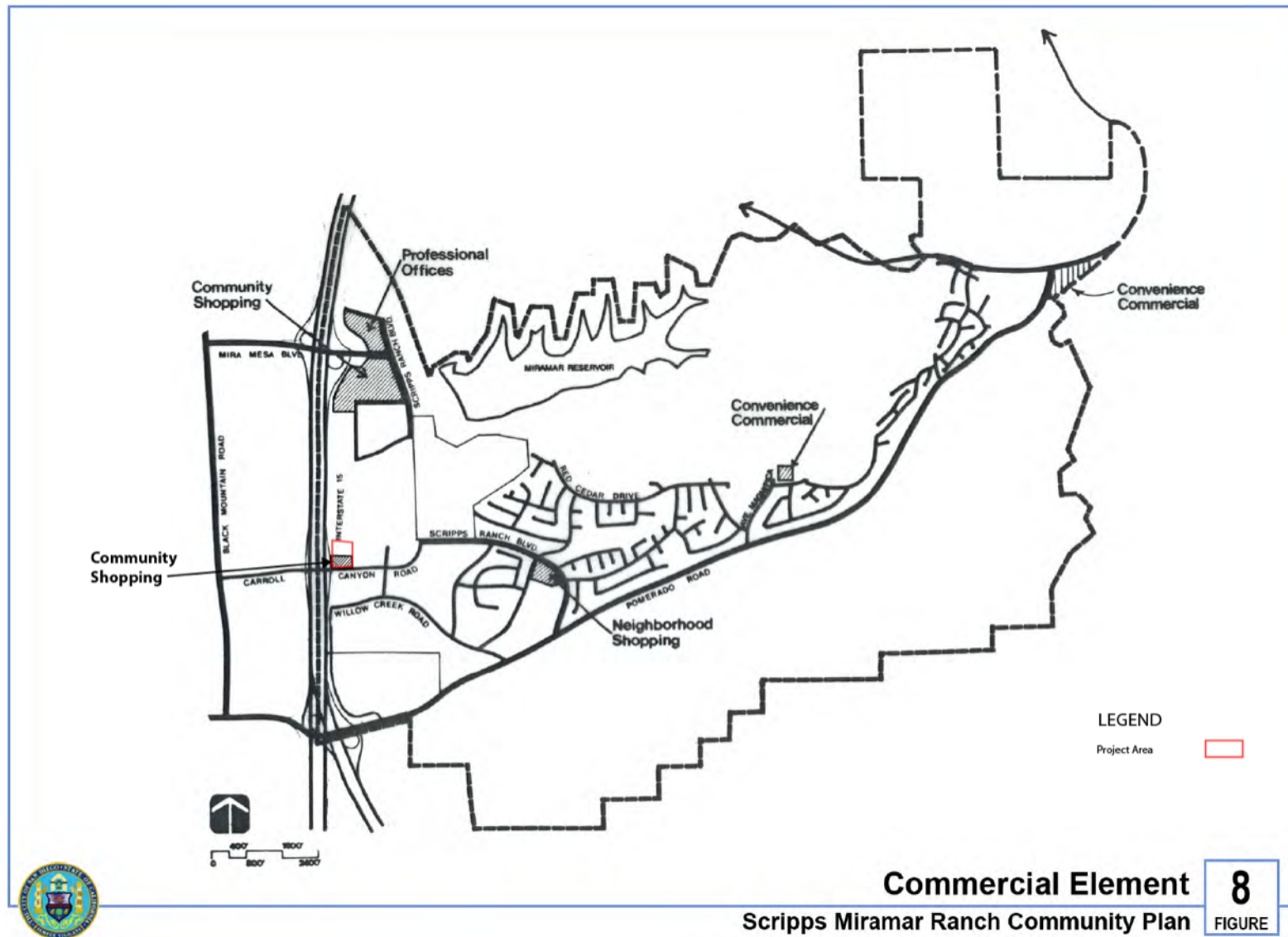


Figure 3-3. *Scripps Miramar Ranch Community Plan Commercial Element*

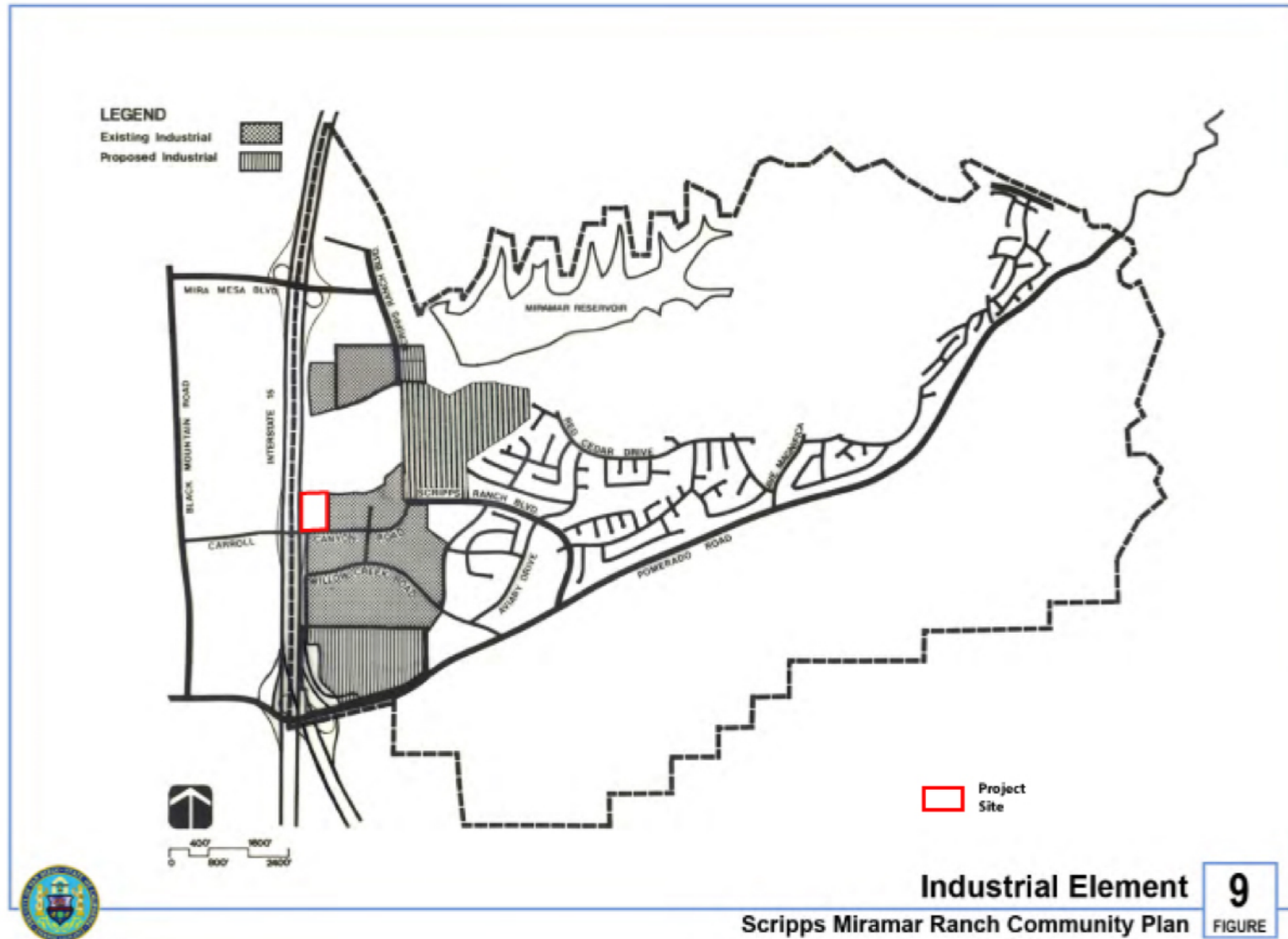


Figure 3-4. Scripps Miramar Ranch Community Plan Industrial Element

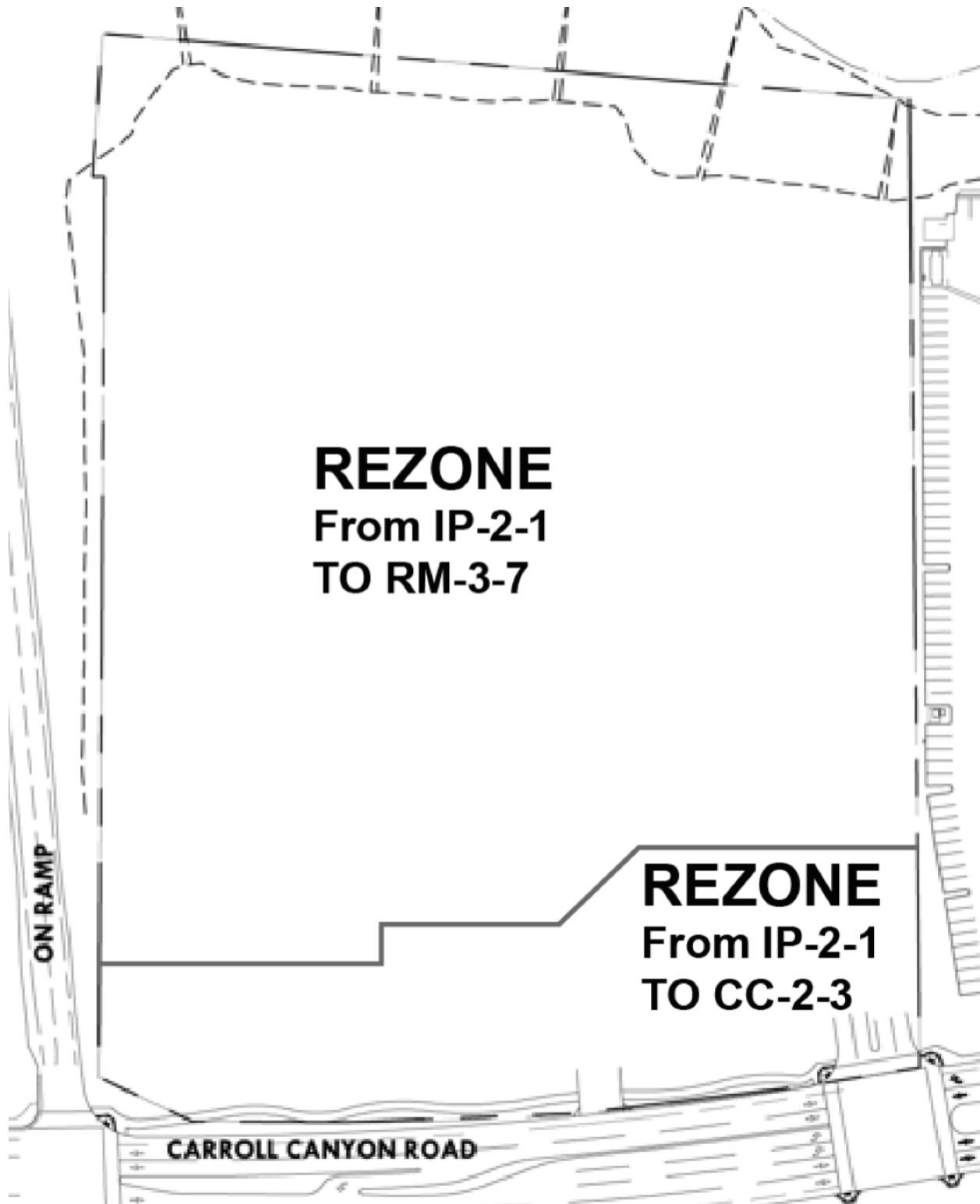


Figure 3-5. *Proposed Zoning*

### **3.2.3 Vesting Tentative Map**

In order to facilitate development of the Carroll Canyon Mixed-Use project, a VTM is proposed to create six lots for development of the proposed mixed-use project. The Carroll Canyon Mixed-Use VTM details grading required for the project and final elevations, as well as necessary infrastructure, and has been prepared in accordance with the State Subdivision Map Act and City requirements (see Figure 3-6, *Carroll Canyon Mixed-Use Project Vesting Tentative Map*).

Of the approximately 9.52-gross acre (9.28 net acres) project site, the currently graded area comprises nine acres. The proposed Carroll Canyon Mixed-Use project would require only finish grading to accommodate development. Earthwork for the project would be localized and required to rebuild the project site where a split-level building exists. Additionally, over-excavation is necessary to render the site suitable for the proposed development.

Earthwork would involve approximately 39,000 cubic yards of cut and approximately 4,500 cubic yards of fill. Approximately 34,500 cubic yards of material would be exported. Maximum cut depth would be nine feet; maximum fill depth would be nine feet. All manufactured slopes would have a gradient of 2:1. (See Figure 3-7, *Carroll Canyon Mixed-Use Project Grading Plan*.)

### **3.2.4 Planned Development Permit**

A PDP is proposed for the Carroll Canyon Mixed-Use project. According to the City's Land Development Code, the purpose of an PDP is "*. . . to establish a review process for development that allows an applicant to request greater flexibility from the strict application of the regulations than would be allowed through a deviation process. The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations.*" A PDP is proposed for the Carroll Canyon Mixed-Use project to allow for development of the project site in a manner that is reflective of the Scripps Miramar Ranch community and that meets the regulations of the City's Land Development Code. The project proposes deviations to maximum wall height, setbacks, lot frontage, maximum building height, and signage. Project deviations are summarized in Table 3-2, *Carroll Canyon Mixed-Use Project Deviations*. The PDP would also apply to the project's proposed restaurant use within the RM-3-7 zone with limitations on size, location, and hours.

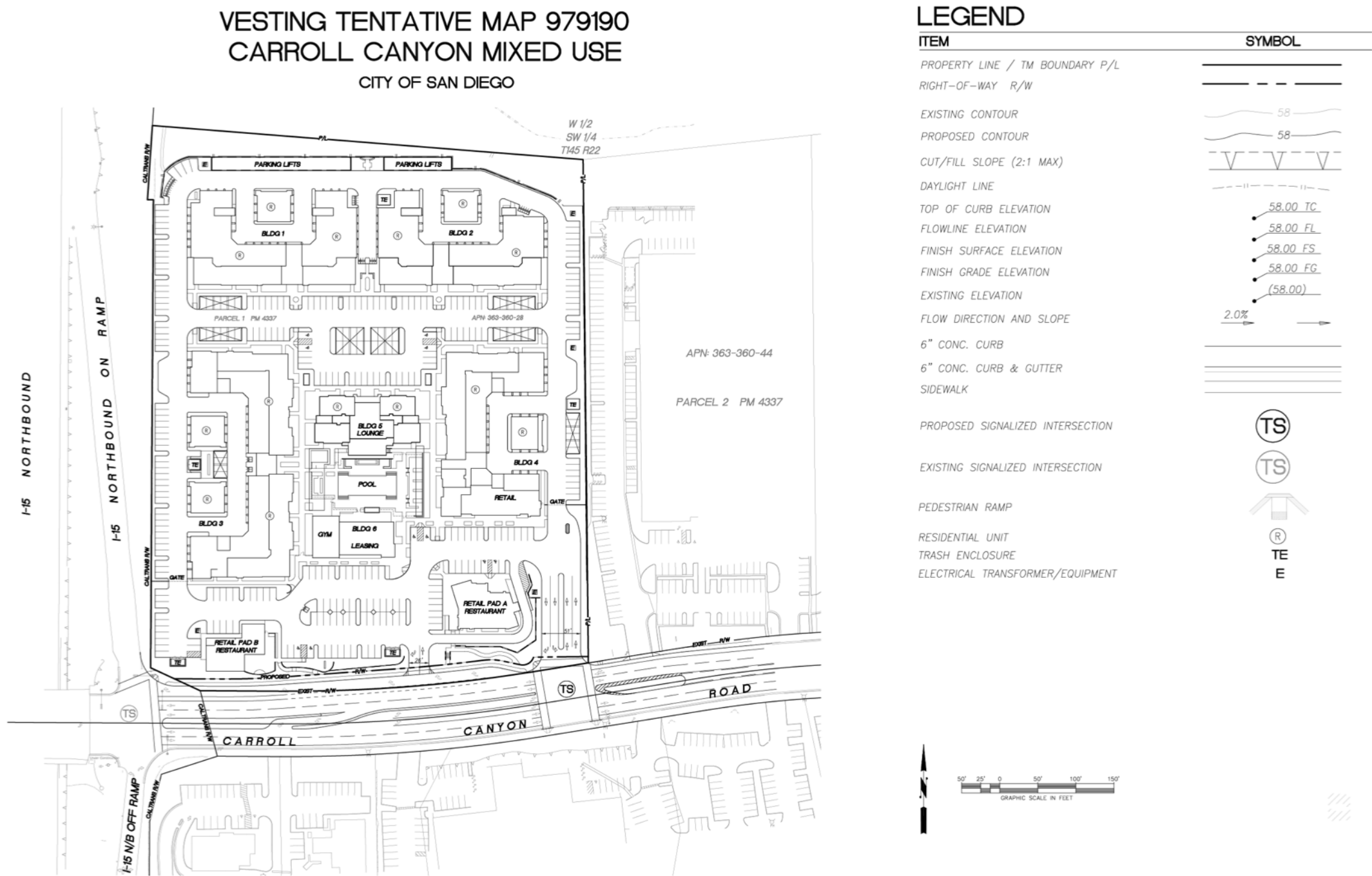


Figure 3-6. Carroll Canyon Mixed-Use Project Vesting Tentative Map



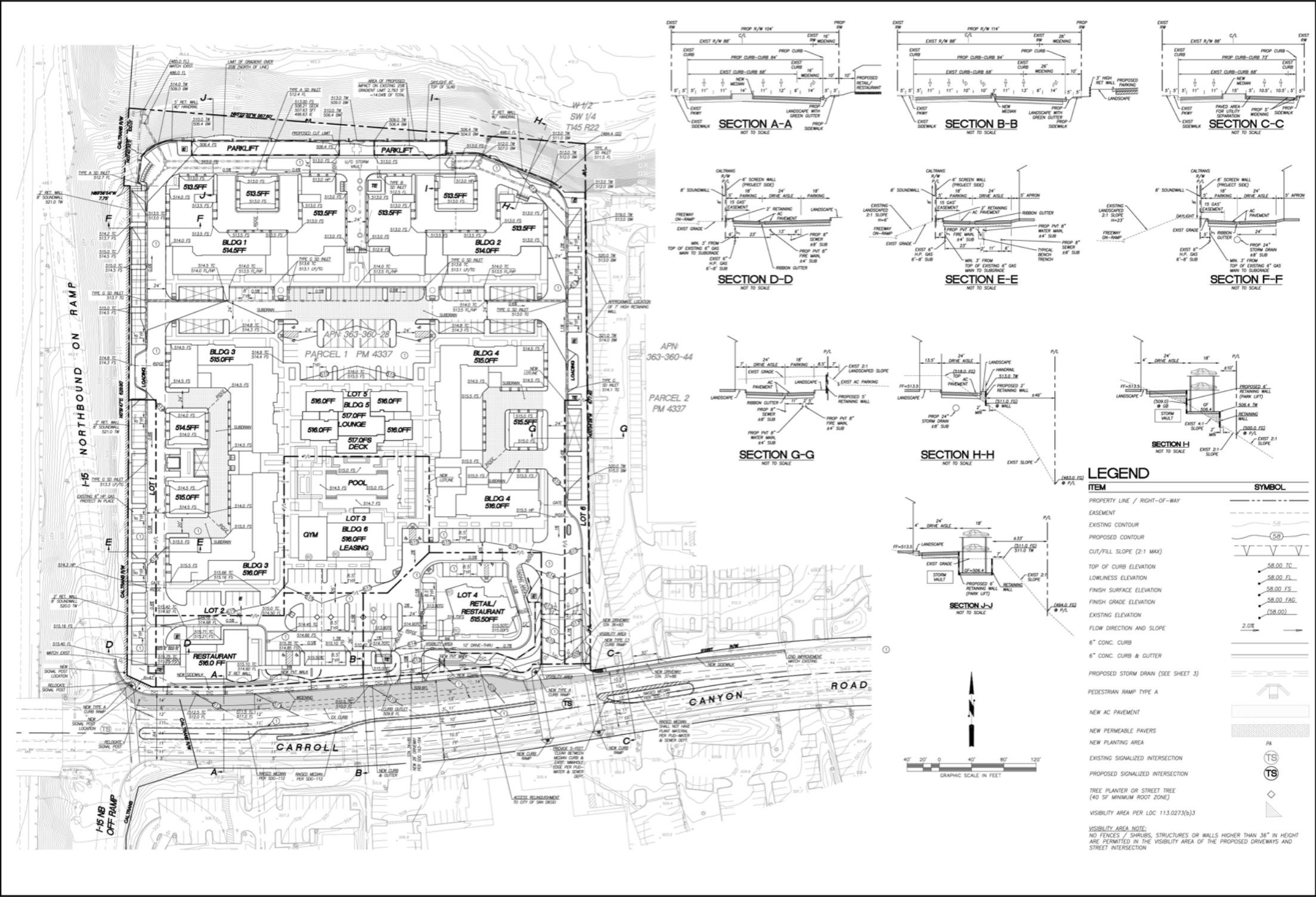


Figure 3-7. Carroll Canyon Mixed-Use Project Grading Plan

**Table 3-2. Carroll Canyon Mixed-Use Project Deviations**

DEVIATION NO.	APPLICABLE REGULATION	PROPOSED DEVIATION	PURPOSE FOR DEVIATION																																		
1	<i>Maximum wall height:</i> Six feet  SDMC Section 142.0340	<i>Proposed wall height:</i> Eight feet  (at the west edge of the property)	A wall height of eight feet is proposed along the western property line, where the SDMC allows a maximum height of six feet, in order to provide additional sound attenuation from noise levels generated by traffic volumes on the adjacent I-15 freeway.																																		
2	<i>Maximum wall height:</i> Six feet  SDMC Section 142.0340	<i>Proposed wall height:</i> Seven feet  (at the east edge of the property)	A small portion of the retaining wall proposed along the eastern property line would be seven feet in height, where the SDMC allows a maximum height of six feet, in order to accommodate grade changes and provide a level pad at this location.																																		
3	<i>Maximum building height:</i> 40 feet  SDMC Table 131-04G	<i>Proposed building height:</i> 50 feet  (in the RM-3-7 zoned portion of the property)	The RM-3-7 zone is proposed for the northern portion of the project site to accommodate a density of 29 dwelling units per acre. The maximum height allowed in the RM-3-7 zone is 40 feet. The project proposes a maximum height of 50 feet to accommodate the project design and development intensity.																																		
4	<i>Minimum street frontage, RM-3-7: 70 feet</i> <i>Minimum street frontage, CC-2-3: 100 feet</i>  SDMC Table 131-04G SDMC Table 131-05E	<i>Lots 1, 5, and 6 have narrow lot frontages on Carroll Canyon Road (within the CC-2-3 zone), and Lot 3 (within the RM-3-7 zone) has no lot frontage on Carroll Canyon Road. These lots would require deviations from the proposed zone requirements as indicated in the table below.</i> <table><tr><th colspan="5">Proposed Deviations from Minimum Lot Frontage</th></tr><tr><th rowspan="2">Lot No.</th><th colspan="2">RM-3-7</th><th colspan="2">CC-2-3</th></tr><tr><th>Required</th><th>Proposed Deviation</th><th>Required</th><th>Proposed Deviation</th></tr><tr><td>1</td><td>N/A</td><td>--</td><td>100 ft.</td><td>34 ft.</td></tr><tr><td>3</td><td>70 ft.</td><td>0 ft.</td><td>N/A</td><td>--</td></tr><tr><td>5</td><td>N/A</td><td>--</td><td>100 ft.</td><td>29 ft.</td></tr><tr><td>6</td><td>N/A</td><td>--</td><td>100 ft.</td><td>32 ft.</td></tr></table>	Proposed Deviations from Minimum Lot Frontage					Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	<i>The project proposes rezoning the project site such that the southern portion of the project site, along Carroll Canyon Road, would be rezoned to CC-2-3 zone and the northern portion would be rezoned to RM-3-7.</i> Deviations are proposed from the minimum lot frontage requirements in the RM-3-7 and the CC-2-3 zones.  Lot 3 would be within the RM-3-7 zone, which requires a minimum lot frontage of 70 feet. Lot 3 is an internal lot and would have no lot frontage. The project proposes a deviation from the lot frontage requirements to allow 0 feet, where the zone would require 70 feet.  Portions of Lots 1, 5, and 6 would have lot frontage on Carroll Canyon Road. The project proposes a lot frontage of 34 feet for Lot 1; 29 feet for Lot 5, and 32 feet for Lot 6, where 100 feet would be required in the CC-2-3 zone.
Proposed Deviations from Minimum Lot Frontage																																					
Lot No.	RM-3-7		CC-2-3																																		
	Required	Proposed Deviation	Required	Proposed Deviation																																	
1	N/A	--	100 ft.	34 ft.																																	
3	70 ft.	0 ft.	N/A	--																																	
5	N/A	--	100 ft.	29 ft.																																	
6	N/A	--	100 ft.	32 ft.																																	
5	<i>Minimum setback:</i> 57.5 feet  SDMC Table 131-04G	<i>Proposed setback:</i> 46 feet ten inches (west property line) <del>8-50 feet eight inches</del> and 51 feet six inches (east property line)	The project proposes a minimum setback of 46 feet ten inches along the west property line and a setbacks of <u>50 feet 8 feet-inches for Building 2 and 51 feet six inches for Building 4</u> along the east property line, where the RM-3-7 zone requires 57.5 feet in order to allow for efficient use of the property.																																		
6	<i>Maximum wall height:</i> Six feet  SDMC Section 142.0340	<i>Proposed wall height:</i> Eight feet  (solid trash enclosure walls)	For aesthetic reasons and to provide additional security, the project proposes that walls around trash enclosure areas be eight feet in height, where the proposed zone would allow a maximum height of six feet.																																		
7	<i>Residential signs for property identification, yard sale, and real estate</i>  (Commercial signs in the RM-3-	<i>Proposed signs/area:</i> Project proposes signage for commercial uses proposed in the RM-3-7 zone, which is not addressed in the residential sign regulations, to allow up to 1.5 square feet of sign area per linear foot of commercial leased premises on the ground floor of Building 4 and Building 6.	The project proposes a mixed use project that would include integration of residential and retail/restaurant uses. Buildings 4 and 6, which are located in the RM-3-7 zone, would have commercial space on the ground floor of residential buildings. The proposed deviation for signage would allow for commercial signage to serve the proposed commercial retail/																																		



### 3.0 PROJECT DESCRIPTION

DEVIATION NO.	APPLICABLE REGULATION	PROPOSED DEVIATION	PURPOSE FOR DEVIATION																																		
	7 zone not addressed by the City's Sign Regulations)		restaurant uses.																																		
8	<i>Minimum lot area, RM-3-7: 7,000 square feet</i> <i>Minimum lot area, CC-2-3: 5,000 square feet</i>  SDMC Table 131-04G SDMC Table 131-05E	Portions of Lots 1, 5, and 6 propose a deviation to the minimum lot area requirements of the RM-3-7 and CC-2-3 zones, as indicated in the table below.  <table><tr><th colspan="5">Proposed Deviations from Minimum Lot Area</th></tr><tr><th rowspan="2">Lot No.</th><th colspan="2">RM-3-7</th><th colspan="2">CC-2-3</th></tr><tr><th>Required</th><th>Proposed Deviation</th><th>Required</th><th>Proposed Deviation</th></tr><tr><td>1</td><td rowspan="3">7,000 sq. ft.</td><td>--</td><td rowspan="3">5,000 sq. ft.</td><td>3,000 sq. ft.</td></tr><tr><td>5</td><td>--</td><td>4,200 sq. ft.</td></tr><tr><td>6</td><td>5,800 sq. ft.</td><td>4,500 sq. ft.</td></tr></table>	Proposed Deviations from Minimum Lot Area					Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	7,000 sq. ft.	--	5,000 sq. ft.	3,000 sq. ft.	5	--	4,200 sq. ft.	6	5,800 sq. ft.	4,500 sq. ft.	Lots 1, 5, and 6 lie within both the RM-3-7 and CC-2-3 zones. Deviations are proposed from the minimum lot area requirements for these lots in order for the lots to have frontage on a public street.  A deviation is proposed for the portion of Lot 1 (3,000 square feet of the total 12,600 square foot lot) located within the CC-2-3 zone, as that portion of the lot would not meet the minimum lot area of 5,000 square feet required in the CC-2-3 zone. Similarly, a deviation is proposed for a portion of Lot 5 (4,200 square feet of the 294,500 square foot lot) location in the CC-2-3 zone, as that portion of the lot would not meet the minimum lot area of 5,000 square feet.  For Lot 6, a deviation is proposed for minimum lot area in both the RM-3-7 and CC-2-3 zone. A 5,800 square foot portion of Lot 6 located in the RM-3-7 zone does not meet the minimum lot area requirement of 7,000 square feet for the RM-2-7 zone, and a 4,500 square foot portion of Lot 6 located in the CC-2-3 zone does not meet the minimum 5,000 square foot lot area requirement of that zone.									
Proposed Deviations from Minimum Lot Area																																					
Lot No.	RM-3-7		CC-2-3																																		
	Required	Proposed Deviation	Required	Proposed Deviation																																	
1	7,000 sq. ft.	--	5,000 sq. ft.	3,000 sq. ft.																																	
5		--		4,200 sq. ft.																																	
6		5,800 sq. ft.		4,500 sq. ft.																																	
9	<i>Minimum lot width, RM-3-7: 70 feet</i> <i>Minimum lot width, CC-2-3: 100 feet</i>  SDMC Table 131-04G SDMC Table 131-05E	<i>Proposed lot width for panhandle portions of lot:</i> 34 feet (Lot 1) 29 feet (Lot 5) 32 feet (Lot 6)  (Lots 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones)	Lots 1, 5, and 6 are panhandle lots located in both the RM-3-7 and CC-2-3 zones. The RM-3-7 zone requires a minimum lot width of 70 feet, and the CC-2-3 zone requires a minimum lot width of 100 feet. The project proposes a lot width 34 feet for Lot 1, 29 feet for Lot 5, and 32 feet for Lot 6.																																		
10	<i>Minimum lot frontage, RM-3-7: 70 feet</i> <i>Minimum lot width, CC-2-3: 100 feet</i>  SDMC Table 131-04G SDMC Table 131-05E	Lots 1, 5, and 6 have narrow lot frontages on Carroll Canyon Road (within the CC-2-3 zone), and Lot 3 (within the RM-3-7 zone) has no lot frontage on Carroll Canyon Road. These lots would require deviations from the proposed zone requirements as indicated in the table below.  <table><tr><th colspan="5">Proposed Deviations from Minimum Lot Frontage</th></tr><tr><th rowspan="2">Lot No.</th><th colspan="2">RM-3-7</th><th colspan="2">CC-2-3</th></tr><tr><th>Required</th><th>Proposed Deviation</th><th>Required</th><th>Proposed Deviation</th></tr><tr><td>1</td><td>N/A</td><td>--</td><td>100 ft.</td><td>34 ft.</td></tr><tr><td>3</td><td>70 ft.</td><td>0 ft.</td><td>N/A</td><td>--</td></tr><tr><td>5</td><td>N/A</td><td>--</td><td>100 ft.</td><td>29 ft.</td></tr><tr><td>6</td><td>N/A</td><td>--</td><td>100 ft.</td><td>32 ft.</td></tr></table>	Proposed Deviations from Minimum Lot Frontage					Lot No.	RM-3-7		CC-2-3		Required	Proposed Deviation	Required	Proposed Deviation	1	N/A	--	100 ft.	34 ft.	3	70 ft.	0 ft.	N/A	--	5	N/A	--	100 ft.	29 ft.	6	N/A	--	100 ft.	32 ft.	The project proposes rezoning the project site such that the southern portion of the project site, along Carroll Canyon Road, would be rezoned to CC-2-3 zone and the northern portion would be rezoned to RM-3-7. Deviations are proposed from the minimum lot frontage requirements in the RM-3-7 and the CC-2-3 zones.  Lot 3 would be within the RM-3-7 zone, which requires a minimum lot frontage of 70 feet. Lot 3 is an internal lot and would have no lot frontage. The project proposes a deviation from the lot frontage requirements to allow 0 feet, where the zone would require 70 feet.  Portions of Lots 1, 5, and 6 would have lot frontage on Carroll Canyon Road. The project proposes a lot frontage of 34 feet for Lot 1; 29 feet for Lot 5, and 32 feet for Lot 6, where 100 feet would be required in the CC-2-3 zone.
Proposed Deviations from Minimum Lot Frontage																																					
Lot No.	RM-3-7		CC-2-3																																		
	Required	Proposed Deviation	Required	Proposed Deviation																																	
1	N/A	--	100 ft.	34 ft.																																	
3	70 ft.	0 ft.	N/A	--																																	
5	N/A	--	100 ft.	29 ft.																																	
6	N/A	--	100 ft.	32 ft.																																	
<u>11</u>	<u>Restaurants are not permitted in the RM-3-7 Zone</u>	<u>Project proposes a restaurant in the RM-3-7 portion of the project site.</u>	<u>The deviation would allow a restaurant serving residents and patrons of the residential/mixed-use project.</u>																																		

### 3.0 PROJECT DESCRIPTION

DEVIATION NO.	APPLICABLE REGULATION	PROPOSED DEVIATION	PURPOSE FOR DEVIATION
	<u>SDMC Section 131.0431(b)</u>		

### PROPOSED SITE PLAN

The project proposes numerous buildings to accommodate a variety of residential units, retail stores, and restaurants. The multi-family residential buildings would be located in the northern three-fourths of the site. Retail pads would be located in the southern portion of the site. Buildings would range in heights of one story to four stories. (See Figure 3-8, *Carroll Canyon Mixed-Use Project Site Plan*.)

The project would provide a total of 528 parking spaces (where the City's shared parking approach requires 477 spaces on the weekday and 503 spaces on a Saturday) to serve the range of uses that could occur on the site. Parking for commercial retail space would be provided in open surface parking lots located in the southern portion of the project site. Residential parking would be comprised of gated (419 stalls) and open (109 stalls) shared parking spaces located throughout the project site. The project proposes a shared parking agreement between the residential and retail components that would provide for residential parking overnight in the non-gated area and retail employee parking during the day in the gated areas during peak demands. The retail employees would be provided access to (by fob or equivalent) and be required to use the gated parking areas that would be enforced through on-site property management. Additionally, retail tenants require open parking in front of their establishments to provide easy access for patrons; therefore, the retail tenants would also enforce employees' use of the gated parking areas. Gated parking would be open (uncovered), in private garages, accommodated with car lifts, and carport spaces, as shown on the site plan in Figure 3-8. Additionally, the project would provide 29 motorcycle stalls and 68 bicycle racks.

As shown in Figures 3-9a through 3-9c, *Project Elevations*, the Carroll Canyon Mixed-Use project would feature architectural elements that are to be complimentary to the project's design, as well as create high quality design and aesthetic. The project's architectural elements are intended to provide interesting and identifiable features, which would allow pedestrians and the motoring public to easily find their destinations. Architectural features such as varied building materials, heights, and setbacks would provide vertical relief to the façades and would create focal points around the project for both pedestrians and passing vehicles. The project's massing, colors, and materials have been selected to complement and blend with the adjacent business parks and existing community character.

Project access is taken from a primary entry off Carroll Canyon Road at the southeast corner of the project site. A secondary right-in/right-out entry would be located along Carroll Canyon Road at roughly the midway point between the project's southwestern and southeastern corners. The primary entry from Carroll Canyon Road continues into the project site along the eastern property line. This entry drive allows vehicular movement north to the gated apartment parking or west to surface parking located along the southern portion of the site. The secondary entry drive allows direct access to the surface parking in the southern portion of the project site, as well as to retail shop(s) and restaurant(s). The proposed signal can potentially provide signalized access when/if the adjacent property to the east is redeveloped.

## 3.0 PROJECT DESCRIPTION

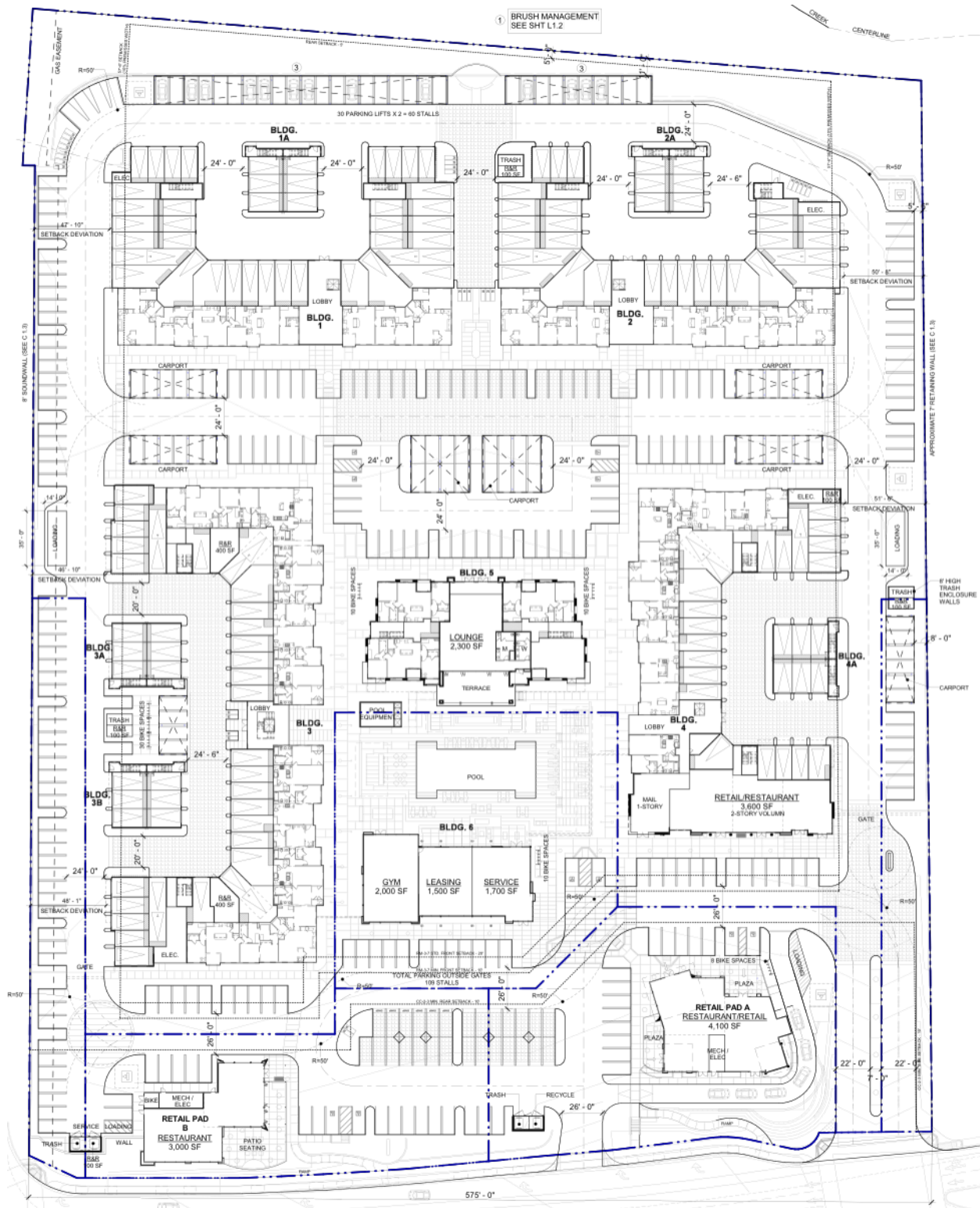
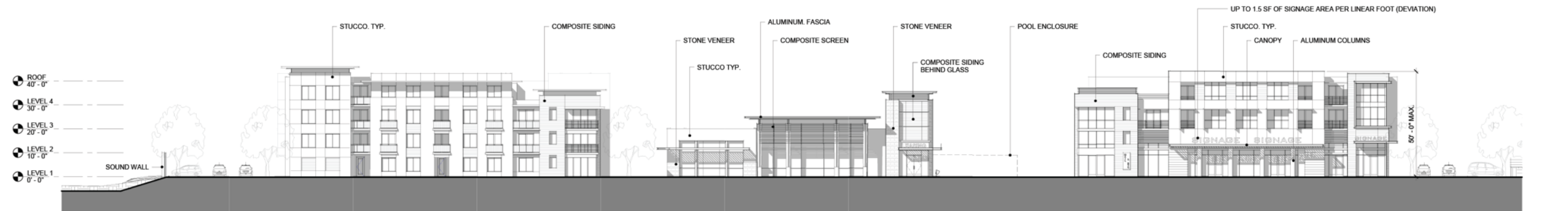
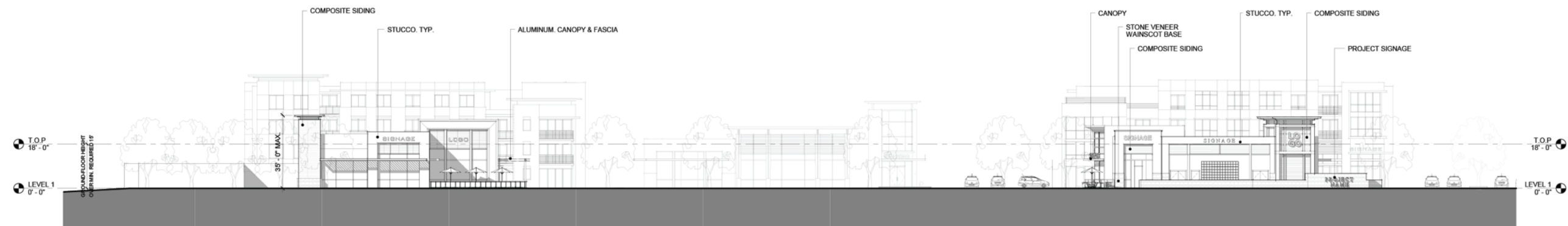


Figure 3-8. Carroll Canyon Mixed-Use Project Site Plan



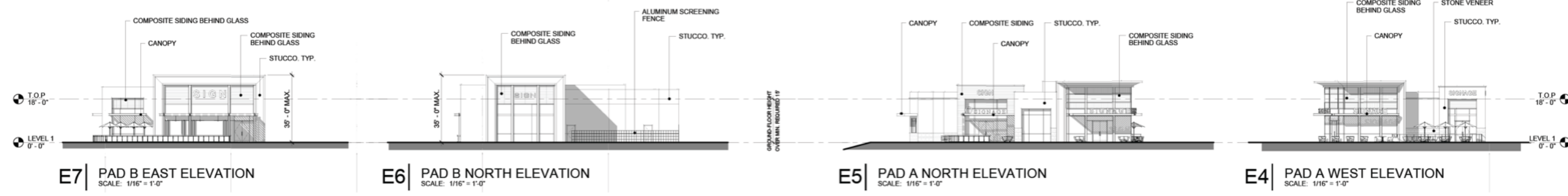
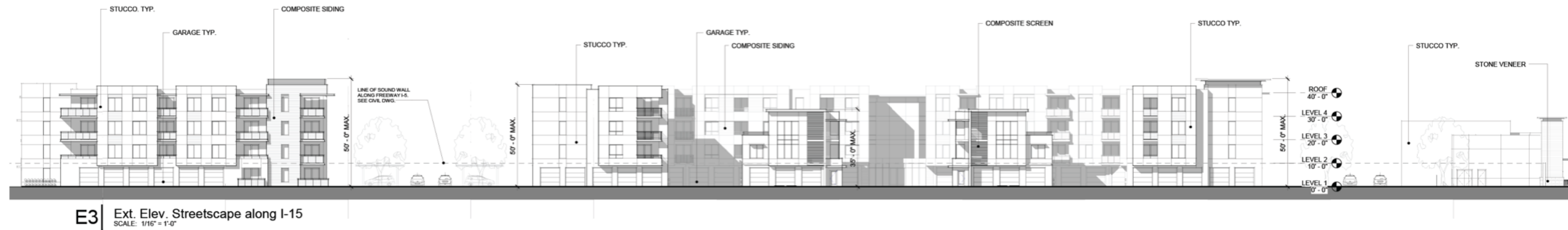
**E1** | Ext. Elev. Residential and Leasing Buildings  
SCALE: 1/16" = 1'-0"



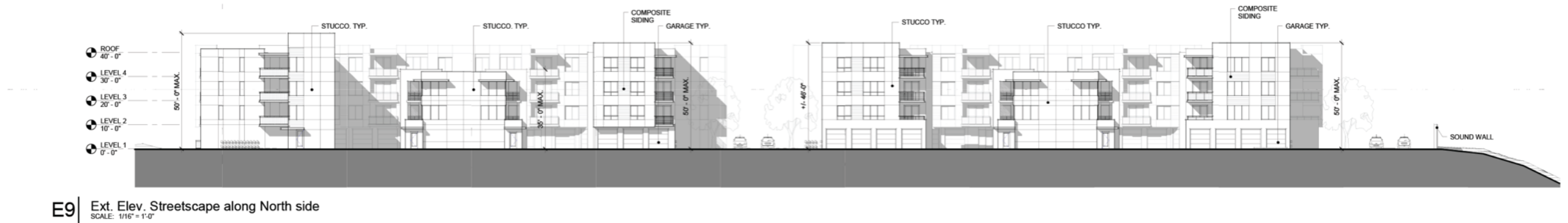
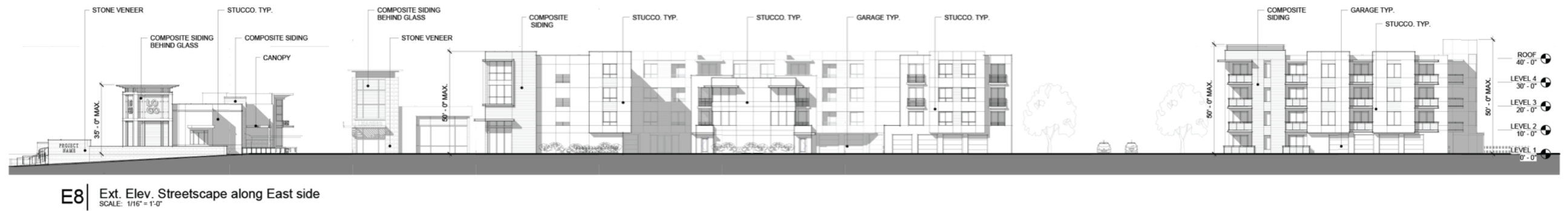
**E2** | Ext. Elev. Streetscape along Carroll Canyon Road  
SCALE: 1/16" = 1'-0"



**Figure 3-9a. Project Elevations – Along Carroll Canyon Road**



**Figure 3-9b. Project Elevations – Along I-15 and Retail Building Elevations**



**Figure 3-9c. Project Elevations – Along East and North**

### LANDSCAPE CONCEPT PLAN

The proposed Landscape Development Plan (see Figures 3-10a and 3-10b, *Carroll Canyon Mixed-Use Project Landscape Development Plan*) includes the use of indigenous and/or drought tolerant plant material, whenever possible. No invasive or potentially invasive species shall be allowed, except for the use of select varieties of eucalyptus trees consistent with Design Objectives of the Scripps Miramar Ranch Community Plan. Planting is intended to be a connecting device linking the various pieces of the project and design style. The Landscape Development Plan emphasizes a garden setting, where plant material would be used to help define spaces, encourage circulation paths, highlight entry points, and provide softness and scale to the architecture. Evergreen, deciduous, and flowering material are proposed throughout the project. Located adjacent to the intermittent drainage channel, the Brush Management Zone One and Two planting is proposed as a blend of native material and native friendly (i.e. non-invasive) fire safe planting.

Circulation throughout the project is accentuated with a hierarchy of landscape treatments. Enhanced paving at major intersections and nodes is proposed to signify pedestrian/vehicle interaction areas. Vehicle nodes with small medians are proposed to help slow the traffic flow, as well as break up long linear drives. Street trees are proposed to define vehicle/pedestrian spaces and to provide shade and scale to the street scene. Entry points would be highlighted with decorative trelliswork and enhanced plantings.

Landscaping throughout the Carroll Canyon Mixed-Use project site is characterized by a diverse array of trees, shrubs, and accent planting. Eucalyptus trees would remain at the southwest corner of the property site; landscaping would involve the additional planting of large deciduous canopy trees, medium flowering accent trees, evergreen or semi-evergreen parking lot shade trees, and evergreen community theme tree (eucalyptus). The use of shrubs for screening and demarcation would be utilized with tall evergreen screening hedges, medium height evergreen shrubs, and medium height flowering shrubs. Accent plants and potted plants, as well as ornamental grasses and spreading groundcovers, would be located throughout the planting plan to provide for variety and differentiation of spaces.

Landscaping at the northern boundary of the project site adjacent to the intermittent drainage channel would be planted in accordance with the Brush Management Zone One and Two planting palettes. Brush Management Zone One and Two would occur on the northern perimeter and would be comprised of evergreen ornamental planting and hardscape improvements consistent with Zone One and Two criteria.



### 3.0 PROJECT DESCRIPTION

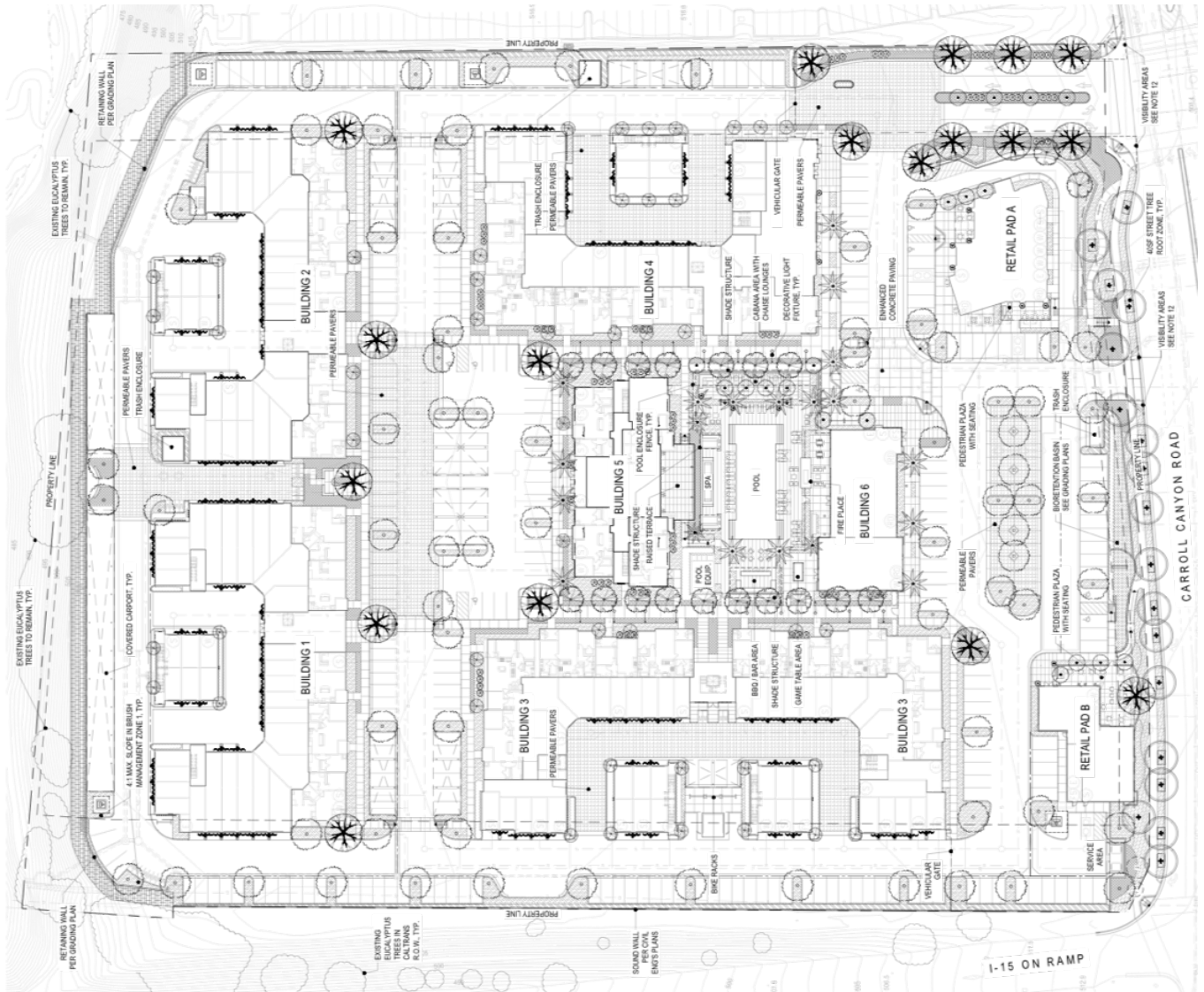


Figure 3-10a. Carroll Canyon Mixed-Use Project Landscape Development Plan

## PLANT MATERIAL LEGEND

	<b>Existing Eucalyptus Trees To Remain</b> 1 - 35'H x 20"W x 15" CALIPER 2 - 40'H x 25"W x 29" CALIPER		<b>Accent Plants:</b> 15 GALLON SIZE, SUCH AS: AGAVE ATTENUATA (FOX TAIL AGAVE) ALOE SPP. FURCRAEA FOETIDA 'MEDIOPICATA' (NCN) MISCANTHUS TRANSMORRISONENSIS (EVERGREEN EULALIA) PHORMIUM TENAX (NEW ZEALAND FLAX)
	<b>Large Deciduous Canopy Tree:</b> MATURE SIZE: 20'-50' TALL x 20'-30' WIDE, FORM: SPREADING, 36" BOX SIZE, SUCH AS: FICUS RUBIGINOSA (RUSTY FIG) KOELREUTERIA BIPINNATA (CHINESE FLAME TREE) PLATANUS RACEMOSA (CALIFORNIA SYCAMORE) QUERCUS VIRGINIANA (SOUTHERN LIVE OAK) ULMUS PARVIFLORA 'TRUE GREEN' (TRUE GREEN CHINESE ELM)		<b>Evergreen Flowering Vines:</b> 5 GALLON SIZE, SUCH AS: DISTICTUS BUCCINATORIA (RED TRUMPET VINE) SOLANUM JASMINOIDES (POTATO VINE) TRACHELOSPERMUM JASMINOIDES (START JASMINE)
	<b>Medium Flowering Accent Tree:</b> MATURE SIZE: 15'-20' TALL x 15'-25' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS: CALODENDRUM CAPENSE (CAPE CHESTNUT) LAGERSTROEMIA INDICA x FAUREI CULTIVARS (CRAPE MYRTLE) TABEBUIA IPE (PINK TRUMPET TREE)		<b>Medium Height Evergreen Shrub:</b> 5 GALLON SIZE, SUCH AS: CALLISTEMON C. 'LITTLE JOHN' (LITTLE JOHN BOTTLEBRUSH) CARRISA M. 'BOXWOOD BEAUTY' (BOXWOOD BEAUTY NATAL PLUM) DIETES G. VARIEGATA (STRIPED FORTNIGHT LILY) PITTOSPORUM TENUIFOLIUM 'GOLF BALL' (GOLF BALL KOHUHU) RHAPHIOLEPIS INDICA SPP. (INDIA HAWTHORN) RHAPHIOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN) ROSA SPP.
	<b>Evergreen Parking Lot Shade Tree</b> MATURE SIZE: 20'-40' TALL x 15'-25' WIDE, FORM: SPREADING, 36" BOX SIZE, SUCH AS: ARBUTUS 'MARINA' (MARINA STRAWBERRY TREE) QUERCUS VIRGINIANA (SOUTHERN LIVE OAK) ULMUS PARVIFLORA 'TRUE GREEN' (TRUE GREEN CHINESE ELM)		<b>Medium Height Flowering Shrub:</b> 5 GALLON SIZE, SUCH AS: BOUGAINVILLEA SPP. CALLISTEMON C. 'LITTLE JOHN' (LITTLE JOHN'S BOTTLE BRUSH) COLEONEMA PULCHELLUM (PINK BREATH OF HEAVEN) WESTRINGIA FRUTICOSA (COAST ROSEMARY)
	<b>Evergreen Community Theme Tree</b> MATURE SIZE: 20'-50' TALL x 20'-30' WIDE, FORM: UPRIGHT, 24" BOX SIZE, SUCH AS: EUCALYPTUS CITRIODORA (LEMON-SCENTED GUM) EUCALYPTUS FICIFOLIA (RED FLOWERING GUM) EUCALYPTUS TORQUATA (CORAL GUM)		<b>Low Evergreen Foreground Plants:</b> 5 GALLON SIZE, SUCH AS: CARISSA MACROCARPA 'EMERALD CARPET' (EMERALD CARPET NATAL PLUM) DIANELLA SPP. (FLAX LILY) SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS) TRACHELOSPERMUM JASMINOIDES (START JASMINE)
	<b>Medium Evergreen Canopy Tree at Pedestrian Promenade</b> MATURE SIZE: 20'-30' TALL x 20'-30' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS: ARBUTUS MARINA (MARINA STRAWBERRY TREE) ELAEOCARPUS DECIPENS (JAPANESE BLUEBERRY TREE) MAGNOLIA GRANDIFLORA 'ST. MARY' (ST. MARY MAGNOLIA)		<b>Ornamental Grasses &amp; Spreading Groundcovers:</b> 1 GALLON SIZE, SUCH AS: CARISSA MACROCARPA 'TUTTLE' (TUTTLE NATAL PLUM) LANTANA SPP. LOMANDRA LONGIFOLIA 'BREEZE' (BREEZE DWARF MAT RUSH) ROSA 'FLOWER CARPET' (FLOWER CARPET ROSE) ROSEMARY SPP. SENEIO MANDRALISCAE (BLUE CHALK STICKS) SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS) TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)
	<b>Vertical Evergreen Tree / Large Shrub</b> MATURE SIZE: 15'-30' TALL x 5'-15' WIDE, 15 GALLON & 24" BOX SIZE, SUCH AS: CORDYLINE AUSTRALIS (NCN) HYMENOSPORUM FLAVUM (SWEET SHADE) STRELITZIA NICOLAI (GIANT BIRD OF PARADISE)		<b>Bioswale Grasses:</b> 1 GALLON SIZE, SUCH AS: CAREX PANSA (CALIFORNIA MEADOW SEDGE) CAREX SPISSA (SAN DIEGO SEDGE) MUHLENBERGIA RIGENS (DEERGRASS)
	<b>Palm Accent Trees at Retail Building Façades</b> 20" BTH SIZE, SUCH AS: ARCHONTOPHOENIX CUNNINGHAMIANA (KING PALM) PHOENIX DACTYLIFERA (DATE PALM)		<b>Low-Growing Native Plants on Disturbed Slope:</b> MIX OF NATIVE EROSION-CONTROL HYDROSEED & 1 GALLON SIZE PLANTS, SUCH AS: IVA HAYESIANA (HAYES IVA) LOTUS SCOPARIUS (DEERWEED) MIRABILIS CALIFORNICA (WISHBONE BUSH) STIPA PULCHRA (PURPLE STIPA) STIPA CERNUA (NODDING NEEDLEGRASS)
	<b>Tall Evergreen Screening Hedge (6' Tall Min.):</b> 5 GALLON SIZE, SUCH AS: ELAEOCARPUS DECIPENS (JAPANESE BLUEBERRY) LIGUSTRUM JAPONICUM 'TEXANUM' (TEXAS PRIVET) MELALEUCA NESOPHILA (PINK MELALEUCA) PITTOSPORUM T. 'SILVER SHEEN' (SILVER SHEEN PITTOSPORUM) PODOCARPUS MACROPHYLLUS (SHRUBBY YEW PINE)		<b>Pots and Site Furnishings:</b> ACCENT PLANTINGS IN FREE-STANDING CONTAINERS, CAFE-STYLE LOOSE TABLES AND CHAIRS WITH UMBRELLAS, CHAISE LOUNGES, CONTEMPORARY BENCHES AND DEEP SEATING
	<b>Medium Height Evergreen Screening Hedge:</b> MATURE SIZE: 3'-4' TALL x 3'-4' WIDE, FORM: UPRIGHT, 5 GALLON SIZE, SUCH AS: LIGUSTRUM JAPONICUM 'TEXANUM' (WAXLEAF PRIVET) MYRTUS COMMUNIS (MYRTLE) RHAPHIOLEPIS UMBELLATA 'MINOR' (YEDDO HAWTHORN) WESTRINGIA FRUTICOSA 'BLUE GEM' (BLUE GEM COAST ROSEMARY)		

**Figure 3-10b. Carroll Canyon Mixed-Use Project Landscape Development Plan**

### 3.3 Discretionary Actions

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a project. For the Carroll Canyon Mixed-Use project, the following discretionary actions would be considered by the San Diego City Council:

- **General Plan Amendment and Community Plan Amendment** – The 9.52-gross acre (9.28-net acre) project site is located within the Scripps Miramar Ranch Community Plan Area and is designated for Industrial Park uses. The project proposes to change the land use designation to Residential and Community Shopping. Because the Community Plan would be amended, this would result in an amendment to the City's General Plan, as the Community Plan functions as the land use plan for the Scripps Miramar Ranch community of the City. The project would also change the General Plan land use designation for the project site from Industrial Employment to Multiple Use.
- **Rezone** – A rezone is proposed for the project site to change the existing IP-2-1 zone to RM-3-7 and CC-2-3.
- **Planned Development Permit** – A Planned Development Permit is required for proposed development that requires deviation(s) from strict application of the requirements in the zone. The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations. A PDP is proposed for the Carroll Canyon Mixed-Use project to allow for development of the project site in a manner that is reflective of the Scripps Miramar Ranch community, and that meets the regulations of the City's Land Development Code. The project proposes deviations to maximum wall heights, setbacks, lot frontage, maximum building height, and signage. The proposed project requires deviations to the proposed RM-3-7 and CC-2-3 zones to allow development of the project with a mix of residential and commercial uses. The project's proposed deviations are listed and described in Table 3-2, *Carroll Canyon Mixed-Use Project Deviations*. Deviations are proposed to ensure that noise levels do not exceed City standards (Deviation 1 in Table 3-2), for construction of retaining walls to accommodate site grading (Deviation 2 in Table 3-2), to allow for lot configuration and street frontage (Deviations 4, 5, 10, and 11 in Table 3-2), to respond to the design needs of the project (Deviations 3, 6, and 7 in Table 3-2), and to allow for the integration of residential and commercial uses (Deviation 8 in Table 3-2). The PDP would also apply to the project's proposed restaurant use within the RM-3-7 zone with limitations on size, location, and hours.
- **Vesting Tentative Map** – In order to facilitate development of the Carroll Canyon Mixed-Use project, a VTM is processed. The Carroll Canyon Mixed-Use VTM details proposed grading for the project, as well as necessary infrastructure, and has been prepared in accordance with the guidelines of the State Subdivision Map Act and City of San Diego requirements.
- **Environmental Impact Report** – Concurrent with the Carroll Canyon Mixed-Use project discretionary actions, an EIR has been prepared in accordance with the provisions of the CEQA. The EIR (SCH No. 2015081031) evaluates the land use, circulation, and infrastructure improvements resulting from implementation of the Carroll Canyon Mixed-Use project and the potential environmental impacts that would result from their implementation. Review and certification of this EIR by the decision maker would complete the environmental review for the project in accordance with CEQA and City regulations.

As described in Section 1.4, *Responsible and Trustee Agencies*, of this EIR, review by Caltrans, a State agency, would be required for the proposed project.

- **Caltrans** – The project would require an Encroachment Permit from Caltrans for the connection of the westbound right-turn lane on Carroll Canyon Road to the existing northbound on-ramp at I-15.

Additionally, the project requires review by the Regional Water Quality Control Board and the Federal Aviation Administration.

- **NPDES Permit** – The project would comply with NPDES requirements for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable BMPs and development of an SWPPP and monitoring program plan. (Water quality is addressed in Section 5.11, *Hydrology/Water Quality*, of this EIR.)
- **Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)** – The project's proximity to MCAS Miramar requires notification to the FAA in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has completed an initial request for the aeronautical study and has received Determination of No Hazard to Air Navigation for the project (see Appendix J). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed.

Additionally, the Carroll Canyon Mixed-Use project was reviewed for consistency with the MCAS Miramar ALUCP. A letter from MCAS Miramar determined that the proposed project is contained within the MCAS Miramar AICUZ Study Area and is: within the adopted AIA; 2) outside the 60+ dB community noise equivalent level noise contours; 3) outside all Accident Potential Zones; 4) beneath the Outer Horizontal Surface of MCAS Miramar (Federal Aviation Regulation Part 77); and beneath and/or near established fixed- and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar. It was determined that the proposed project is consistent with the AICUZ noise and safety compatibility guidelines.

### 4.0 HISTORY OF PROJECT CHANGES

The section chronicles the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

- The applicant worked with the City's Transportation Development section of the Development Services Department to provide acceptable access for adjacent developments, which included retaining the westbound left-turn into the shopping center (Eucalyptus Square Shopping Center) on the south side of Carroll Canyon Road. As mitigation for the project's direct and cumulative impacts to the segment of Carroll Canyon Road between I-15 and the project's new signalized access and to implement the Community Plan classification of the arterial, the project would construct a raised median on Carroll Canyon Road as part of the project. The raised median would restrict left-turns out of the Eucalyptus Square Shopping Center, located across the Carroll Canyon Road from the proposed project site. The project would retain the westbound left-turn into the Eucalyptus Square Shopping Center.
- The applicant would construct a right-turn lane, extending from the project's proposed signalized driveway entrance westerly to the northbound freeway on-ramp to I-15. Although this mitigation is not required until horizon year (2035) conditions, the applicant would provide this improvement to the community circulation system with initial construction of the project.
- The applicant revised the design of the project from a mix of retail and office uses with a major anchor to a mix of multi-family residential, small shops, and restaurants. This resulted in reducing the project's overall traffic volumes and peak-hour trips.
- The applicant revised project zoning to include the CC-2-3 zone for the retail portion of the project site.

### 5.0 ENVIRONMENTAL ANALYSIS

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. Issue areas subject to detailed analysis include those that were identified by the City of San Diego as potentially causing significant environmental impacts through the initial study and scoping process and issues which were identified in response to the NOP and the public scoping meeting as having potentially significant impacts. The NOP and letters submitted in response to the NOP are included in Appendix A of this EIR. The following environmental issues are addressed in this Section:

- *Land Use*
- *Transportation/Traffic Circulation/and Parking*
- *Visual Effects and Neighborhood Character*
- *Air Quality*
- *~~Global Climate Change~~Greenhouse Gas Emissions*
- *Energy*
- *Noise*
- *Biological Resources*
- *Geologic Conditions*
- *Paleontological Resources*
- *Hydrology/Water Quality*
- *Health and Safety*
- *Public Services and Facilities*
- *Public Utilities*

## 5.1 Land Use

As stated in Section 2.0, *Environmental Setting*, development on the project site is governed by the City's General Plan, the City's CAP, the Scripps Miramar Ranch Community Plan, and the City's Land Development Code. Additionally, the project site is influenced by the MCAS Miramar ALUCP and is within the City's Multiple Species Conservation Program (MSCP) area.

This section addresses the consistency of the proposed project with the development regulations of the Land Development Code and with the goals and policies contained in the City of San Diego General Plan, the City of San Diego CAP, Scripps Miramar Ranch Community Plan, City of San Diego MSCP Subarea Plan, and the MCAS Miramar ALUCP. The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in the creation of secondary environmental impacts considered significant under CEQA. (The compatibility of the proposed project with surrounding land uses and community character is addressed in Section 5.3, *Visual Effects/Neighborhood Character*.)

### 5.1.1 Existing Conditions

#### RELEVANT PLANS AND POLICIES

The planning context of the *Environmental Setting*, Section 2.0 of this EIR, describes the land use plans and development regulations that apply to the development of the proposed project. The following provides a brief recount or expansion of the planning context's discussion of selected plans and development regulations, including the City of San Diego General Plan, Scripps Miramar Ranch Community Plan, MSCP Subarea Plan, the MCAS Miramar ALUCP, and pertinent Land Development Code regulations. A discussion of the project's compatibility with these plans is provided in Section 5.1.2, *Impact Analysis*.

#### CITY OF SAN DIEGO GENERAL PLAN

The City of San Diego's General Plan sets forth a long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. The current General Plan was adopted in March 2008 and represents a comprehensive update and replacement of the City's 1979 *Progress Guide and General Plan*. The City's General Plan includes incorporation of a Strategic Framework Element and replaces the previous chapter entitled "Guidelines for Future Development."

The General Plan guides development and addresses State requirements through the following eleven elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services, and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. (The Housing Element was adopted March 2013 and is printed under separate cover from the General Plan.) As presented in Section 2.0, *Environmental Setting*, and depicted in Figure 2-6, *City of San Diego General Plan Land Use Map*, the project site is identified as Industrial Employment in the General Plan. The relevancy of the General Plan's elements pertinent to the Carroll Canyon Mixed-Use project is discussed below in greater detail.



The *Land Use and Community Planning Element (Land Use Element)* of the General Plan guides future growth and development into a sustainable citywide development pattern while maintaining or enhancing the quality of life. This element provides policies to implement the City of Villages strategy and establishes a framework to guide and govern the preparation of community plans tailored to each community. The relevant goals and policies of the Land Use Element for the Carroll Canyon Mixed-Use project are as follows:

#### Balanced Communities and Equitable Development

- Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.
- *LU-H.4.* Strive for balanced commercial development.
- *LU-H.4.d.* Encourage local employment within new developments and provide entrepreneurial opportunities for local residents.
- *LU-H.6.* Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
- *LU-H.7.* Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.

#### City of Villages Strategy

The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers and focuses on the long-term economic, environmental, and social health of the City and its many communities. The City of Villages strategy recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy is an important component of the City's commitment to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter automobile trips. The following relevant policy applies to the Carroll Canyon Mixed-Use project.

- Mixed-use villages located throughout the City and connected by high quality transit.
- *LU-A.7.b.* Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services.

The City of San Diego has determined the "village propensity" for all areas within City jurisdiction. Village propensity is determined by analyzing an array of factors. The factors considered when locating village sites include community plan-identified capacity for growth, existing or an identified funding source for public facilities, existing or an identified funding source for transit service, community character, and environmental constraints. These factors are mapped and overlaid upon each other to illustrate areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas. According to the *City of San Diego General Plan Village Propensity Map* (Figure 5.1-1), the project site has a low village propensity. Areas west of the project site, beyond I-15, and north of the project site, beyond the drainage channel, have low to moderate levels of village propensity.

The *Mobility Element* of the General Plan provides the framework to improve mobility through development of a balanced, multi-modal transportation network that is efficient and minimizes environmental and neighborhood impacts. It is closely linked to the Land Use and Community Planning Element and the City of Villages growth strategy. Project-relevant policies contained within the Mobility Element address the need to improve walkability and the bicycle network, increase transit use, improve performance and efficiency of the street and freeway system, and provide sufficient parking facilities. Specifically, the following goals and policies apply to the Carroll Canyon Mixed-Use project:

#### Walkable Communities

- A city where walking is a viable travel choice, particularly for trips of less than one-half mile.
- A safe and comfortable pedestrian environment.
- A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.
- Greater walkability achieved through pedestrian-friendly street, site and building design.
- *ME-A.2.f.* Provide adequate levels of lighting for pedestrian safety and comfort.
- *ME-A.4* Make sidewalks and street crossings accessible to pedestrians of all abilities.
- *ME-A.6.* Work toward achieving a complete, functional and interconnected pedestrian network.
- *ME-A.6.a.3.* Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.
- *ME-A.7.a.* Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1.
- *ME-A.7.b.* Design site plans and structures with pedestrian-oriented features.
- *ME-A.7.c.* Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.
- *ME-A.8.* Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.

#### Transit First

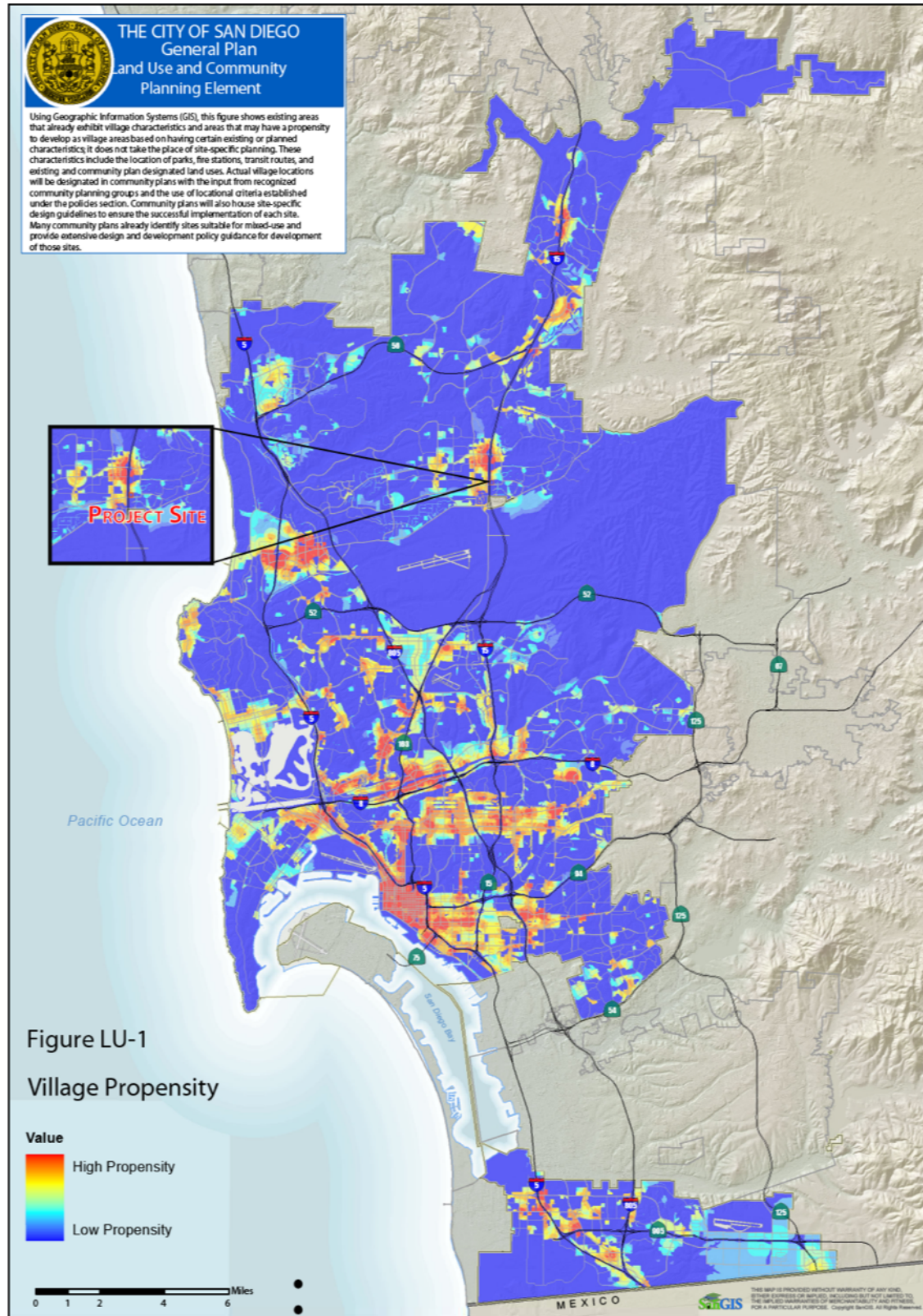
- An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.
- *ME-B.9.b.* Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.

#### Street and Freeway System

- *ME-C.6.i.* Employ landscaping to enhance or screen views as appropriate.
- *ME-C.6.j.* Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.

#### Transportation Demand Management

- Expanded travel options and improved personal mobility.



**Figure 5.1-1. City of San Diego General Plan Village Propensity Map**

Bicycling

- A safe and comprehensive local and regional bikeway network.
- *ME-F.4.* Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.

Parking Management

- Parking that is reasonably available when and where it is needed through management of the supply.
- New development with adequate parking through the application of innovative citywide parking regulations.
- Increased land use efficiencies in the provision of parking.
- *ME-G.1.* Provide and manage parking so that it is reasonably available when and where it is needed.
- *ME-G.2.* Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.

The General Plan's *Urban Design Element* addresses the integration of new development into the natural landscape and/or existing community. The element discusses an *Urban Design Strategy*, or framework, for development as envisioned in the City of Villages strategy based upon the following principles: 1) Contribute to the qualities that distinguish San Diego as a unique living environment; 2) Build upon our existing communities; 3) Direct growth into commercial areas where a high level of activity already exist; and 4) Preserve stable residential neighborhoods. These principles are composed of a balance of several components including natural and created features. The Urban Design Element also helps implement the "core values" related to urban form that were adopted as a part of the Strategic Framework Element (see below). Relevant goals and policies are as follows:

General Urban Design

- An improved quality of life through safe and secure neighborhoods and public places.
- A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction.
- Utilization of landscape as an important aesthetic and unifying element throughout the City.
- *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.
- *UD-A.5.* Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
- *UD-A.5.j.* Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.
- *UD-A.6.* Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
- *UD-A.6.a.* Locate buildings on the site so that they reinforce street frontages.
- *UD-A.6.c.* Ensure that building entries are prominent, visible, and well-located.
- *UD-A.8.* Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
- *UD-A.8.b.* Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.

- UD-A.8.c. Use landscape to support storm water management goals for filtration, percolation and erosion control.
- UD-A.8.e. Landscape materials and design should complement and build upon the existing character of the neighborhood.
- UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.
- UD-A.11.d. Provide well-defined, dedicated pedestrian entrances.
- UD-A.12. Reduce the amount and visual impact of surface parking lots.
- UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.

#### Distinctive Neighborhoods and Residential Design

- Infill housing, roadways and new construction that are sensitive to the character and quality of existing neighborhoods.
- UD-B.1.a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.
- UD-B.2.a. Incorporate a variety of unit types in multifamily projects.
- UD-B.2.c. Provide transitions of scale between higher-density development and lower-density neighborhoods.
- UD-B.4.a. Locate buildings on the site so that they reinforce street frontages.

#### Mixed-Use Villages and Commercial Areas

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

The *Economic Prosperity Element* of the General Plan links economic prosperity goals with land use distribution and employment land use policies. Its purpose is *"to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy."* Relevant goals and policies for the Carroll Canyon Mixed-Use project include:

### Commercial Land Use

- Economically healthy neighborhood and community commercial areas that are easily accessible to residents.
- New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.
- *EP-B.8.* Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.

The General Plan Economic Propensity Element specifically calls for the identification of *Prime Industrial Lands*. The purpose of the Prime Industrial Lands identification is to protect significant industrial lands from encroachment of uses which could affect industries' ability to operate while allowing for future conversion of some industrial land to other uses. Approximately half of the industrially designated land in the City of San Diego qualifies as Prime Industrial Land. The Carroll Canyon Mixed-Use project site is not identified as Prime Industrial Lands, as shown in Figure 5.1-2, *Prime Industrial Lands Map*. The project site is identified as Other Industrial; Prime Industrial Lands are located south and east of the project site.

The General Plan's *Public Facilities, Services, and Safety Element* addresses the provision, prioritization, and financing strategies of fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, disaster preparedness, and seismic safety. Relevant goals and policies of the Public Facilities, Services and Safety Element to the proposed project include the following:

### Evaluation of Growth, Facilities, and Services

- Adequate public facilities available at the time of need.
- Public facilities exactions that mitigate the facilities impacts that are attributable to new development.
- Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions.
- *PF-C.1.* Require development proposals to fully address impacts to public facilities and services.

### Fire-Rescue

- Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.

### Police

- Safe, peaceful, and orderly communities.

### Wastewater

- Environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater.
- Increased use of reclaimed water to supplement the region's limited water supply.



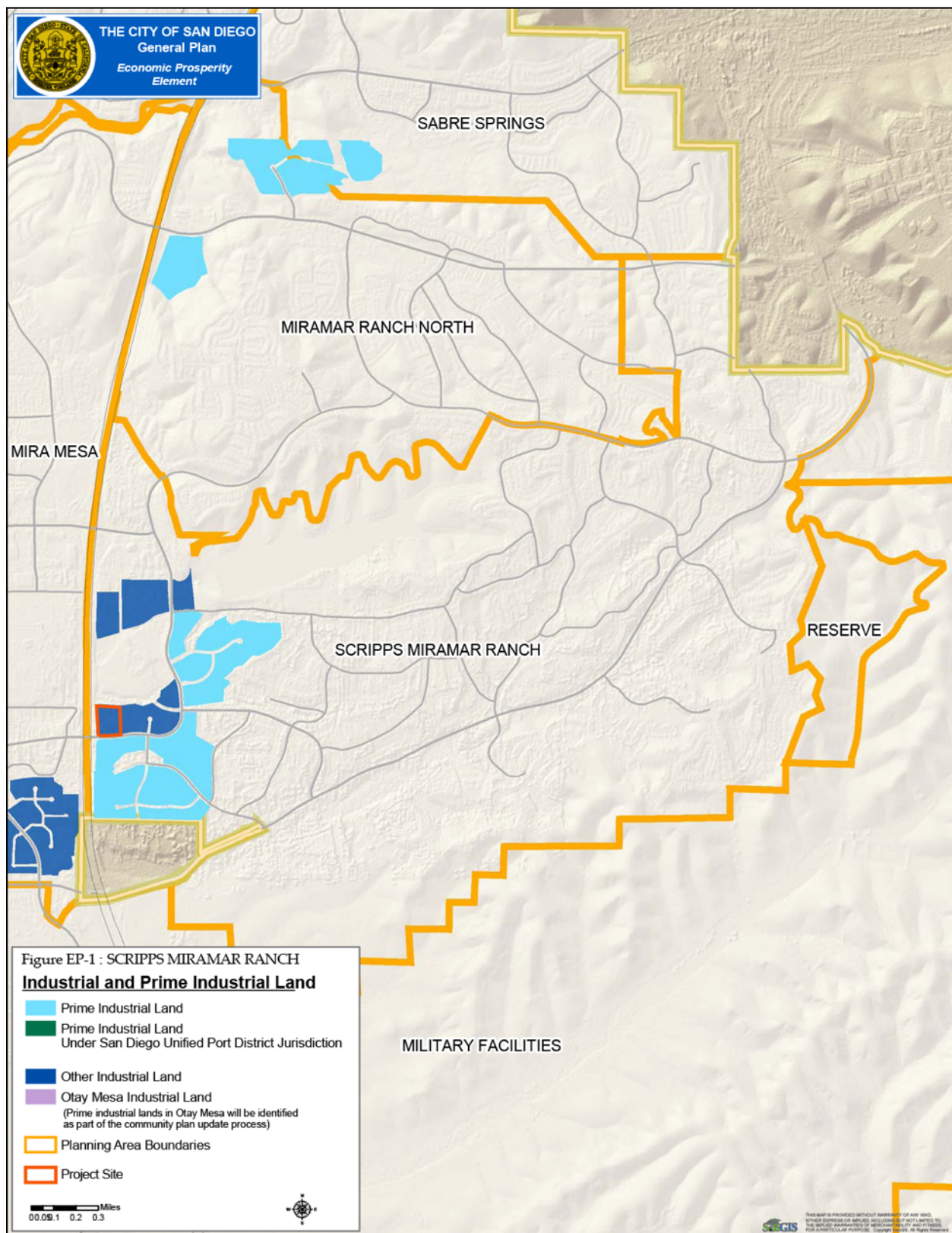


Figure 5.1-2. Prime Industrial Lands Map



### Storm Water Infrastructure

- A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.

### Waste Management

- Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.
- *PF-I.2.* Maximize water reduction and diversion.

### Public Utilities

- Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.

### Seismic Safety

- Development that avoids inappropriate land uses in identified seismic risk areas.

The *Conservation Element* of the General Plan 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. Sustainable development and climate change issues are also addressed through the policies of the Conservation Element. Conservation Element goals and policies relevant to the proposed project call for the following:

### Climate Change & Sustainable Development

- 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.
- *CE-A.5.* Employ sustainable or "green" building techniques for the construction and operation of 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 building to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- *CE-A.11.* Implement sustainable landscape design and maintenance.

### Open Space and Landform Preservation

- Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique.
- *CE-B.4.* Limit and control runoff, sedimentation, and erosion both during and after construction activity.
- *CE-B.6.* Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures.

### Urban Runoff Management

- Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands.
- *CE-E.2.* Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.
- *CE-E.3.* Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.

### Air Quality

- Regional air quality which meet state and federal standards.
- Reduction in greenhouse gas emissions effecting climate change.

### Sustainable Energy

- 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 General Plan's *Noise Element* is intended to protect people living and working in the City of San Diego from excessive noise. The most prevalent noise source in the City is motor vehicle traffic. Goals and policies provided in the Noise Element guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people from an excessive noise environment. The Noise Element promotes the following goals and policies pertaining to noise relevant to the Carroll Canyon Mixed-Use project:

### Noise and Land Use Compatibility

- Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.
- *NE-A.2.* Assure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use to minimize the effects on noise-sensitive land uses.
- *NE-A.4.* Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3 of the General Plan), so that noise mitigation measures can be included in the project design to meet the noise guidelines.

### Motor Vehicle Noise

- Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.
- *NE-B.1.* Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
- *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.

Commercial and Mixed-Use Activity Noise

- Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.
- *NE-E.1.* Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.
- *NE-E.2.* Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other high-noise components away from the residential component of the development.

Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise

- Minimal exposure of residential and other noise-sensitive land uses to excessive construction refuse vehicles, parking lot sweeper-related noise and public noise.
- *NE-G.1.* Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential area and areas abutting residential areas.

## STRATEGIC FRAMEWORK ELEMENT

As discussed above, the City of San Diego completed a comprehensive update of its General Plan in March 2008. The City initiated the update with adoption of the Strategic Framework Element in 2002. The Strategic Framework Element provides the overall structure to guide the General Plan update, including future Community Plan updates and amendments and implementation of an action plan. The Strategic Framework Element represents the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its natural resources and amenities. As discussed within the Strategic Framework Element, the City of Villages strategy is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. Policies guiding the City of Villages strategy have been developed in the following eight areas: urban form, neighborhood quality, public facilities and services, conservation and the environment, mobility, housing affordability, economic prosperity and regionalism, and equitable development.

## CITY OF SAN DIEGO CLIMATE ACTION PLAN

In December 2015, the City of San Diego adopted its CAP. The CAP includes a municipal operations and community-wide GHG emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020, as required by California Assembly Bill 32. The CAP sets forth common-sense strategies to achieve attainable GHG reduction targets and outlines the actions that City will undertake to achieve its proportional share of State GHG emission reductions. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if the project complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist (Checklist) to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development.

### SCRIPPS MIRAMAR RANCH COMMUNITY PLAN

The project site is governed by the Scripps Miramar Ranch Community Plan, which was adopted by the San Diego City Council on March 4, 1978, and was most recently amended in 2011. The Community Plan is intended to serve as a comprehensive guide for residential, industrial, and commercial developments, open space preservation, and development of a transportation network within the plan area. As presented in Section 2.0, *Environmental Setting*, and depicted in Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*, the project site is identified as Industrial Park in the Scripps Miramar Ranch Community Plan. The project requires an amendment to the Community Plan to change the site's land use designation from Industrial Park to Residential and Community Shopping, as shown in Figure 3-1, *Scripps Miramar Ranch Community Plan Land Use Plan*.

The Scripps Miramar Ranch Community Plan is comprised of ten elements including Residential; Commercial; Industrial; Park, Recreation, and Open Space; School; Public Facilities and Services; Transportation; Community Environment; Social Needs; Design; and Implementation. Goals, objectives, and proposals of each element of the Scripps Miramar Ranch Community Plan which are relevant to the proposed project are presented below.

The *Residential Element* provides objectives and guidelines for residential development within the Scripps Miramar Ranch community. The project site is not a designated residential area; however, the project proposes multi-family residential development. The land use designation for the portion of the project site where residential development is proposed would be changed from Industrial Park to Residential. The following goal and objectives are applicable to the Carroll Canyon Mixed-Use project:

- **Goal.** Enhance the present living environment while accommodating residential growth which complements the existing community.
- **Objective.** Promote a variety of housing types and prices throughout the community in support of the citywide concept of balanced housing opportunities.
- **Objective.** Encourage high standards of design, materials, and workmanship in construction.

The *Commercial Element* addresses commercial development within Scripps Miramar Ranch. The project site is not a designated commercial area; however, the project proposes commercial development as part of the mixed-use proposal, addressed through a Community Plan Amendment. The following goal, objectives, and proposals are applicable to the Carroll Canyon Mixed-Use project:

- **Goal.** Encourage high design standards within commercial development while providing sufficient commercial area to meet the community's needs.
- **Objective.** Provide sufficient commercial area to meet present and future needs of the community.
- **Objective.** Separate commercial development areas from incompatible land uses.
- **Objective.** Locate commercial areas so as to take advantage of pedestrian, bicycle, and vehicular access routes.
- **Objective.** Encourage the use of eucalyptus and native vegetation in landscaping commercial areas.

- **Objective.** Encourage the use of crime-free design standards for commercial developments, emphasizing landscaping and lighting, which minimize the potential for criminal conduct.
- **Proposal.** Encourage extensive use of wood exteriors and earth tones to achieve architectural compatibility with existing commercial, residential and industrial development.
- **Proposal.** Encourage commercial development which would be harmonious in scale and design with existing developments.
- **Proposal.** Commercial developments should include buffers, preferably landscaped, which provide effective visual screening between disparate land uses.
- **Proposal.** Eucalyptus trees and native vegetation with low water requirements should be emphasized in landscaping.
- **Proposal.** Ingress and egress routes should not cause traffic congestion problems.
- **Proposal.** Specific commercial uses should be compatible with surrounding land uses.
- **Proposal.** Commercial development proposals should be made available to the community's architectural review board so that it may provide input at future public hearings.
- **Proposal.** Commercial facilities should accommodate pedestrian and bicycle traffic, as well as vehicular traffic.

Public services include fire protection service, police service, libraries, public utilities, and communications. The *Public Facilities and Services Element* contains a goal, objectives, and proposals for the Scripps Miramar Ranch community for public facilities and utilities. The relevant goal, objectives, and policies for the proposed project include the following:

- **Goal.** Assure the availability of adequate public facilities and services to the Scripps Miramar Ranch community and minimize public and private expenditures through prudent planning of these facilities.
- **Objective.** Assure the availability of all utilities needed for new development.
- **Policy (Police Protection).** Police service will continue to be provided out of the substation in University City until such time as the substation proposed for Peñasquitos East is built. In the interim, 24-hour patrol car protection should be provided as needed in order to maintain a quick, efficient response time when police assistance is required. The Police Department's involvement in the planning and development process should be continued to maximize the opportunity for persons to live and work in a crime-free community.
- **Policy (Fire Protection).** The temporary fire station at 10750 Scripps Lake Drive will provide fire protection for Scripps Ranch until a new station is constructed on Spring Canyon Road west of Semillon Boulevard. Upon completion of the new station and the regional road network, response times will be within acceptable levels for the entire community. [Note: Fire Station #37, located at 11640 Spring Canyon Road, has been constructed since the last time text relative to Public Facilities and Services Element has been updated.]
- **Policy (Utilities).** The existing gas, electric, sewer, water and telephone services are sufficient to serve the Scripps Miramar Ranch community, with extension and improvements required as development occurs.

Roadways, transit, and bicycle and pedestrian facilities are addressed in the *Transportation Element*. Interest areas include roadway capacity, community roadways, street and parking development, and alternate transportation modes. A goal, objectives, and proposals have been developed to increase the efficiency of the transportation system, maximize transit use, and encourage bicycle and

pedestrian activity. The following goal, objectives, and proposals are relevant to the Carroll Canyon Mixed-Use project:

- **Goal.** Provide an efficient and aesthetically pleasing transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community and to the greater metropolitan area.
- **Objective.** Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.
- **Objective.** Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees.
- **Objective.** Provide a continuous pedestrian, equestrian, and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns.
- **Objective.** Encourage and facilitate the use of public transit, carpools, and bicycles within and outside the community in conjunction with ongoing citywide programs.
- **Proposal (I-15 Interchanges).** Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road, and Mira Mesa Boulevard for this purpose. The Community Plan supports the latter two designations and encourages construction of adequate four-lane roadways within the community to connect with the facilities provided by the State Department of Transportation as part of their improvement program of I-15.
- **Proposal (Design Objectives).** Maintain and enhance the rural, forested character of the community.
- **Proposal (Design Objectives).** Incorporate eucalyptus trees and compatible vegetation in landscaping along roadways where appropriate.
- **Proposal (Design Objectives).** Preserve mature trees wherever possible.
- **Proposal (Design Objectives).** Minimize conflicts between vehicular and non-motorized traffic.
- **Proposal (Design Objectives).** Support citywide efforts to provide varied and efficient transportation modes.
- **Proposal (Design Objectives).** Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways.
- **Proposal (Design Objectives).** Provide bikeways in accordance with [Scripps Miramar Ranch Community Plan] Figure 16. Allow bicycles in the parking strip and on sidewalks in all residential areas.
- **Proposal (Design Objectives).** Control on-street vehicular parking and recreation vehicle parking through appropriate conditions, covenants, and restrictions (CC&Rs).
- **Proposal (Design Objectives).** Development within the community should not be allowed to exceed the available freeway interchange capacity at Mira Mesa Boulevard, Mercy Road, Carroll Canyon Road, or Pomerado Road.

The quality of community health is addressed in the *Community Environment Element*. This element addresses the health and comfort of living and working in Scripps Miramar Ranch while preserving

existing community natural resources and amenities. The relevant goal, objectives, and proposals for the proposed project are the following:

- **Goal.** Ensure a desirable, healthful and comfortable living and working environment for Scripps Miramar Ranch while preserving the community's valuable natural resources and amenities.
- **Objective.** Encourage types and patterns of development which minimize the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring.
- **Objective.** Maximize the utility of open spaces as wildlife habitat by creating contiguous open space systems.
- **Objective.** Support the reduction or elimination of aircraft and motor noise and potential safety and environmental hazards.
- **Objective.** Minimize visual pollution by controlling location, size, design, maintenance, and lighting of outdoor signs.
- **Objective.** Encourage water and energy conservation, water and sewage reclamation and use of natural channels for drainage systems.
- **Proposal.** Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.
- **Proposal.** Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies which require weed removal by developers.
- **Proposal.** Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all runoff carrying contaminants such as fertilizers, pesticides, detergents, and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.
- **Proposal.** Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments<sup>1</sup> where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in Scripps Miramar Ranch Community Plan Appendix B. When eucalyptus trees are desired in open space areas already covered with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will



permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.

- **Proposal.** A variety of eucalyptus species should be used in landscaping.

<sup>1</sup>*Planned Residential Developments have been replaced by the City's Planned Development Permit process.*

Community aesthetics are addressed in the *Design Element*. This element contains land use-specific development guidelines with a design checklist to ensure quality of individual developments. Additionally, this element addresses areas of Scripps Miramar Ranch that require special design attention due to their highly visible location and/or environmentally sensitive nature. The goal, objectives, and proposals that have been identified in this element and which are relevant to the Carroll Canyon Mixed-Use project are as follows:

- **Goal.** Ensure that future development within Scripps Miramar Ranch will promote a positive community identity, allow for reasonable freedom of design expression, and maintain the character of existing development.
- **Objective.** Encourage design diversity and variety of interpretation but avoid visual chaos and incongruity.
- **Proposal (Landform and Grading).** Buildings should not be located in areas subject to flooding.
- **Proposal (Street Scene and Trail Treatment).** In order to break up straight and/or lengthy streets, landscaped pockets or parkway strips should be inserted in strategic and logical locations.
- **Proposal (Street Scene and Trail Treatment).** Streetlights and other street furniture such as benches and trash cans should complement the design theme of the neighborhood.
- **Proposal (Circulation Element).** Collector and Major Streets – Local access streets should have no restrictions concerning driveway access. Collector streets, on the other hand, should be strictly regulated concerning driveway access. Opposing driveways should be discouraged. Driveways should not front on four-lane streets or on Pomerado Road. The preferable treatment is to use local intersecting streets for access with publicly maintained landscaped parkway areas along the collector streets.
- **Proposal (Preservation of Eucalyptus Trees).** Important to the historical continuity and overall community design is the preservation of as many existing eucalyptus trees as possible. Hence, all forested areas should be defined on tentative maps and other development plans.
- **Proposal (Architectural Form and Character).** Wall materials and colors should be compatible within the same building as well as to neighboring buildings.
- **Proposal (Architectural Form and Character).** The following materials are encouraged for building exteriors: natural materials with earth-tone colors; woods with transparent stains or heavy body stains; rough sawn or resawn woods finishes or painted smooth wood; and roof materials of wood shingles or tiles.
- **Proposal (Architectural Form and Character).** The way light strikes a building has a great deal to do with how it is perceived. Shadow areas give buildings depth and substance. The visual effect of light and shadow on buildings is perhaps the most valuable design tool available to the housing designer. Every building should have shadow relief. Popouts,

overhangs, and recesses may be used to produce effective shadow interest areas. Larger buildings require more shadow relief than do smaller buildings. Large, unbroken expanses of wall should usually be avoided.

- **Proposal (Planned Commercial Developments).** Each PCD should be distinctive in character from other PCDs in the Ranch area so as to establish neighborhood identities.
- **Proposal (Planned Commercial Developments).** The PCD should incorporate the landscaping themes of any adjoining streets and nearby residential developments in order to have a harmony of design. While safe ingress and egress to commercial developments is important, especially on major streets, it need not be accomplished at the expense of attractive project buffers and landscape areas. Especially for projects at the intersections of major roads, consideration must be given to streetside landscaping in order to avoid the appearance of a paved island among otherwise wooded areas.
- **Proposal (Signs).** Signs in Scripps Miramar Ranch should advertise a place of business or provide directions and information and should be architecturally attractive and contribute to the retention and enhancement of the community's character. Each sign should be in scale with surrounding buildings. The use of natural materials, especially wood, is encouraged. Animated and roof signs should not be permitted. Building or roof outline tube lighting should be prohibited. Building or wall lighting should be indirect. A limited number of spotlights may be used to create shadow, relief, or outline effects when such lighting is concealed or indirect.

## ZONING

Zoning for the property located in the City of San Diego is governed by the City's Land Development Code. As presented in Section 2.0, *Environmental Setting*, and shown on Figure 2-8, *Existing Zoning*, the Carroll Canyon Mixed-Use project site is zoned IP-2-1. The purpose of the IP-2-1 zone is to *"provide for high quality science and business park development. The property 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."* The IP-2-1 zone allows for a mix of office and light industrial uses. The project proposes to change the zoning of the project site from IP-2-1 to RM-3-7 and CC-2-3, as discussed in Section 3.0, *Project Description*, and evaluated under Section 5.1.2, *Impact Analysis*, below.

The purpose of the RM-3-7 zone is to *"provide multiple dwelling unit development at varying densities.[...]Each of the RM zones is tended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses."* The RM-3-7 zone specifically allows for residential development at a maximum density of one dwelling unit for each 1,000 square feet of lot area with limited commercial uses.

Each of the CC zones is intended to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. The CC-2-3 zone is intended to accommodate development with an auto orientation.

### CITY OF SAN DIEGO MULTIPLE SPECIES CONSERVATION PROGRAM SUBAREA PLAN

The MSCP is a comprehensive plan that will preserve a network of habitat and open space in the region. The MSCP identifies a Multi-Habitat Planning Area (MHPA) in which the permanent MSCP preserve will be assembled and managed for its biological resources. In accordance with the MSCP, the City has developed a Subarea Plan to implement the MSCP and habitat preserve within the City of San Diego. The Carroll Canyon Mixed-Use project site is within the City's MSCP Subarea, but is not located within or adjacent to the MHPA (Figure 5.1-3, *Multi-Habitat Planning Area*).

Within the MSCP, the project site is located within an urban habitat area. The City's MSCP Subarea Plan identifies specific management policies and directives for urban habitat lands. Major issues identified for these lands include the following:

- Intense land uses and activities adjacent to and in covered species habitat
- Dumping, litter, and vandalism
- Itinerant living quarters
- Utility, facility, and road repair, construction, and maintenance activities
- Exotic (non-native) and invasive plants and animals
- Urban runoff and water quality

The City's MSCP Subarea Plan also addresses mitigation for impacts to wildlife and habitat. For those impacts occurring outside the MHPA, such as the project site, mitigation is based on the habitat type and location of the mitigation site. The Carroll Canyon Mixed-Use project site is fully developed. Indirect impacts due to construction and noise, however, may occur as a result of implementing the project. These impacts, as well as the required mitigation, are addressed in Section 5.8.

### MCAS MIRAMAR AIRPORT LAND USE COMPATIBILITY PLAN

The basic function of ALUCPs (or Compatibility Plans) is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible uses. With limited exception, California law requires preparation of a compatibility plan for each public-use and military airport in the state. Most counties have established an airport land use commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the ALUC function rests with the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

The MCAS Miramar ALUCP is the fundamental tool used by the SDCRAA, acting in its capacity as the San Diego County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, this Compatibility Plan: 1) provides for the orderly growth of the airport and the area surrounding the airport; and 2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Compatibility Plan provides policies and criteria for the City of San Diego to implement and the Airport Land Use Commissions (ALUC) to use when reviewing development proposals that require rezones and/or plan amendments within the AIA at MCAS Miramar. The City of San Diego implements the ALUCP policies and criteria with the



**Figure 5.1-3. Multi-Habitat Planning Area**

Supplemental Development regulations contained in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the Municipal Code).

As shown in Figure 2-9, *MCAS Miramar – Airport Influence Area Map*, the Carroll Canyon Mixed-Use project site is located within Review Area 1 of the AIA for MCAS Miramar. As a result, airport – land use compatibility needs to be adhered to. The project has received ALUC consistency determination (see Appendix J), stating that the project is consistent with the MCAS Miramar ALUCP. A discussion of the MCAS Miramar ALUCP is included below under *Issue 3*.

### 5.1.2 Impact Analysis

#### ***Thresholds of Significance***

The following thresholds, relevant to the proposed project, have been identified in the City of San Diego's *Significance Determination Guidelines under the California Environmental Quality Act* for evaluating potential impacts to land use:

- Inconsistency/conflict with the environmental goals, objectives, or guidelines of the Scripps Miramar Ranch Community Plan or City of San Diego General Plan.
- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.
- Inconsistency/conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and any applicable MHPA Adjacency Guidelines.

It is important to note that conflict or inconsistency with a land use plan does not necessarily result in an impact on the environment, unless the conflict or inconsistency causes a direct or indirect physical change in the environment that is determined to be significant.

#### ***Issue 1***

*Would the proposed project be inconsistent/conflict with environmental goals, objectives, or guidelines of the Scripps Miramar Ranch Community Plan or the City of San Diego General Plan?*

#### ***Impact Analysis***

Issue 1 addresses the following thresholds of significance:

- Inconsistency/conflict with the environmental goals, objectives, or guidelines of the Scripps Miramar Ranch Community Plan or City of San Diego General Plan.
- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.
- Inconsistency/conflict with adopted environmental plans for an area.

The Carroll Canyon Mixed-Use project proposes the development of a mix of residential and retail commercial uses and parking (surface and garaged). The project provides for the development of up to 260 multi-family residential units and approximately 10,700 square feet of commercial space, to include a mix of retail shops and restaurants. (See Section 3.0, *Project Description*.)

**City of San Diego General Plan**

The City of San Diego General Plan identifies the project site as Industrial Employment. Justification for the proposed land use change (from Industrial Employment to Multiple Use) must be supported by an evaluation of the collocation/conversion suitability factors in Appendix C, EP-2 of the General Plan. A *Collocation/Conversion Suitability Factors Analysis* has been completed for the Carroll Canyon Mixed-Use project and is on-file with the City of San Diego's Development Services Department.

The *Collocation/Conversion Suitability Factors Analysis* examines the impact of the proposed conversion of industrial land to a mix of residential, small shops, and restaurants. This analysis discusses how industrial lands and Prime Industrial Lands are impacted if a property is converted. The results of the *Collocation/Conversion Suitability Factors Analysis* conclude that the project's conversion to a mixed-use is suitable. The project site is located within an area served by transit. The project would develop as residential and commercial retail uses, to include multi-family housing, restaurants, and retail uses. These uses offer housing, dining, and shopping opportunities, which can serve employees of the surrounding light industrial and industrial office developments.

The project does not impact residents or expose sensitive receptors to hazardous materials. Table 5.1-1, *General Plan Consistency*, summarizes the project's consistency with General Plan goals, objectives, and policies. The proposed project is consistent with all other pertinent elements of the General Plan. The project's change in land use does not result in a significant environmental impact relative to consistency with the General Plan.

**City of San Diego Climate Action Plan**

The City of San Diego adopted a CAP in December 2015. The CAP 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. The City of San Diego CAP identifies a comprehensive set of goals and actions, including ordinances, policies, resolutions, programs, and incentives, that the City can use to reduce GHG emissions. The CAP includes strategies and actions that encourage (1) water and energy efficiency buildings, (2) clean and renewable energy, (3) bicycling, walking, transit and land use, (4) zero waste, and (5) climate resiliency. The City has adopted a CAP Consistency Checklist to determine compliance with the CAP.

Section 5.5, *Global Climate Change Greenhouse Gas Emissions*, provides a detailed discussion of current legislation and regulations regarding climate change, the CAP, and an evaluation of the project's consistency with the CAP Consistency Checklist. As presented in Section 5.5, the project has been determined to be consistent with the CAP and, therefore, would not result in a significant impact relative to GHG emissions.

**Scripps Miramar Ranch Community Plan**

The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Residential and Community Shopping.

**Table 5.1-1. General Plan Consistency**

<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Land Use and Community Planning Element (Land Use Element)</b>		
<b>City of Villages Strategy Goal.</b> Mixed-use villages located throughout the City and connected by high quality transit.	The proposed project would locate residences and additional retail in an area already developed with commercial and employment uses, contributing to a village-like character. The proposed project would be served by Bus Route 964, which connects to the regional bus and light rail transit network. Route 964 is the closest transit, with a stop located three blocks from the project site on Businesspark Avenue. The proposed project would be consistent with this goal.	Consistent
<b>City of Villages Policy LU-A.7.b.</b> Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services.	The proposed project would be served by Bus Route 964, which connects to the regional bus and light rail transit network. Route 964 is the closest transit, with a stop located three blocks from the project site on Businesspark Avenue. The proposed project would be consistent with this policy.	Consistent
<b>Balanced Communities and Equitable Development Goal.</b> Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.	The proposed project includes the provision of up to 260 for-rent multi-family housing units within an established community. The project includes one-, two-, and three-bedroom units. Such a development would add to the diversity of housing type and price in the community. The proposed project would be consistent with this policy.	Consistent
<b>Balanced Communities and Equitable Development Policy LU-H.4.</b> Strive for balanced commercial development.	The proposed project would provide community-serving commercial retail space in the forms of shops and restaurants with pad space ranging in size from 3,100 square feet to 5,800 square feet. These would contribute to the smaller scale commercial stock of the community, adding to the balance of commercial development. The proposed project would be consistent with this policy.	Consistent
<b>Balanced Communities and Equitable Development Policy LU-H.4.d.</b> Encourage local employment within new developments and provide entrepreneurial opportunities for local residents.	Due to the smaller scale of the commercial retail space proposed for the project site, local entrepreneurship opportunities would be afforded to small business owners and restaurateurs. Additionally, the commercial components of the project, as well as the leasing and support staffing needs of the residential development, would contribute to the local employment pool within Scripps Miramar Ranch. The proposed project would be consistent with this policy.	Consistent
<b>Balanced Communities and Equitable Development Policy LU-H.6.</b> Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	By providing housing and employment uses within the same development, the project would provide a direct linkage between housing and jobs. Additionally, due to the project's location within an existing employment node and the extension of the existing pedestrian facilities along the project frontage, the project links residents living within the residential component of the project with employment sites via the established pedestrian and bicycle network. The proposed project would be consistent with this policy.	Consistent
<b>Balanced Communities and Equitable Development Policy LU-H.7.</b> Provide a variety of different types of land uses within a community in	By developing a mix of uses on the project site, the proposed project would contribute to the diversity of land use types within the	Consistent



<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.	community. The proposed project would be consistent with this policy.	
<b>Mobility Element</b>		
<b>Walkable Communities Goal.</b> A city where walking is a viable travel choice, particularly for trips of less than one-half mile.	By expanding pedestrian facilities along the project site (in the form of a non-contiguous sidewalk), the proposed project would contribute to the promotion of community walkability, for residents and employees on-site, employees of existing commercial and industrial uses that surround the project site, and residents in the Mira Mesa apartments located on the west side of I-15, within one-quarter mile of the project site. Currently, pedestrian facilities (sidewalks) exist on the freeway overpass, but terminate at the project boundary. The provision of a sidewalk on the project frontage of Carroll Canyon Road would allow area residents to connect to and through the project site safely. The proposed project would be consistent with this goal.	Consistent
<b>Walkable Communities Goal.</b> A safe and comfortable pedestrian environment.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk promotes a pedestrian environment. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. The proposed project would be consistent with this goal. The project would add a second driveway on Carroll Canyon Road, which would require that pedestrians cross an additional driveway and pay particular attention to avoid conflicts with motorists entering and leaving the project.	Consistent
<b>Walkable Communities Goal.</b> A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk provides for an interconnected pedestrian network that is accessible to people of all abilities. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at curb cuts would be provided for accessibility. The proposed project would be consistent with this goal.	Consistent
<b>Walkable Communities Goal.</b> Greater walkability achieved through pedestrian-friendly street, site, and building design.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk promotes a pedestrian-friendly environment. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Pedestrian walkways into and within the project site would promote wayfinding and ease of movement throughout the project for pedestrians. Building entries would address the pedestrian circulation network internally. The proposed project would be consistent with this goal.	Consistent
<b>Walkable Communities Policy ME-A.2.f.</b> Provide adequate levels of lighting for pedestrian safety and comfort.	Project design includes incorporation of lighting along walkways, differentiating project access points, and throughout the project and its parking areas. The proposed project would be consistent with this policy.	Consistent



<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Walkable Communities Policy ME-A.4.</b> Make sidewalks and street crossings accessible to pedestrians of all abilities.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at curb cuts would be provided for accessibility. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.6.</b> Work toward achieving a complete, functional, and interconnected pedestrian network.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk provides for increased pedestrian connectivity. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at curb cuts would be provided for accessibility. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.6.a.3.</b> Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.	The project site is mostly flat. Where differences in grade occur, project grading allows for gradual ramping, so that all pedestrian connections are accessible. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.7.a.</b> Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1.	The proposed project incorporates community theme trees along the street frontage to enhance the right-of-way along this frontage. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.7.b.</b> Design site plans and structures with pedestrian-oriented features.	The proposed project includes two enhanced pedestrian access points from the sidewalk along Carroll Canyon Road, with dedicated pedestrian access through to all aspects of the project site. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.7.c.</b> Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.	The proposed project includes a non-contiguous sidewalk along Carroll Canyon Road, where no sidewalk is currently provided. The proposed project would be consistent with this policy.	Consistent
<b>Walkable Communities Policy ME-A.8.</b> Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	The project proposes to locate multi-family residential and retail within an area developed with a mix of retail and employment uses. By locating residential uses in proximity with retail and employment, in addition to regionally connecting transit, the proposed project supports the ability for trips to be made by walking. The closest transit to the project site is Route 964 with a stop on Businesspark Avenue, three blocks from the project site. The proposed project would be consistent with this policy.	Consistent
<b>Transit First Goal.</b> An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.	The proposed project would be served by Bus Route 964, which connects to the regional bus and light rail transit network. Bus stops for Route 964 are the closest transit located three blocks from the project site at Businesspark Avenue. The proposed project would be consistent with this goal.	Consistent
<b>Transit First Policy ME-B.9.b.</b> Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.	The proposed project would be served by Bus Route 964, which connects to the regional bus and light rail transit network. Bus stops for Route 964 are the closest transit located three blocks from the	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	project site at Businesspark Avenue. The proposed project would be consistent with this policy.	
<b>Street and Freeway System Policy ME-C.6.i.</b> Employ landscaping to enhance or screen views, as appropriate.	Landscaping would be provided along the western property boundary to screen views of the adjacent I-15 freeway. The proposed project would be consistent with this policy.	Consistent
<b>Street and Freeway System Policy ME-C.6.j.</b> Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.	Project landscaping would include native, native-friendly, and drought tolerant planting. Additionally, plant materials have been selected based on the existing palette of the area, and include multiple varieties of eucalyptus. The proposed project would preserve a stand of eucalyptus trees in addition to new planting. Landscaping on-site would allow for a high-quality aesthetic that has low water demand and low maintenance. The proposed project would be consistent with this policy.	Consistent
<b>Transportation Demand Management Goal.</b> Expanded travel options and improved personal mobility.	The proposed project would promote multimodal transportation by facilitating non-motorized transportation options. The project has pedestrian circulation and linkage elements, and a bike lane exists along Carroll Canyon Road. The project site is served by Bus Route 964, with stops located three blocks from the project site at Businesspark Avenue. Parking would be provided on-site for those traveling by personal automobile. The proposed project would be consistent with this goal.	Consistent
<b>Bicycling Goal.</b> A safe and comprehensive local and regional bikeway network.	A bike lane is provided along Carroll Canyon Road, fronting the project site, which connects to the regional bikeway network of bicycle routes, lanes, and paths. The proposed project would retain this bike lane and would be consistent with this goal.	Consistent
<b>Bicycling Policy ME-F.4.</b> Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.	The proposed project provides a total of 68 bicycle parking spaces on-site in the form of bicycle racks (eight bicycles per rack). These racks would be dispersed throughout the project site, in proximity to retail and residential buildings. The proposed project would be consistent with this policy.	Consistent
<b>Parking Management Goal.</b> Parking that is reasonably available when and where it is needed through management of the supply.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
<b>Parking Management Goal.</b> New development with adequate parking through the application of innovative citywide parking regulations.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
<b>Parking Management Goal.</b> Increased land use efficiencies in the provision of parking.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. Parking would be provided in surface parking, covered carports, and garages with car lifts to increase efficiency	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	of the project site area. The proposed project would be consistent with this goal.	
<b>Parking Management Policy ME-G.1.</b> Provide and manage parking so that it is reasonably available when and where it is needed.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
<b>Parking Management Policy ME-G.2.</b> Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. Parking would be provided in surface parking, covered carports, and in garages with car lifts to increase efficiency of the project site area. Bicycle parking would be provided as required by the Land Development Code. The proposed project would be consistent with this goal.	Consistent
<i>Urban Design Element [Note: for in-depth discussion of project aesthetics and community character, please see Section 5.3, Visual Quality and Neighborhood Character.]</i>		
<b>General Urban Design Goal.</b> An improved quality of life through safe and secure neighborhoods and public places.	Project safety would be promoted through site design and lighting. The proposed project would provide for a longer daily use than the surrounding industrial development, thereby providing for greater activity for longer periods during the day, which promotes safety. The proposed project would be consistent with this goal.	Consistent
<b>General Urban Design Goal.</b> A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.	The proposed project would provide for new commercial uses and housing opportunities in the Scripps Miramar Ranch community. The size and scale of the proposed development is consistent with the existing community character and context. The proposed project would be consistent with this goal.	Consistent
<b>General Urban Design Goal.</b> Utilization of landscape as an important aesthetic and unifying element throughout the City.	Landscaping would be utilized to tie the proposed project in with the surrounding community through the use of existing and proposed eucalyptus trees. Project landscaping would be provided to enhance wayfinding and promote the visual aesthetic of the proposed project. The proposed project would be consistent with this goal.	Consistent
<b>General Urban Design Policy UD-A.3.</b> Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.	The northern boundary of the proposed project abuts an open drainage corridor. The project Landscape Development Plan includes two brush management zones to buffer this open space area from the proposed project and to provide a visual transition from the urban nature of the project to the natural character of the drainage corridor. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.5.</b> Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this policy.	
<b>General Urban Design Policy UD-A.5.j.</b> Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.	The proposed project includes two clearly demarcated pedestrian entrances from Carroll Canyon Road. These connections lead directly to the two retail components of the project, and continue through to the residential component. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.6.</b> Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.	Smaller-scale retail buildings create the streetscape elevation along Carroll Canyon Road. These buildings are articulated with a number of elements, such as canopies, lifestyle graphic panels, and varied building materials, which provide visual appeal and enhance the pedestrian experience. Additionally, landscape along the frontage includes community theme trees and a hierarchy of landscaping, all of which provide visual appeal and provide guidance to the pedestrian. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.6.a.</b> Locate buildings on the site so that they reinforce street frontages.	Smaller-scale retail buildings create the streetscape elevation along Carroll Canyon Road. These buildings are articulated with a number of elements, such as canopies, lifestyle graphic panels, and varied building materials, which reinforce the street frontage and aid in wayfinding. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.6.c.</b> Ensure that building entries are prominent, visible, and well-located.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Landscaping and design features/elements would enhance building entries, provide for pedestrian and vehicular wayfinding, and define the various components of the proposed project. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.8.</b> Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	would be varied and façades would be detailed with canopies. Landscape design includes existing and proposed eucalyptus trees, large deciduous canopy trees, flowering accent trees and plants, evergreen planting, and ornamental grasses and groundcovers. Landscaping and design features/elements would enhance building entries, provide for pedestrian and vehicular wayfinding, and define the various components of the proposed project. Landscaping would include native, native-friendly, and drought tolerant plantings to the extent possible, providing for environmental benefits. The proposed project would be consistent with this policy.	
<b>General Urban Design Policy UD-A.8.b.</b> Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.	Landscape design includes existing and proposed eucalyptus trees, large deciduous canopy trees, flowering accent trees and plants, evergreen planting, and ornamental grasses and groundcovers. Landscaping would include native, native-friendly, and drought tolerant plantings to the extent possible, providing for environmental benefits. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.8.c.</b> Use landscape to support storm water management goals for filtration, percolation and erosion control.	The project includes a number of bioretention basins, which allow for stormwater recapture and passive filtration. Additionally, project circulation includes elements of permeable pavers. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.8.e.</b> Landscape materials and design should complement and build upon the existing character of the neighborhood.	Streetscape planting includes the use of eucalyptus, a community theme tree. Use of eucalyptus builds upon the existing character of the neighborhood, unifying the site with adjacent development. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.11.</b> Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.	The project proposes a combination of surface parking, covered carports, and in garages with carlifts to provide for efficient use of site area. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.12.</b> Reduce the amount and visual impact of surface parking lots.	The surface parking lot would be broken into smaller portions by landscaped medians, pedestrian circulation elements, and site design. The visual impact of surface parking would be further reduced by landscaping that includes evergreen or semi-evergreen shade trees, flowering accent trees, deciduous canopy trees, evergreen shrubs, and ornamental grasses and groundcovers. The proposed project would be consistent with this policy.	Consistent
<b>General Urban Design Policy UD-A.13.</b> Provide lighting from a variety of sources at appropriate intensities and qualities for safety.	Lighting would be provided throughout the project site to provide for safety and wayfinding. Lighting would be limited by the regulations of the City of San Diego Land Development Code, which avoid light pollution and impacts on sensitive habitats. The proposed project would be consistent with this policy.	Consistent
<b>Distinctive Neighborhoods and Residential Design Goal.</b> Infill housing, roadways and new construction that are sensitive to the character and quality of existing neighborhoods.	The project would site taller elements toward the rear of the site, allowing for smaller-scale development to exist along the street frontage, copacetic with existing developments along Carroll Canyon Road. The proposed project would be consistent with this policy.	Consistent

<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Distinctive Neighborhoods and Residential Design Policy UD-B.1.a.</b> Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.	The project would site taller elements toward the rear of the site, allowing for smaller-scale development to exist along the street frontage, copacetic with existing developments along Carroll Canyon Road. Separation between the project site and neighboring development in the form of surface parking and roadways is great enough that taller elements of proposed project design would not result in casting shadows or creating wind tunnels. The proposed project would be consistent with this policy.	Consistent
<b>Distinctive Neighborhoods and Residential Design Policy UD-B.2.a.</b> Incorporate a variety of unit types in multifamily projects.	The project proposes a variety of unit types, offering one-, two-, and three-bedroom units. The proposed project would be consistent with this policy.	Consistent
<b>Distinctive Neighborhoods and Residential Design Policy UD-B.2.c.</b> Provide transitions of scale between higher-density development and lower- density neighborhoods.	Transitions in scale are provided through project siting and design. Proposed development would site smaller-scale retail components along Carroll Canyon Road, consistent with existing development; taller elements would be located in the northern portion of the project site, a distance from Carroll Canyon Road. Project design would include a variety of building heights throughout the project to provide for additional transition. The proposed project would be consistent with this policy.	Consistent
<b>Distinctive Neighborhoods and Residential Design Policy UD-B.4.a.</b> Locate buildings on the site so that they reinforce street frontages.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Landscaping and design features/elements would enhance building entries, provide for pedestrian and vehicular wayfinding, and define the various components of the proposed project. The proposed project would be consistent with this policy.	Consistent
<b>Open Space and Creation Policy UD-B.8.</b> Provide usable open space for play, recreation, and social or cultural activities in multifamily as well as single-family project.	The proposed project would provide a total of 33,400 square feet of open space. Of the 33,400 square feet of open space, 17,400 square feet would be private open space in the form of resident patios/balconies. The remaining 16,000 square feet would be common open space. Common open space amenities include a pool and spa; outdoor gathering space in the form of an outdoor fireplace, BBQ area, and pool-side cabanas; and game table space. Additionally, both retail pads would include pedestrian plazas. The proposed project would be consistent with this policy.	Consistent
<b>Mixed-Use Village and Commercial Areas Goal.</b> Neighborhood commercial shopping areas that serve as walkable centers of activity.	The proposed project would provide a new commercial retail and restaurant uses within walking distance to existing surrounding industrial uses and business parks. Additionally, the project site is less than one mile east of residential developments in the Mira Mesa community, providing those residents with additional commercial	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	shopping opportunities accessible by walking, bicycling, transit, or driving. The proposed project would be consistent with this goal.	
<b>Mixed-Use Village and Commercial Areas Policy UD-C.1.a.</b> Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development.	The project proposes a horizontal mixed-use development, with residential and retail uses on the same site. The proposed project would be consistent with this policy.	Consistent
<b>Mixed-Use Village and Commercial Areas Policy UD-C.3.</b> Develop and apply building design guidelines and regulations to create diversity rather than homogeneity, and improve the quality of infill development.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this policy.	Consistent
<b>Mixed-Use Village and Commercial Areas Policy UD-C.4.b.</b> Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level.	Storefronts and residential building façades of the proposed project would be varied to provide pedestrian interest and to create diversified building fronts. Landscaping and design features/elements would enhance building entries, provide for pedestrian and vehicular wayfinding, and define the various components of the proposed project. Outdoor dining would further enliven the ground floor elements of the proposed project's retail development. The proposed project would be consistent with this policy.	Consistent
<b>Mixed-Use Village and Commercial Areas Policy UD-C.4.d.</b> Provide pathways that offer direct connections from the street to building entrances.	The proposed project includes two clearly demarcated pedestrian entrances from Carroll Canyon Road. These connections lead directly to the two retail components of the project, and continue through to the residential component. The proposed project would be consistent with this policy.	Consistent
<b>Mixed-Use Village and Commercial Areas Policy UD-C.7.</b> Enhance the public streetscape for greater walkability and neighborhood aesthetics.	The proposed project would enhance the streetscape by providing a non-contiguous sidewalk and extensive landscaping, to include existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics. The proposed project would be consistent with this policy.	Consistent
<i>Economic Prosperity Element</i>		
<b>Commercial Land Use Goal.</b> Economically healthy neighborhood and community commercial areas that are easily accessible to residents.	The project proposes the development of commercial retail and restaurant uses to serve employees, residents, and visitors of Scripps Miramar Ranch. Residential developments in Mira Mesa would be provided easy access to the proposed shop(s) and restaurant(s)	Consistent

## 5.0 ENVIRONMENTAL ANALYSIS

## 5.1 Land Use

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	due to their close proximity. The proposed project would be consistent with this goal.	
<b>Commercial Land Use Goal.</b> New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.	The commercial uses proposed by the project would provide new retail and restaurant opportunities within Scripps Miramar Ranch. The project would promote the local economy and create a synergy between the proposed project, the existing commercial development to the south, employment uses to the south and east, and surrounding residential developments. The proposed project would be consistent with this goal.	Consistent
<b>Commercial Land Use Policy EP-B.8.</b> Retain the City's existing Neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.	The project proposes new commercial activities within the same development, and therefore walking distance, of proposed residential units. The proposed project would be consistent with this policy.	Consistent
<i>Public Facilities, Services, and Safety Element [Note: for in-depth discussion of public services and facilities, please see Section 5.13, Public Services and Facilities.]</i>		
<b>Evaluation of Growth, Facilities, and Services Goal.</b> Adequate public facilities available at the time of need.	Adequate public facilities are available to serve the proposed project. The proposed project would be consistent with this goal.	Consistent
<b>Evaluation of Growth, Facilities, and Services Goal.</b> Public facilities exactions that mitigate the facilities impacts that are attributable to new development.	Adequate public facilities are available to serve the proposed project. The proposed project would be subject to payment of FBA and school fees commensurate with its development intensity. The proposed project would be consistent with this goal.	Consistent
<b>Evaluation of Growth, Facilities, and Services Goal.</b> Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions.	The proposed project would be subject to payment of FBA and school fees commensurate with its development intensity. The proposed project would be consistent with this goal.	Consistent
<b>Evaluation of Growth, Facilities, and Services Policy PF-C.1.</b> Require development proposals to fully address impacts to public facilities and services.	Public facilities and services are fully addressed in Section 5.13 of this EIR. The proposed project would be consistent with this policy.	Consistent
<b>Fire-Rescue Goal.</b> Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Fire-Rescue services. The proposed project would be consistent with this goal.	Consistent
<b>Police Goal.</b> Safe, peaceful, and orderly communities.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Police services. The proposed project would be consistent with this goal.	Consistent
<b>Wastewater Goal.</b> Environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater.	Wastewater from the proposed project would be collected and treated in a manner consistent with City policies and procedures. The proposed project would be consistent with this goal.	Consistent
<b>Wastewater Goal.</b> Increased use of reclaimed water to supplement the region's limited water supply.	The proposed project would utilize reclaimed water to the extent possible and practical. The proposed project would be consistent with this goal.	Consistent
<b>Storm Water Infrastructure Goal.</b> A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.	Stormwater would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this goal.	Consistent
<b>Waste Management Goal.</b> Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The proposed project has prepared a Waste Management Plan to ensure the maximum diversion of materials possible. The proposed project would be consistent with this goal.	Consistent



<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Waste Management Policy PF-I.2.</b> Maximize water reduction and diversion.	The proposed project has prepared a Waste Management Plan to ensure the maximum diversion of materials possible. The proposed project would be consistent with this goal.	Consistent
<b>Public Utilities Goal.</b> Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.	Service providers, including those that provide public utilities, were contacted during preparation of this EIR to ensure adequate infrastructure and supply is available for the proposed project. The proposed project would be consistent with this goal.	Consistent
<b>Seismic Safety Goal.</b> Development that avoids inappropriate land uses in identified seismic risk areas.	The project site is listed in Geologic Hazard Category 52: Other level areas, gently sloping to steep terrain, favorable geologic structure; low risk. The proposed project would be consistent with this goal.	Consistent
<b>Conservation Element</b>		
<b>Climate Change &amp; Sustainable Development Goal.</b> 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.	The proposed project has been designed to contribute toward the City's goal of overall carbon footprint reduction. Project buildings would be constructed to a minimum of Title 24 standards, ensuring compliance with State sustainable building practices and energy efficiency. The project site would be served by multi-modal transportation options, including Bus Route 964, a bike lane, pedestrian sidewalks, and personal automobile circulation elements. Project landscaping would be native, native-friendly, or drought tolerant to the extent possible. The proposed project would be consistent with this goal.	Consistent
<b>Climate Change &amp; Sustainable Development Policy CE-A.5.</b> Employ sustainable or "green" building techniques for the construction and operation of buildings.	The proposed project has been designed to contribute toward the City's goal of overall carbon footprint reduction. Project buildings would be constructed to a minimum of Title 24 standards, ensuring compliance with State sustainable building practices and energy efficiency. Project landscaping would be native, native-friendly, or drought tolerant to the extent possible. The proposed project would be consistent with this policy.	Consistent
<b>Climate Change &amp; Sustainable Development Policy CE-A.9.</b> 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.	Per the proposed project's Waste Management Plan, the project would utilize building materials containing post-consumer recycled content to the extent possible. The proposed project would be consistent with this policy.	Consistent
<b>Climate Change &amp; Sustainable Development Policy CE-A.10.</b> Include features in building to facilitate recycling of waste generated by building occupants and associated refuse storage areas.	The proposed project would comply with Chapter 14, Article 2, Division 8, <i>Refuse and Recyclable Materials Storage Regulations</i> , of the City of San Diego Land Development Code. As a result, the project would facilitate recycling and provide refuse storage areas. The proposed project would be consistent with this policy.	Consistent
<b>Climate Change &amp; Sustainable Development Policy CE-A.11.</b> Implement sustainable landscape design and maintenance.	The project proposes a landscape plan that includes native, native-friendly, and drought tolerant plant materials. The proposed project would be consistent with this policy.	Consistent
<b>Open Space and Landform Preservation Goal.</b> Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique.	The proposed project is located adjacent to an open space drainage corridor. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. The proposed project would be consistent with this goal.	Consistent

<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Open Space and Landform Preservation Policy CE-B.4.</b> Limit and control runoff, sedimentation, and erosion both during and after construction activity.	Stormwater and run-off would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this policy.	Consistent
<b>Open Space and Landform Preservation policy CE-B.6.</b> Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures.	The proposed project is located adjacent to an open space drainage corridor. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. These brush management zones provide defensible space. The proposed project would be consistent with this policy.	Consistent
<b>Urban Runoff Management Goal.</b> Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands.	The proposed project is located adjacent to an open space drainage corridor, within which is an intermittent blue line stream. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. Stormwater and run-off would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this policy.	Consistent
<b>Urban Runoff Management Policy CE-E.2.</b> Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this policy.	Consistent
<b>Urban Runoff Management Policy CE-E.3.</b> Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this policy.	Consistent
<b>Air Quality Goal.</b> Regional air quality which meet state and federal standards.	Section 5.4, <i>Air Quality</i> , of this EIR evaluates project conformance with State and Federal air quality standards. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent
<b>Air Quality Goal.</b> Reduction in greenhouse gas emissions effecting climate change.	Section 5.5, <i>Global Climate Change</i> , of this EIR evaluates project conformance with greenhouse gas emissions standards. Additionally, the CAP Consistency Checklist has been completed for the proposed project and the project was found to be in compliance. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent
<b>Sustainable Energy Goal.</b> 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.	Section 5.6, <i>Energy</i> , of this EIR analyzes project energy use and impacts. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
<i>Noise Element</i>		
<b>Noise and Land Use Compatibility Goal.</b> Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	Section 5.7, Noise, of this EIR analyzed projected noise levels and impacts of the proposed project. Per this analysis, noise levels due to the proposed project would be consistent with this goal.	Consistent
<b>Noise and Land Use Compatibility Policy NE-A.2.</b> Assure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use to minimize the effects on noise-sensitive land uses.	City guidelines were consulted to ensure the proposed project uses' compatibility with noise levels existing and in the future and a project-specific noise study has been prepared. Traffic volumes on adjacent streets and the I-15 freeway would require implementation of measures to reduce interior noise to below 45 dBA CNEL. Incorporation of these measures what would be made a condition of project approval would sure that the project is consistent with this policy, per the analysis provided in this EIR.	Consistent
<b>Noise and Land Use Compatibility Policy NE-A.4.</b> Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the [City of San Diego General Plan] Land Use – Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	A Noise Report was prepared for the proposed project by Ldn Consulting and is summarized in Section 5.7. Noise levels due to the proposed project would be consistent with this policy.	Consistent
<b>Motor Vehicle Noise Goal.</b> Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	Section 5.7, Noise, of this EIR analyzed projected noise levels and impacts of the proposed project. Per this analysis, noise levels due to the proposed project would be consistent with this goal.	Consistent
<b>Motor Vehicle Noise Policy NE-B.1.</b> Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.	City guidelines were consulted to ensure the proposed project uses' compatibility with noise levels existing and in the future and a project-specific noise study has been prepared. Traffic volumes on adjacent streets and the I-15 freeway would require implementation of measures to reduce interior noise to below 45 dBA CNEL. Incorporation of these measures what would be made a condition of project approval would sure that the project is consistent with this policy, per the analysis provided in this EIR.	Consistent
<b>Motor Vehicle Noise Policy NE-B.4.</b> 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 proposed project is multi-modal transportation supportive. The project site is served by transit, with the closest stop being for bus Route 964 on Businesspark Avenue. Pedestrian circulation would include a sidewalk along project frontage at Carroll Canyon Road. The proposed project would be consistent with this policy.	Consistent
<b>Commercial and Mixed-Use Activity Noise Goal.</b> Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.	The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The project would not result in excessive noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	Consistent
<b>Commercial and Mixed-Use Activity Noise Policy NE-E.1.</b> Encourage the design and construction of commercial and mixed-use structures	The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The	Consistent

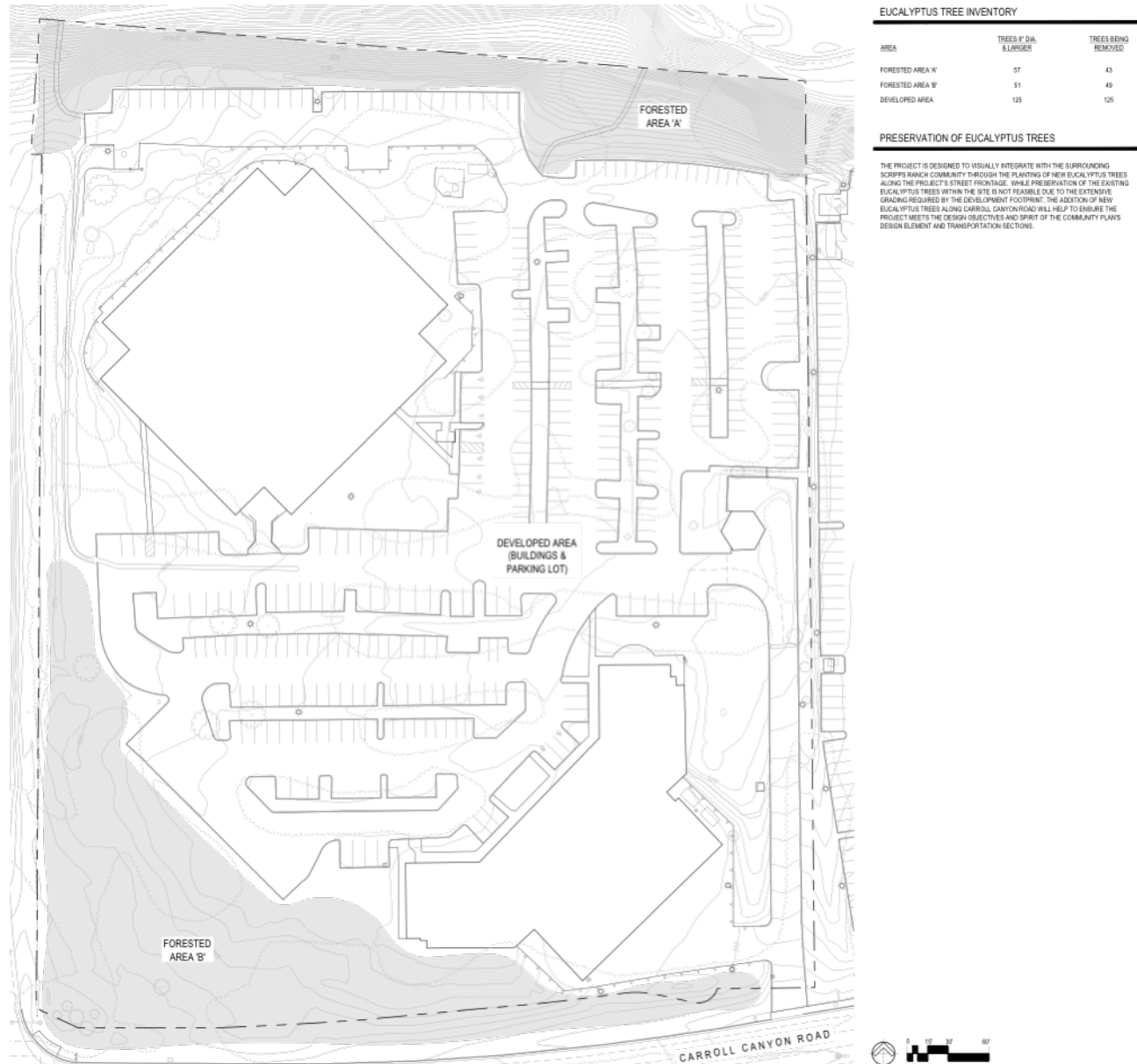
<b>City of San Diego General Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.	project would not result in excessive noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	
<b>Commercial and Mixed-Use Activity Noise Policy NE-E.2.</b> Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other high-noise components away from the residential component of the development.	The service areas of the proposed retail pads would be located on the southwest and southeast corners of the project site, as far from residential units as possible. The proposed project would be consistent with this policy.	Consistent
<b>Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal.</b> Minimal exposure to residential and other noise-sensitive land uses to excessive construction refuse vehicles, parking lot sweeper-related noise, and public noise.	The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The project would not result in excessive noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	Consistent
<b>Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Policy NE-G.1.</b> Implement limits on the hours of operation or non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas	The proposed project would comply with City noise ordinance regulations relative to hours of construction and noise generating activities. The proposed project would be consistent with this policy.	Consistent

The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The proposed project would create additional multi-family housing and community shopping located in close proximity to employment uses and in an area currently without any housing opportunities. The Community Plan also addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for residential and commercial projects.

The Scripps Miramar Ranch Community Plan calls for preservation of eucalyptus trees as an element for *historical continuity and overall community design*. The Design Element of the Community Plan states that *all forested areas be defined on tentative maps and other development plans* and calls for the justification of the removal of eucalyptus trees having a diameter exceeding eight inches. The Community Plan's Commercial Element encourages the use of eucalyptus trees in the landscaping of commercial areas, recommends that landscaping in new developments emphasize the use of eucalyptus species, and that a variety of eucalyptus species should be used in landscaping.

The project applicant has prepared an *Inventory of Eucalyptus Trees* in order to document forested areas of eucalyptus occurring on the project site, as well as the number of individual eucalyptus trees located throughout the development area. (See Figure 5.1-4, *Inventory of Eucalyptus Trees*.) As shown in the tabulation included on the *Inventory of Eucalyptus Trees*, the project would result in the removal of 92 trees within the two forested areas and all of the individual trees located within the currently developed portions of the site. Many of the eucalyptus trees that occur on the project site are malnourished and diseased and have become a safety risk because of fire hazards and the propensity to randomly drop limbs.

Redevelopment of the project site requires removal of each tree shown for removal on the *Inventory of Eucalyptus Trees* in the forested areas of the project site in order to accomplish redevelopment of the site. An extensive amount of site grading is required to accommodate the buildings and contemporary landscaping in accordance with the City's landscape requirements. Additionally, the proposed project would preserve some (16) existing eucalyptus trees within the forested areas on-site and includes the addition of 19 new eucalyptus trees of three potential species in the project's Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project respects the Community Plan's goal of preserving the heritage of the community. Use of a variety of new, more pedestrian-friendly and healthier eucalyptus species in the project's landscape plan is proposed to conform with recommendations of the Community Plan, to enhance the landscape elements of the project, to promote the historical continuity of the community, and to create areas of eucalyptus that add to the overall community design.



**Figure 5.1-4. Inventory of Eucalyptus Trees**

The Carroll Canyon Mixed-Use project is consistent with all other applicable elements of the Community Plan. Table 5.1-2, *Scripps Miramar Ranch Community Plan Consistency*, summarizes the proposed project's consistency with the Scripps Miramar Ranch Community Plan's goals, objectives, and proposals. The proposed land use change does not represent a significant impact to Community Plan consistency. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

### ***Significance of Impacts***

The proposed project is consistent with the overall intent and requirements of the City of San Diego General Plan. The project proposes to change the land use designation of Industrial Employment to Multi-Family Residential and Community Shopping; the project site is not identified as Prime Industrial Lands. The project's proposal to remove the industrial land use would not result in significant environmental impacts associated with Land Use.

The proposed project is consistent with the overall intent and requirements of the Scripps Miramar Ranch Community Plan. The Carroll Canyon Mixed-Use project proposes to develop a mix of residential and community-serving commercial uses. The project is not consistent with the Community Plan's designation for the site as Industrial Park and requires an amendment to the Community Plan to allow uses proposed by the project; no environmental impacts would result from not providing such uses on the project site.

### ***Mitigation Measures***

The project would not result significant impacts associated with Land Use. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project would not result significant impacts associated with Land Use. No mitigation is required.

### ***Issue 2***

*Would the project be inconsistent/conflict with an adopted land use designation or intensity resulting in indirect or secondary environmental impacts?*

### ***Impact Analysis***

Issue 2 addresses the following thresholds of significance:

- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.

The Scripps Miramar Ranch Community Plan designates the project site for Industrial Park use. The project proposes a mix of residential, retail commercial, and restaurant uses and proposes rezoning the project site from IP-2-1 to RM-3-7 and CC-2-3 to allow the development of multi-family residential and commercial uses. In order to develop the site as a mixed-use project, an amendment to the Scripps Miramar Ranch Community Plan would be required. Therefore, the project proposes a change in the Community Plan land use designation from Industrial Park to Residential and Community Shopping.

**Table 5.1-2. Scripps Miramar Ranch Community Plan Consistency**

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
Residential Element		
Goal. Enhance the present living environment while accommodating residential growth which complements the existing community.	The proposed project enhances the present living environment by providing additional housing units within the established community. The proposed development would be of high quality design and constructed with high quality materials and construction, respecting and emulating the existing quality of the community. Additionally, by providing a variety of for-rent unit types on the property, the project support the citywide concept of balanced housing opportunities.	Consistent
Objective. Promote a variety of housing types and prices throughout the community in support of the citywide concept of balanced housing opportunities.		
Objective. Encourage high standards of design, materials, and workmanship in construction.		
Commercial Element		
Goal. Encourage high design standards within commercial development while providing sufficient commercial area to meet the community's needs.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this goal.	Consistent
Objective. Provide sufficient commercial area to meet present and future needs of the community.	The project proposes to develop an additional 10,700 square feet of commercial space within the Scripps Miramar Ranch community. This would contribute to the existing commercial retail stock and provide new retail and dining opportunities for residents, employees, and visitors of Scripps Miramar Ranch, as well as neighboring Mira Mesa. The proposed project would be consistent with this objective.	Consistent
Objective. Separate commercial development areas from incompatible land uses.	The project proposes to develop commercial land uses in an area of existing commercial and industrial uses. The project site is located within one mile of residential developments in the Mira Mesa community. The proposed project is compatible with surrounding land uses. The proposed project would be consistent with this objective.	Consistent
Objective. Locate commercial areas so as to take advantage of pedestrian, bicycle, and vehicular access routes.	The proposed project is located along existing multi-modal transportation routes. Bus route 964 serves the project area. The nearest bus stop to the project site is at Businesspark Avenue. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provide internally with development	Consistent



<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	of the proposed project. The proposed project would be consistent with this objective.	
<b>Objective.</b> Encourage the use of eucalyptus and native vegetation in landscaping commercial areas.	The project's Landscape Development Plan includes the retention of a stand of mature eucalyptus trees and the planting of four varieties of eucalyptus. The proposed project would be consistent with this objective.	Consistent
<b>Objective.</b> Encourage the use of crime-free design standards for commercial developments, emphasizing landscaping and lighting, which minimize the potential for criminal conduct.	The project proposes ample lighting along commercial buildings, project walkways, and within parking areas. Landscaping would not be so dense as to inhibit safety. Additionally, with the residential component of the project, as well as the opportunity for restaurants, the proposed project would have greater life at varied times of the day, providing for extra safety. The proposed project would be consistent with this objective.	Consistent
<b>Proposal.</b> Encourage extensive use of wood exteriors and earth tones to achieve architectural compatibility with existing commercial, residential and industrial development.	The project does not encourage the extensive use of wood exteriors. The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. The proposed project is compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this proposal.	Inconsistent
<b>Proposal.</b> Encourage commercial development which would be harmonious in scale and design with existing developments.	The project proposes a development that varies from single-story to four stories. Buildings surrounding the project site are mostly single story. The project would locate single story buildings along Carroll Canyon Road to blend with the scale and design of existing uses. Residential buildings, which would be three and four stories tall, would be setback far from existing uses and would not disrupt the harmony of the existing built environment. The proposed project would be compatible with this proposal.	Consistent
<b>Proposal.</b> Commercial developments should include buffers, preferably landscaped, which provide effective visual screening between disparate land uses.	The Landscape Development Plan for the proposed project includes a buffer between the project site and the open drainage corridor to the north. Along the western project boundary, evergreen screening is used to separate the project site from I-15. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Eucalyptus trees and native vegetation with low water requirements should be emphasized in landscaping.	The project's Landscape Development Plan includes the retention of a stand of mature eucalyptus trees and the planting of four varieties of eucalyptus. The planting palette includes native, native-friendly, and drought tolerant landscaping. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Ingress and egress routes should not cause traffic congestion problems.	As analyzed in Section 5.2 of this EIR, project access would not create new congestion problems. The proposed project would be consistent with this proposal.	Consistent

<b><i>Scripps Miramar Ranch Community Plan Applicable Aspect</i></b>	<b><i>Project Analysis</i></b>	<b><i>Project Consistency</i></b>
<b>Proposal.</b> Specific commercial uses should be compatible with surrounding land uses.	The project proposes to develop commercial retail, restaurants, and residential land uses in an area of existing commercial and industrial uses. The project site is located within one mile of residential developments in the Mira Mesa community. The proposed project is compatible with surrounding land uses. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Commercial development proposals should be made available to the community's architectural review board so that it may provide input at future public hearings.	The proposed project has been presented to the Scripps Miramar Ranch Planning Group for input and recommendation for approval. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Commercial facilities should accommodate pedestrian and bicycle traffic, as well as vehicular traffic.	The proposed project is located along existing multi-modal transportation routes. Stops for bus route 964 are located three blocks from the project site at Businesspark Avenue. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provided internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Signs should be unobtrusive and tastefully designed for identification purposes only; internally illuminated signs are strongly discouraged.	Signage would be consistent with City regulations and Community Plan requirements. The proposed project would be consistent with this proposal.	Consistent
<b><i>Public Facilities and Services Element</i></b>		
<b>Goal.</b> Assure the availability of adequate public facilities and services to the Scripps Miramar Ranch community and minimize public and private expenditures through prudent planning of these facilities.	Adequate public facilities are available to serve the proposed project. The project would be subject to payment of FBA and school fees commensurate with its development intensity. The proposed project would be consistent with this goal.	Consistent
<b>Objective.</b> Assure the availability of all utilities needed for new development.	Adequate utilities are available to serve the proposed project, as indicated by "will serve" letters from utility providers summarized in Section 5.13 of this EIR. The proposed project would be consistent with this objective.	Consistent
<b>Policy (Police Protection).</b> Police service will continue to be provided out of the substation in University City until such time as the substation proposed for Peñasquitos East is built. In the interim, 24-hour patrol car protection should be provided as needed in order to maintain a quick, efficient response time when police assistance is required. The Police Department's involvement in the planning and development process should be continued to maximize the opportunity for persons to live and work in a crime-free community.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Police services. The proposed project would be consistent with this policy.	Consistent
<b>Policy (Fire Protection).</b> The temporary fire station at 10750 Scripps Lake Drive will provide fire protection for Scripps Ranch until a new station is constructed on Spring Canyon Road west of Semillon Boulevard. Upon completion of the new station and the regional road network,	The new fire station on Spring Canyon Road west of Semillon Boulevard will provide response times within acceptable levels for the entire community.	Consistent

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
response times will be within acceptable levels for the entire community.		
<b>Policy (Utilities).</b> The existing gas, electric, sewer, water, and telephone services are sufficient to serve the Scripps Miramar Ranch community, with extension and improvements required as development occurs.	Service providers, including those that provide public utilities, were contacted during preparation of this EIR to ensure adequate infrastructure and supply is available for the proposed project. The proposed project would be consistent with this policy.	Consistent
<i>Transportation Element</i>		
<b>Goal.</b> Provide an efficient and aesthetically pleasing transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community and to the greater metropolitan area.	The proposed project is located along existing multi-modal transportation routes. Stops for bus route 964 are located three blocks from the project site at Businesspark Avenue. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would provide internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this goal.	Consistent
<b>Objective.</b> Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.	The project would construct a new signalized primary access at the easterly project driveway, would construct a new right-in/right-out driveway between the existing primary driveway and I-15, and would dedicate a twenty-two (22) foot parkway along the project frontage and construct a new right turn lane connecting to the northbound Interstate 15 on-ramp. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project applicant would construct a raised median on Carroll Canyon Road as part of project.	Consistent
<b>Objective.</b> Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees.	The proposed project includes existing and proposed eucalyptus trees. The proposed project would be consistent with this objective.	Consistent
<b>Objective.</b> Provide a continuous pedestrian, equestrian, and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns.	The proposed project is located along existing multi-modal transportation routes. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provide internally with development of the proposed project. Additionally, a sidewalk network exists along roadways connecting the project site and nearby Scripps Ranch High School (Carroll Canyon Road, Scripps Ranch Boulevard, Scripps Lake Drive, Treena Street), allowing safe access for any students, parents, or school employees that may reside at the project. The proposed project would be consistent with this objective.	Consistent

<b>Scripps Miramar Ranch Community Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
<b>Objective.</b> Encourage and facilitate the use of public transit, carpools, and bicycles within and outside the community in conjunction with ongoing citywide programs.	The proposed project is located along existing multi-modal transportation routes. Stops for bus route 964 are located three blocks from the project site at Businesspark Avenue. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (I-15 Interchanges).</b> Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard for this purpose. The Community Plan supports the latter two designations and encourages construction of adequate four-lane roadways within the community to connect with the facilities provided by the State Department of Transportation as part of their improvement program of I-15.	The project would construct a new signalized primary access at the easterly project driveway, would construct a new right-in/right-out driveway between the existing primary driveway and I-15, and would construct a new right turn lane connecting to the northbound I-15 on-ramp. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project applicant would construct a raised median on Carroll Canyon Road as part of project. The project's design features combined with mitigation measures that would be implemented as part of the project help to provide an efficient connection to the I-15 freeway.	Consistent
<b>Proposal (Design Objectives).</b> Maintain and enhance the rural, forested character of the community.	The proposed project includes, within the Landscape Development Plan, existing and proposed eucalyptus trees. Additional landscaping includes flowering accent trees and evergreen trees. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Discourage driveways fronting on major streets, four-lane collectors and Pomerado Road.	The project would add an additional driveway on Carroll Canyon Road.	Not Consistent
<b>Proposal (Design Objectives).</b> Incorporate eucalyptus trees and compatible vegetation in landscaping along roadways where appropriate.	The proposed project includes existing and proposed eucalyptus trees. The proposed project would enhance the streetscape by providing a sidewalk and extensive landscaping, to include existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Preserve mature trees wherever possible.	The project proposes to preserve a stand of eucalyptus at the northwest corner of the project site. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Minimize conflicts between vehicular and non-motorized traffic.	The project includes distinct and separate pedestrian and vehicular circulation. Where the two interface, enhanced paving differentiates the pedestrian circulation network from vehicular travel ways. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Support citywide efforts to provide varied and efficient transportation modes.	The proposed project is located along existing multi-modal transportation routes. Stops for bus route 964 are located three blocks from the project site at Businesspark Avenue. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project	Consistent

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	frontage and would be provided internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this proposal.	
<b>Proposal (Design Objectives).</b> Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways.	The pedestrian walkway provided along project frontage would be buffered from the roadway by a landscaped parkway. Access into the proposed project would be provided from the frontage walkway. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Provide bikeways in accordance with [Scripps Miramar Ranch Community Plan] Figure 16. Allow bicycles in the parking strip and on sidewalks in all residential areas.	A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Control on-street vehicular parking and recreational vehicle parking through appropriate conditions, covenants and restrictions (CC&Rs).	The proposed project would provide for all required parking on-site. No street parking would be permitted along Carroll Canyon Road. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal (Design Objectives).</b> Development within the community should not be allowed to exceed the available freeway interchange capacity at Mira Mesa Boulevard, Mercy Road, Carroll Canyon Road, or Pomerado Road.	The project would result in impacts to Carroll Canyon Road intersections with the I-15 freeway ramps. Impacts at the Carroll Canyon Road/I-15 ramp intersection would be mitigated with project improvements and fair share contributions. However, if the improvement specified by MM 5.2-2 (9.4 percent fair share contribution toward the applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp) is not completed by the study horizon year, this impact is not considered to be fully mitigated. The project would not result in significant impacts to I-15 freeway segments or metered freeway ramps.	Consistency depends on completion of mitigation measures by 2035.
<i>Community Environment Element</i>		
<b>Goal.</b> Ensure a desirable, healthful, and comfortable living and working environment for Scripps Miramar Ranch while preserving the community's valuable natural resources and amenities.	The proposed project would develop new commercial retail, restaurant, and residential uses on a previously disturbed site. The project would not affect the community's natural resources. The project would include two brush management zones to buffer the existing open drainage corridor and natural habitat to the north from the proposed development. The proposed project would be consistent with this goal.	Consistent
<b>Objective.</b> Encourage types and patterns of development which minimize the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring.	As analyzed in this EIR, the proposed project would not result in significant impacts related to air quality, hazards, hydrology/water quality, or geology. The proposed project would be consistent with this objective.	Consistent
<b>Objective.</b> Maximize the utility of open spaces as wildlife habitat by creating contiguous open space systems.	An open drainage corridor exists to the north of the project site. The proposed project would incorporate two brush management zones that would buffer this open area. The proposed project would be consistent with this objective.	Consistent

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
<b>Objective.</b> Support the reduction or elimination of aircraft and motor noise and potential safety and environmental hazards.	City guidelines were consulted to ensure the proposed project uses' compatibility with noise levels existing and in the future and a project-specific noise study has been prepared. Traffic volumes on adjacent streets and the I-15 freeway would require implementation of measures to reduce interior noise to below 45 dBA CNEL. Incorporation of these measures what would be made a condition of project approval would sure that the project is consistent with this objective, per the analysis provided in this EIR.	Consistent
<b>Objective.</b> Minimize visual pollution by controlling location, size, design, maintenance, and lighting of outdoor signs.	<p>The project proposes a development that varies from single-story to four stories. Buildings surrounding the project site are mostly single story. The project would locate single story buildings along Carroll Canyon Road to blend with the scale and design of existing uses. Residential buildings, which would be three and four stories tall, would be setback far from existing uses and would not disrupt the harmony of the existing built environment. The proposed project would be compatible with this proposal.</p> <p>The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. The proposed project would compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes.</p> <p>The proposed project includes, within the Landscape Development Plan, existing and proposed eucalyptus trees. The proposed project would enhance the streetscape by providing a sidewalk and extensive landscaping, to include existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics.</p> <p>Lighting would be provided throughout the project site to provide for safety and wayfinding. Lighting would be limited by the regulations of the City of San Diego Land Development Code, which avoid light pollution and impacts on sensitive habitats. The proposed project would be consistent with this objective.</p> <p>Signage would be provided throughout the project site to provide for identification and wayfinding. Signage would be limited by the</p>	Consistent

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	regulations of the City of San Diego Land Development Code. The proposed project would be consistent with this objective.	
<b>Objective.</b> Encourage water and energy conservation, water and sewage reclamation, and use of natural channels for drainage systems.	The proposed project is the redevelopment of an existing, fully developed site. The project would implement water and energy saving measures, in accordance with Title 24. Stormwater runoff would be directed into existing stormdrains, after being filtered and managed in accordance with local and state regulations and the City's hydromodification requirements.	Consistent.
<b>Proposal.</b> Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.	Project impacts to biology have been analyzed in Section 5.8, <i>Biological Resources</i> , of this EIR. This section is based upon the Biological Assessment Report prepared for the proposed project by BLUE Consulting Group (February 16, 2016). The proposed project would be consistent with this proposal. Indirect impacts to off-site native habitat could result from the project. The project would implement mitigation measures to ensure that impacts are reduced to below a level of significance.	Consistent.
<b>Proposal.</b> Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies which require weed removal by developers.	Project grading and construction would follow demolition. Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all runoff carrying contaminants such as fertilizers, pesticides, detergents, and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this proposal.	Consistent
<b>Proposal.</b> Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in Scripps Miramar Ranch Community Plan Appendix B. When eucalyptus trees are desired in open space areas already covered	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective.	Consistent

<b>Scripps Miramar Ranch Community Plan Applicable Aspect</b>	<b>Project Analysis</b>	<b>Project Consistency</b>
with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.		
<b>Proposal.</b> A variety of eucalyptus species should be used in landscaping.	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective.	Consistent
<b>Design Element</b>		
<b>Goal.</b> Ensure that future development within Scripps Miramar Ranch will promote a positive community identity, allow for reasonable freedom of design expression, and maintain the character of existing development.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this goal.	Consistent
<b>Objective.</b> Encourage design diversity and variety of interpretation but avoid visual chaos and incongruity.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. The proposed project would be compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this objective.	Consistent
<b>Proposal (Landform and Grading).</b> Buildings should not be located in areas subject to flooding.	The proposed project is not located in an area subject to flooding. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Street Scene and Trail Treatment).</b> In order to break up straight and/or lengthy streets, landscaped pockets or parkway strips should be inserted in strategic and logical locations.	The project Landscape Development Plan includes the creation of a landscaped parkway along Carroll Canyon Road. This parkway would include a non-contiguous sidewalk and varied landscaping to include existing and proposed eucalyptus trees. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Street Scene and Trail Treatment).</b> Streetlights and other street furniture such as benches and trash cans should complement the design theme of the neighborhood.	Street lights, benches, trash cans, tables, and other street furniture throughout the project would be consistent with the project's overall design theme. The proposed project would be consistent with this objective.	Consistent



<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
<b>Proposal (Circulation Element).</b> Collector and Major Streets – Local access streets should have no restrictions concerning driveway access. Collector streets, on the other hand, should be strictly regulated concerning driveway access. Opposing driveways should be discouraged. Driveways should not front on four-lane streets or on Pomerado Road. The preferable treatment is to use local intersecting streets for access with publicly maintained landscaped parkway areas along the collector streets.	The project proposes a signalized primary entry at Carroll Canyon Road. However, a secondary driveway would be added between the primary drive and I-15. As a result, the proposed project would not be consistent with this objective.	Not Consistent
<b>Proposal (Preservation of Eucalyptus Trees).</b> Important to the historical continuity and overall community design is the preservation of as many existing eucalyptus trees as possible. Hence, all forested areas should be defined on tentative maps and other development plans.	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Architectural Form and Character).</b> Wall materials and colors should be compatible within the same building as well as to neighboring buildings.	Proposed project color palette would be informed by existing buildings in the surrounding community to complement the existing character. Wall materials are consistent with some of the surrounding buildings (industrial developments with concrete or stucco walls) and compatible with the overall character of the surrounding community. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Architectural Form and Character).</b> The following materials are encouraged for building exteriors: natural materials with earth-tone colors; woods with transparent stains or heavy body stains; rough sawn or resawn woods finishes or painted smooth wood; and roof materials of wood shingles or tiles.	The project proposes architectural design features characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. However, the proposed project remains compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this objective.	Consistent
<b>Proposal (Architectural Form and Character).</b> The way light strikes a building has a great deal to do with how it is perceived. Shadow areas give buildings depth and substance. The visual effect of light and shadow on buildings is perhaps the most valuable design tool available to the housing designer. Every building should have shadow relief. Popouts, overhangs, and recesses may be used to produce effective shadow interest areas. Larger buildings require more shadow relief than do smaller buildings. Large, unbroken expanses of wall should usually be avoided.	Architectural design features such as recessed building entries and windows would provide for visual light effects and shadow relief. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Planned Commercial Developments).</b> Each PCD should be distinctive in character from other PCDs in the Ranch area so as to establish neighborhood identities.	The proposed project adheres to the guidelines and regulations of the PDP process, which is the successor of the PCD. The proposed project would be consistent with this objective.	Consistent

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
<b>Proposal (Planned Commercial Developments).</b> The PCD should incorporate the landscaping themes of any adjoining streets and nearby residential developments in order to have a harmony of design. While safe ingress and egress to commercial developments is important, especially on major streets, it need not be accomplished at the expense of attractive project buffers and landscape areas. Especially for projects at the intersections of major roads, consideration must be given to streetside landscaping in order to avoid the appearance of a paved island among otherwise wooded areas.	The proposed project adheres to the guidelines and regulations of the PDP process, which is the successor of the PCD. The proposed project would be consistent with this objective.	Consistent
<b>Proposal (Signs).</b> Signs in Scripps Miramar Ranch should advertise a place of business or provide directions and information and should be architecturally attractive and contribute to the retention and enhancement of the community's character. Each sign should be in scale with surrounding buildings. The use of natural materials, especially wood, is encouraged. Animated and roof signs should not be permitted. Building or roof outline tube lighting should be prohibited. Building or wall lighting should be indirect. A limited number of spotlights may be used to create shadow, relief or outline effects when such lighting is concealed or indirect.	Project signage would be consistent with City and Community Plan regulations. The proposed project would be consistent with this objective.	Consistent

As discussed under *Issue 1*, the proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. As analyzed in *Issue 1*, above, the removal of this site from Industrial Employment would not result in a detriment to the regional industrial lands, as the project site is not a high value (Prime Industrial) site. The proposed project would not result in significant environmental impacts associated with removing the project site from Industrial Employment lands. No land use impacts would occur.

As discussed under *Issue 1*, above, the proposed project is consistent with the Scripps Miramar Ranch Community Plan in that it would add to the diversity of housing opportunities in the community. Additionally, the project would develop additional community-serving retail uses, which the Community Plan identifies as being needed. The project requires an amendment to the Community Plan to allow uses proposed by the project; however, no indirect or secondary environmental impacts to land use would occur with the proposed land use plan amendment.

The proposed project would require deviations to maximum wall height, setbacks, lot frontage, maximum building height, and signage. The project proposes an integrated mixed-use development. ~~Per the direction of City staff, the~~ The project site would be zoned RM-3-7 and CC-2-3. The northern portion of the project site would be rezoned from the existing IP-2-1 zone to RM-3-7 to allow for residential development. A portion of this area would also include some retail/restaurant uses, creating a more integrated mix of uses, which are not allowed in the RM-3-7, requiring a deviation to allowable uses. The southern portion of the project site along Carroll Canyon Road would be rezoned from the IP-2-1 zone to CC-2-3 and RM-3-7, allowing for that portion of the project site to develop with a variety of commercial and residential uses. The project would be constructed as a single project, and lots have been created as part of the VTM to facilitate the development while adhering to the regulations of the proposed zones to the maximum extent possible. However, given the nature of the project, the desire to integrate uses, and the need to subdivide the property, lot configurations and sizes are not consistent with the underlying zones. Therefore, the proposed project would require deviations to the proposed RM-3-7 and CC-2-3 zones. Proposed deviations are presented in Table 3-2, *Carroll Canyon Mixed-Use Project Deviations*. The proposed deviations would not result in significant land use impact.

As discussed in Section 5.2, *Transportation / Traffic Circulation / Parking*, the proposed project would result in one significant direct and one significant cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one significant direct impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; one significant cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three significant horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Maya Linda Road, Carroll Canyon Road/I-15 southbound freeway ramps, and Carroll Canyon Road/I-15 northbound ramps. Traffic impacts would be regarded as secondary land use impacts associated with the project. See Section 5.2 for a complete discussion of direct and cumulative traffic impacts associated with the proposed project.

***Significance of Impacts***

The project proposes to change the General Plan land use designation of Industrial Employment to Multiple Use; the project site is not identified as Prime Industrial Lands, and the proposed land use change would not represent a significant impact, as illustrated by *Collocation/Conversion Suitability Factors* analysis. The project's proposal to remove the "Other Industrial" designation would not result in significant environmental impacts associated with Land Use.

The project also proposes to change the land use designation for the project site in the Scripps Miramar Ranch Community Plan from Industrial Park to Residential (15-29 du/net acre) and Community Shopping. The proposed project is consistent with the overall intent and requirements of the Scripps Miramar Ranch Community Plan. The Carroll Canyon Mixed-Use project proposes to develop a mix of residential and community-serving commercial uses.

The project's proposed land use plan amendment would not result in environmental impacts. Additionally, the proposed deviations to allow reduced setbacks and increased wall heights and building height would not result in environmental impacts.

The proposed project would result in direct and cumulative traffic impacts, which would be regarded as secondary land use impacts associated with the proposed project.

***Mitigation Measures***

The proposed project would result in direct and cumulative traffic impacts, which would be regarded as secondary land use impacts associated with the proposed project. Mitigation measures are presented in Section 5.2, which would reduce impacts to below a level of significance with the exception of impacts to the intersection of Carroll Canyon Road and Maya Linda Road, the I-15/Carroll Canyon southbound ramp, and a segment of Carroll Canyon Road between the project's signalized access and Businesspark Avenue. The applicant would be responsible for paying a fair share contribution to circulation improvements at this these locations. Full mitigation at this location relies on contributions of others. As such, full mitigation cannot be guaranteed to occur by Horizon Year 2035. This impact would remain significant and unmitigated if not completed by Horizon Year 2035.

***Significance of Impacts Following Implementation of Mitigation Measures***

The project would result in significant secondary environmental impacts associated with land use. Full mitigation associated with cumulative impacts at the intersection of Carroll Canyon Road and Maya Linda Road, the I-15/Carroll Canyon southbound ramp, and a segment of Carroll Canyon Road between the project's signalized access and Businesspark Avenue cannot be guaranteed to occur by Horizon Year 2035. Therefore, this impact would remain significant and unmitigated if not completed by Horizon Year 2035.

**Issue 3**

*Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?*

***Impact Analysis***

Issue 3 addresses the following thresholds of significance:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

For a discussion of the applicable land use plans and policies, see *Issue 1* and *Issue 2*, above.

The project site is located within MCAS Miramar's AIA. The AIA is "*the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.*" To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the AIA is divided into Review Area 1 and Review Area 2. The project site is located within Review Area 1. The composition of each area is determined as follows:

- Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Specifically, Review Area 1 encompasses locations exposed to noise levels of community noise level equivalent (CNEL) 60 decibels (dB) or greater together with all of the safety zones depicted on the associated maps in this chapter. Within Review Area 1, certain types of land use actions, including rezones and plan amendments, are to be submitted to the ALUC for review and consistency determination with the ALUCP for MCAS Miramar.
- Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas depicted on the associated maps in the MCAS Miramar ALUCP. 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 this area is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to ALUC review.

The ALUCP contains four principal compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft, airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights). The project site is located within the 60 to 65 a-weighted decibel (dBA) community noise equivalent level (CNEL), as shown in Figure 5.1-5 (*MCAS Miramar Compatibility Policy Map: Noise*). Noise impacts are fully evaluated in Section 5.7, *Noise*, of this EIR. As discussed in Section 5.7, the proposed community-serving commercial retail project is a compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar.

As shown in Figure 5.1-6, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones. No impacts would result.

Figure 5.1-7, *MCAS Miramar Compatibility Policy Map: Airspace Protection*, illustrates that the proposed project site is located within the Conical Surface Airspace Protection area. Specifically, the airspace protection compatibility area shall geographically consist of locations within the FAA Part 77 primary surface and beneath the approach (to where it intersects the outer horizontal surface), transitional, horizontal, and conical surfaces together with locations within the Federal Aviation Administration notification area as described below, excluding the federally owned lands that comprise MCAS Miramar. The project has received an FAA Part 77 Letter of Non-Obstruction (see Appendix J), stating the project has no impacts on airspace protection.

Overflight compatibility concerns apply to the proposed project. The project site is located within the Overflight Notification Area, as shown in Figure 5.1-8, *MCAS Miramar Compatibility Policy Map: Overflight*. An Overflight Notification is a buyer awareness tool that ensures prospective buyers of residential land use development near an airport are informed about the airport's potential impact on the property. The project does not propose for-sale residential land uses; therefore, this notification area is not applicable. No impacts would result.

### ***Significance of Impacts***

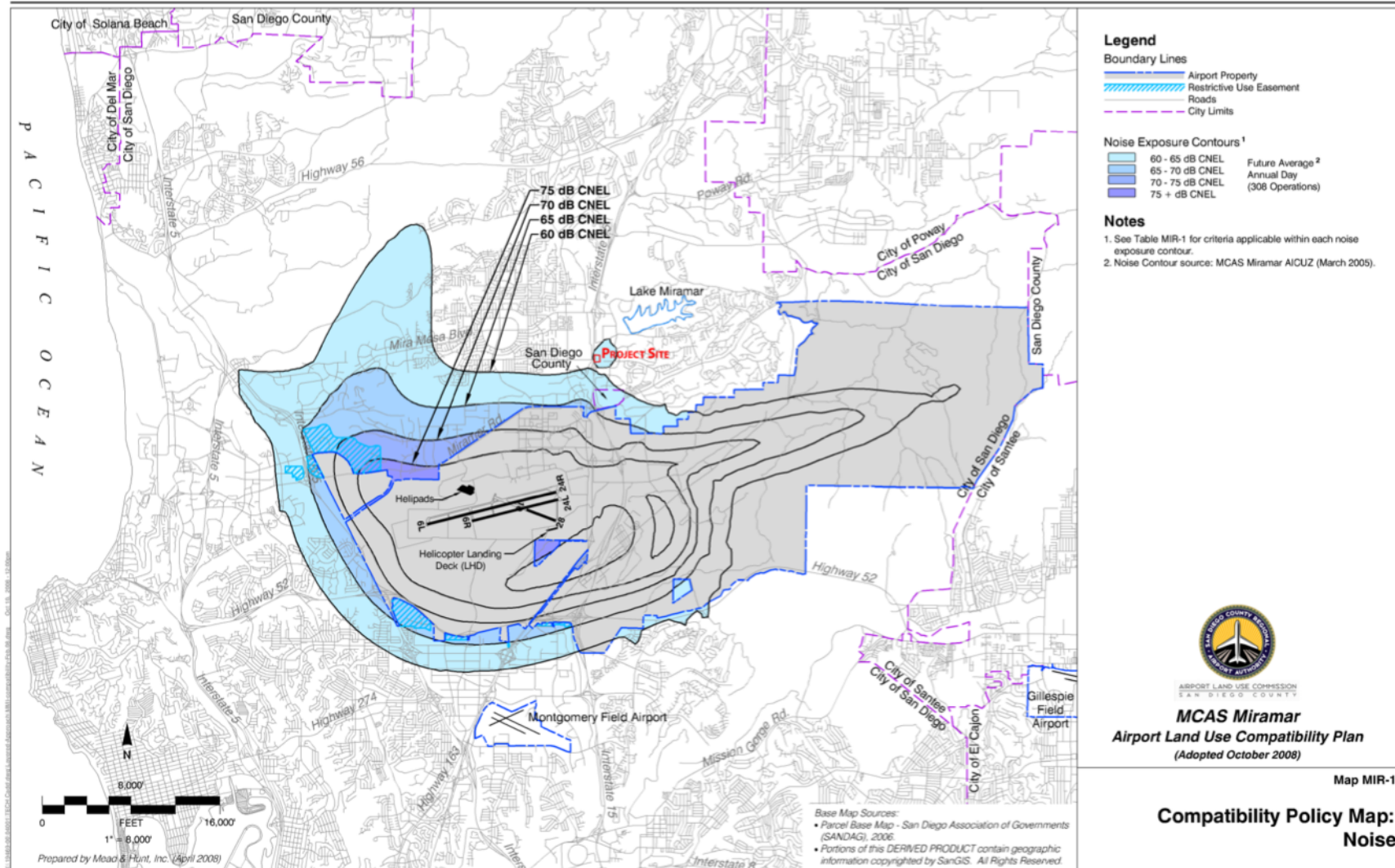
Although the project site is within the MCAS Miramar AIA, the proposed project would not result in impacts associated with the four compatibility concern areas. The project has received ALUC consistency determination (see Appendix J), stating that the project is consistent with the MCAS Miramar ALUCP. As a result, there are no impacts to any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

### ***Mitigation Measures***

The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, no impacts would result, and no mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, no impacts would result, and no mitigation is required.



Figures 5.1-5. MCAS Miramar Compatibility Policy Map: Noise



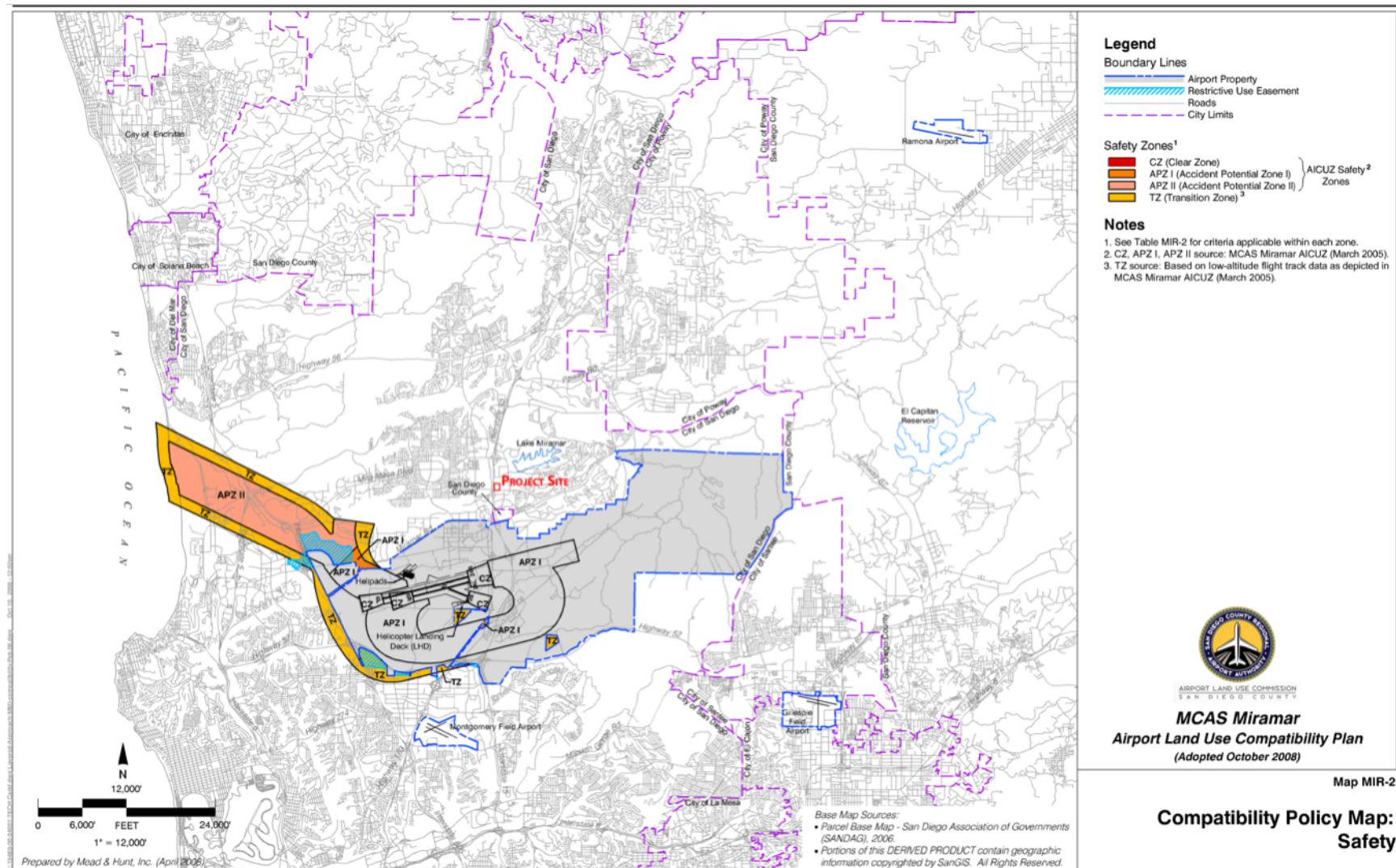
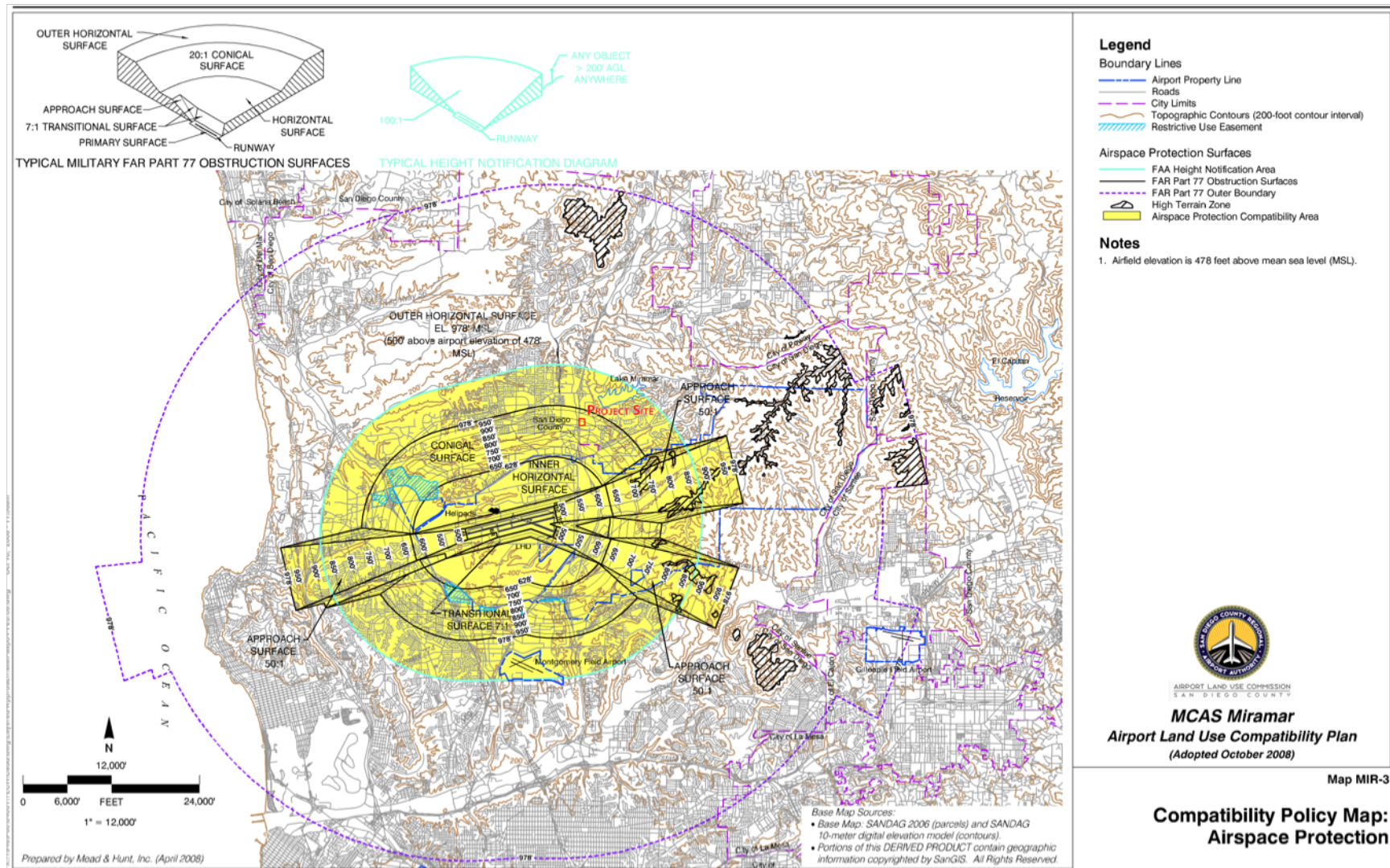
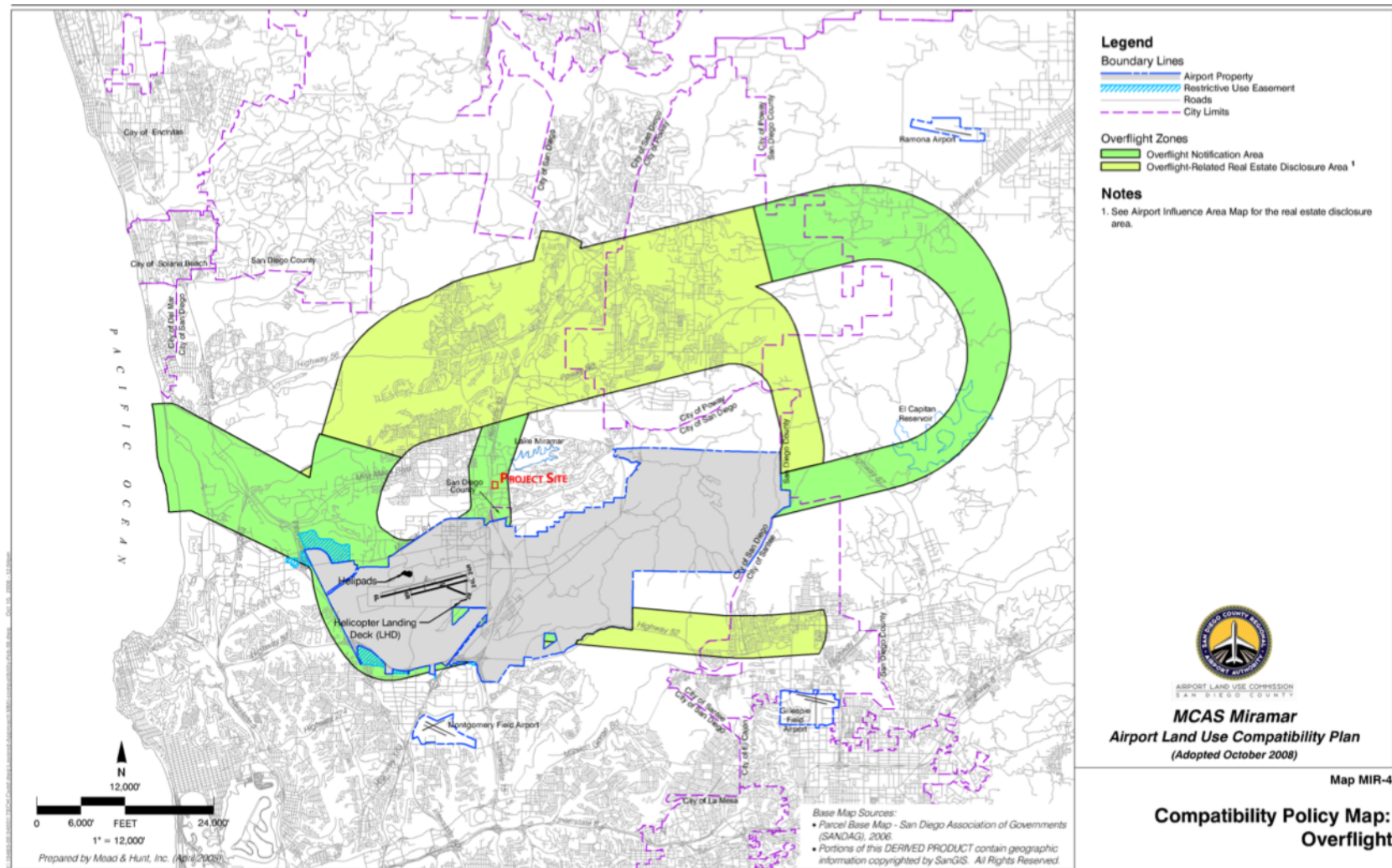


Figure 5.1-6. MCAS Miramar Compatibility Policy Map: Safety





**Figure 5.1-7. MCAS Miramar Compatibility Policy Map: Airspace Protection**



**Figure 5.1-8. MCAS Miramar Compatibility Policy Map: Overflight**

### **Issue 4**

*Would the project be inconsistent/conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and any applicable MHPA Adjacency Guidelines?*

### ***Impact Analysis***

Issue 4 addresses the following thresholds of significance:

- Inconsistency/conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and any applicable MHPA Adjacency Guidelines.

As shown in Figure 5.1-3, *Multi-Habitat Planning Area*, the Carroll Canyon Mixed-Use project site is located within the City's MSCP and outside of the MHPA boundary. The project site is currently fully graded and developed; no impacts to sensitive habitat are anticipated. Drainage for the proposed project drains away from the MHPA and open space areas due to site topography (see Section 5.11, *Hydrology/Water Quality*). Additionally, all stormwater would be treated by filtrate and dispatch devices before leaving the site. Therefore, no impacts to the MHPA due to drainage and stormwater runoff would occur. The project would not conflict with the MSCP. The project could result in indirect impacts to potential nesting raptors, and mitigation measures would be required to reduce indirect biology impacts to below a level of significance. (See Section 5.8, *Biological Resources*, for a discussion of impacts and mitigation associated with biological resources.)

### ***Significance of Impacts***

In accordance with the City's MSCP, the project would include measures to avoid impacts to adjacent open space areas. No impacts to the MHPA would occur, as the project site is not located within or adjacent to an MHPA area.

### ***Mitigation Measures***

No impacts to the MHPA would occur, as the project site is not located within or adjacent to an MHPA area. No mitigation measures relative to the MHPA are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

No impacts to the MHPA would occur, as the project site is not located within or adjacent to an MHPA area. No mitigation measures relative to the MHPA are required.

## 5.2 Transportation / Traffic Circulation / Parking

This section of the EIR is based on the *Transportation Impact Analysis* prepared for the proposed project by LOS Engineering, Inc., dated January 2, 2016. A copy of the *Transportation Impact Analysis* is included as Appendix B to this EIR.

The *Transportation Impact Analysis* examines the effects of the proposed Carroll Canyon Mixed Use project on the existing and planned circulation system based on development of the project and build-out of the community. The study area for the proposed project includes existing intersections and their corresponding street segments. The study area includes the following intersections:

- Carroll Canyon Road/Maya Linda Road (signalized)
- Carroll Canyon Road/I-15 Southbound Ramp (signalized)
- Carroll Canyon Road/I-15 Northbound Ramp (signalized)
- Carroll Canyon Road/Business Park Avenue (signalized)

The following street segment was also analyzed as part of this study:

- Carroll Canyon Road from I-15 to the proposed project access
- Carroll Canyon Road from the proposed project access to Businesspark Avenue

Due to the project site's vicinity to I-15, freeway segment analysis is included in the traffic study. The following freeway segments were analyzed as part of this study:

- I-15 from Mira Mesa Boulevard to Carroll Canyon Road
- I-15 from Carroll Canyon Road to Miramar Road

The following freeway ramps were analyzed in the study:

- I-15/Carroll Canyon Road Southbound On-Ramp
- I-15/Carroll Canyon Road Northbound On-Ramp

The Transportation Impact Analysis evaluates existing conditions (based on current street improvements and operations), Existing with Project Conditions, Near Term (existing plus cumulative) without Project Conditions, Near Term (existing plus cumulative) with Project Conditions, Horizon Year (2035) without Project Conditions, and Horizon Year (2035) with Project Conditions. The term "near term" is meant to discuss a condition occurring within the next several years to reflect the proposed project's opening day. This reflects the best information available for determining what traffic would be in the next several years. The analysis used for transportation modeling purposes is the Horizon Year 2035.

The Traffic Impact Analysis also includes a discussion of transit, parking, and access. That analysis is also presented within this EIR section.

### 5.2.1 Existing Conditions

The proposed project is located in the northeast quadrant of the Carroll Canyon Road/I-15 interchange in the Scripps Miramar Ranch community. (See Figure 2-2, *Vicinity Map*.) The site has been previously graded and is fully developed as an office complex with two office buildings (mostly vacant) totaling 76,241 square feet. Parking is accommodated within surface parking lots with landscaping. Access to the existing office complex is via a single driveway off Carroll Canyon Road. The development is proposed to be accessed via a signalized entry from Carroll Canyon Road, as well as a channelized right in/out driveway on Carroll Canyon Road, west of the project's primary entry, between the project entry and I-15.

#### EXISTING ROADWAY FACILITIES

**Interstate 15** – I-15, from Miramar Road/Pomerado Road to Mira Mesa Boulevard, is classified as a *Freeway* in the City of San Diego Mira Mesa Community Plan. From Mira Mesa Boulevard to Carroll Canyon Road, the freeway is currently built with five northbound mainline lanes, one northbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median. On this same segment in the southbound direction, I-15 is built with six southbound mainline lanes, one southbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median. I-15 from Carroll Canyon Road to Miramar Road/Pomerado Road is currently built with six northbound and six southbound mainline lanes, one northbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median.

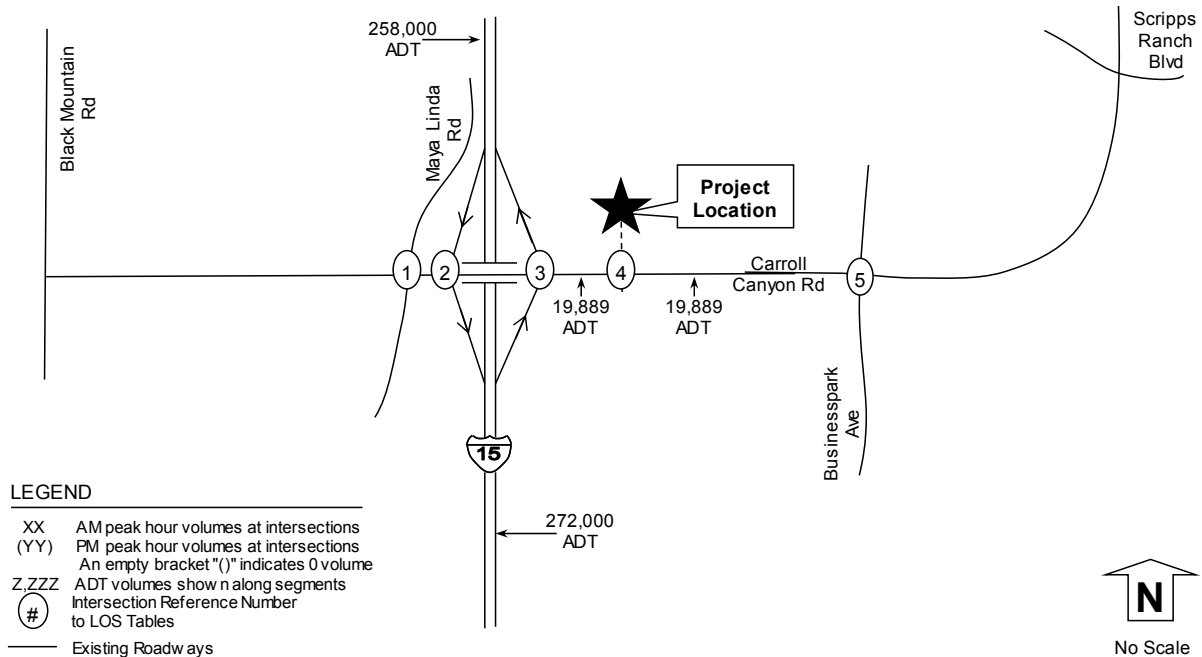
**Carroll Canyon Road** – Carroll Canyon Road from Maya Linda Road to I-15 is classified as a *4-Lane Major*; and from I-15 to Businesspark Avenue as a *4-Lane Prime* in the City of San Diego Mira Mesa and Scripps Miramar Ranch Community Plans (the project is located within the Scripps Miramar Ranch Community). Carroll Canyon Road from Maya Linda Road to I-15 is currently built within approximately 68 feet of pavement with two-travel lanes in each direction, a center painted median, one driveway on the south side of the roadway with parking prohibited on both side of the roadway. Carroll Canyon Road from I-15 to Businesspark Avenue is built within approximately 68 feet of pavement with two-travel lanes in each direction, a Class II bike lane on both sides of the roadway, and a center Two Way Left Turn Lane (TWLTL), and 11 driveways (six on the south side and five on the north side included one existing driveway on the project site). The posted speed limit is 35 miles per hour (mph) and on-street parking is prohibited on both sides of the roadway. The segment of Carroll Canyon Road between I-15 and Businesspark Avenue is currently functioning as a 4 Lane Collector.

#### EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

Figure 5.2-1, *Existing Volumes*, show the existing average weekday 24-hour traffic volumes for street segments in the project study area. Existing street segment functional classifications were used for purposes of this analysis. Traffic counts summarized on this figure were completed in November 2014.



<p>Maya 14 (19) 472 (742) 33 (27)</p> <p>11 (20) 20 (17) 239 (141)</p> <p>Carroll Canyon Road 233 (244) 1385 (587) 128 (65)</p> <p>1-15 SB Ramp 390 (767) 439 (498)</p> <p>520 (291) 1 (2) 337 (209)</p> <p>Carroll Canyon Road 1235 (612) 563 (515)</p>	<p>223 (386) 490 (595)</p> <p>1-15 NB Ramp 826 (415)</p> <p>Carroll Canyon Road 148 (290) 982 (697)</p>
<p>Future Project Access 1191 (1191)</p> <p>Carroll Canyon Road 1130 (987)</p>	<p>Bus- in- es- park Ave 93 (26) 685 (872) 412 (248)</p> <p>33 (78) 18 (5) 6 (28)</p> <p>Carroll Canyon Road 34 (4) 876 (519) 112 (64)</p> <p>235 (349) 4 (4) 74 (61)</p>



**Figure 5.2-1. Existing Volumes**

Roadway segment and intersection operating conditions are typically described in terms of “Level of Service” (LOS). LOS is a qualitative measure of a roadway’s or an intersection’s operating performance and the motorists’ perception of roadway performance. LOS is expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, and operating speeds beginning to be affected by traffic volume; LOS C represents stable flow, more restrictions, and the point at which maneuverability and speed, motorist comfort, and convenience begin to decline noticeably; LOS D represents conditions approaching unstable flow with traffic volumes that profoundly affect arterials; LOS E represents unstable flow and some stoppages; LOS F represents forced flow, many stoppages, and low operating speeds.

Existing morning (AM) and afternoon (PM) peak hour traffic data was collected at the intersections. As required by the City of San Diego, the analysis of peak hour intersection performance was based on the 2000 Highway Capacity Manual (HCM) using operational analysis procedures. A computer program (Synchro), which is based on these procedures, was used to complete the analysis. As shown on Table 5.2-1, *Existing Intersection Levels of Service*, all intersections currently operate at a level of service “D” or better during the AM and PM peak hour periods.

The acceptable LOS for roadways in San Diego is LOS D. As shown in Table 5.2-2, *Existing Street Segment ADT Volumes and Levels of Service*, all study area street segments currently operate at acceptable LOS.

Ramp meters have been evaluated at Carroll Canyon Road on the I-15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-3a, *Existing On-Ramp Operations*, shows the existing state of this ramp meter at the most restrictive meter rate. Additionally, existing ramp meter operations were observed during AM and PM peak hours. The *observed* delays are presented in Table 5.2-3b. Existing intersection queuing is shown in Table 5.2-4, *Existing Intersection 95<sup>th</sup> Percentile Queuing*.

Freeway segments were analyzed based on the City of San Diego ramp metering analysis as outlined in Appendix 2 of the City of San Diego *Traffic Study Manual*, July 1998. On-ramp meter rates for the study on-ramps were obtained from Caltrans. The northbound on-ramp at Carroll Canyon Road at I-15 has a Single Occupancy Vehicle (SOV) lane and a High Vehicle Occupancy (HOV) lane. Table 5.2-5, *Existing Freeway Volumes and Level of Service*, illustrates current freeway conditions. As shown in Table 5.2-5, all freeway segments operate at an acceptable level of service in the existing conditions.

**Table 5.2-1. Existing Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Existing	
			Delay <sup>2</sup>	LOS <sup>3</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	24.1	C
	All	PM	20.1	C
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	66.3	E
	All	PM	55.9	E
Caltrans (ILV)	All	AM	1,646	Over Capacity
Caltrans (ILV)	All	PM	1,515	Over Capacity
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	55.4	E
	All	PM	45.5	D
Caltrans (ILV)	All	AM	1,646	Over Capacity
Caltrans (ILV)	All	PM	1,515	Over Capacity
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE
	SBR	PM	DNE	DNE
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE
	All	PM	DNE	DNE
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	32.1	C
	All	PM	31.9	C

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Over Capacity). 3) LOS: Level of Service. DNE: Does Not Exist.

RIRO - Right-in/Right-out

**Table 5.2-2. Existing Street Segment ADT Volumes and Levels of Service**

Segment	Classification	Existing				
		Daily Volume	# of lanes	LOS E Capacity	V/C	LOS
<b>Carroll Canyon Road</b>						
From I-15 to Project Access	4-Lane Prime (1)	19,889	4	30,000	0.66	C
From Project Access to Businesspark Ave	4-Lane Prime (1)	19,889	4	30,000	0.66	C

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

**Table 5.2-3a. Existing On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet (3)
AM SB On-Ramp	Existing	1,003	2 SOV	542	1,084	0	0.0	0
PM SB On-Ramp	Existing	1,015	2 SOV	492	984	31	1.9	775
AM NB On-Ramp	Existing	317	1 SOV	Meter Not Turned On		0	0.0	0
AM NB On-Ramp	Existing	55	1 HOV	Meter Not Turned On		0	0.0	0
Total (SOV & HOV)		372						
PM NB On-Ramp	Existing	580	1 SOV	530	530	50	5.7	1,260
PM NB On-Ramp	Existing	102	1 HOV	530	530	0	0.0	0
Total (SOV & HOV)		682						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not turned on". (3) Calculated queue longer than observed queue because ramp meter has a range (i.e. AM NB on-ramp rate is between 530 and 732 to which 530 was used while NB observed had a peak queue of about 600 feet, which is about half of the calculated queue using most restrictive rate).



**Table 5.2-3b. Existing On-Ramp Observations**

WED 11-5-14	Highest from either SOV lane		WED 3-11-15	Highest in single SOV lane (1)	
SB On-Ramp Time (5 min blocks)	Max # of Queued Vehicles	Longest Delay in Queue (Sec)	NB On-Ramp Time (5 min blocks)	Max # of Queued Vehicles	Longest Delay in Queue (Sec)
4:00PM	7	39	4:00PM	6	28
4:05PM	7	40	4:05PM	11	58
4:10PM	10	62	4:10PM	13	69
4:15PM	5	27	4:15PM	11	61
4:20PM	20	120	4:20PM	13	61
4:25PM	21	125	4:25PM	7	34
4:30PM	20	118	4:30PM	8	37
4:35PM	6	36	4:35PM	8	39
4:40PM	6	34	4:40PM	7	35
4:45PM	6	35	4:45PM	7	36
4:50PM	5	29	4:50PM	8	37
4:55PM	5	30	4:55PM	6	30
5:00PM	7	38	5:00PM	15	80
5:05PM	9	54	5:05PM	24	119
5:10PM	7	43	5:10PM	23	113
5:15PM	10	58	5:15PM	23	115
5:20PM	8	54	5:20PM	12	65
5:25PM	6	33	5:25PM	14	77
5:30PM	7	42	5:30PM	9	54
5:35PM	6	31	5:35PM	8	41
5:40PM	7	38	5:40PM	6	30
5:45PM	6	35	5:45PM	6	33
5:50PM	4	20	5:50PM	5	30
5:55PM	4	23	5:55PM	6	31
Maximums	21	125	Maximums	24	119
Maximum Observed Delay = 125 sec = 2.1 min			Maximum Observed Delay = 119 sec = 2.0 min		
Maximum Observed Queue (25ft*21veh) = 525 ft			Maximum Observed Queue (25ft*24veh) = 600 ft		
Calculated Queue (Table 9) = 775 ft			Calculated Queue (Table 9) = 1,260 ft		
Difference btw Calculated and Observed = 250 ft			Difference btw Calculated and Observed = 660 ft		
Difference btw Calculated and Observed		32%	Difference btw Calculated and Observed		52%
This shows that using the most restrictive Caltrans rate for the entire peak hour results in a higher queue than observed by the percentage above					

Notes (1) HOV was observed to have less vehicles (14.9%), thus data based on higher SOV usage (85.1%).

**Table 5.2-4. Existing Intersection 95<sup>th</sup> Percentile Queuing**

Intersection of Carroll Canyon at:	Existing 95th % Queue (ft)	
	AM	PM
Maya Linda	Westbound left turn movement has only one lane	
WB LT Queue (ft) ✓	134	61
Available Storage (ft)	55	55
Difference (ft)	-79	-6
I-15 SB Ramps	Westbound left turn movement has only one lane	
WB LT Queue (ft) ✓	641	537
Available Storage (ft)	120	120
Difference (ft)	-521	-417
I-15 NB Ramps	Eastbound left turn movement has only one lane	
EB LT Queue (ft) ↗	282	399
Available Storage (ft)	120	120
Difference (ft)	-162	-279

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

**Table 5.2-5. Existing Freeway Volumes and Level of Service**

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
Existing (Year 2013)	258,000				272,000			
ADT								
Peak Hour Direction	A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838
D Factor (3)	0.4044	0.5956	0.5542	0.4458	0.4044	0.5956	0.5542	0.4458
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	8,976	13,380	12,302	10,015	9,464	14,106	12,969	10,558
Volume to Capacity	0.585	0.756	0.801	0.566	0.535	0.797	0.733	0.597
LOS	C	D	D	C	C	D	D	C

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) K factor from Caltrans 2013 data, which is the percentage of AADT in both directions during peak hour. (3) D factor from Caltrans 2013 data, which when multiplied by K and ADT will provide peak hour volume. (4) Truck factor from Caltrans 2007 data. Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

### 5.2.2 Impact Analysis

#### Thresholds of Significance

Relative to Transportation/Traffic Circulation, the following thresholds have been established to determine significant traffic impacts:

1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the table below.
2. At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in the table below.
3. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant.
4. 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. If a project would result in the construction of a roadway which 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.
6. If a project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.

Level of Service with Project *	Allowable Change Due To Project Impact **					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

\* 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). 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.

\*\* 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 would restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above \* note), 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.

**KEY:**

Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters

LOS = Level of Service Speed

Speed = measured in miles per hour

V/C = Volume to Capacity ratio

Relative to Parking, parking requirements vary by land use and location and are dictated by the City of San Diego Municipal Code. Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than ten percent of the required amount of parking and at least one the following criteria applies, then a significant impact may result:

1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.
2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

### **Issue 1**

*Would the project result in:*

- *Traffic generation in excess of specific community plan allocation?*
- *An increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system based on the table presented under Thresholds of Significance above?*
- *Addition of substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table under Significance of Thresholds above?*
- *Substantial impact upon existing or planned transportation systems?*
- *Substantial alterations to present circulation improvements including effects on existing public access to beaches, parks, or other open space areas?*

### **Issue 2**

*Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated road or highways?*

### **Impact Analysis**

Issues 1 and 2 address the following thresholds of significance:

- If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, as specified in the “Allowable Change due to Project Impact” table above.
- At any ramp meter location with delays above 15 minutes, as specified in the “Allowable Change due to Project Impact” table above.
- If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp.

Please see Issue 6, below, for a discussion of non-motorized travel, including pedestrian and bicycle mobility, as well as mass transit.

### **Project Trip Generation**

The project trip generation for the proposed project was calculated using trip rates from the City of San Diego Trip Generation Manual, May 2003. Two trip generation rates were applied: a driveway rate for project access points and a cumulative rate (accounts for primary and diverted trips) that was applied for all other analyzed roadways. The City's trip rate of 6 trips per dwelling unit for over 20 dwelling units per acre was applied. The project driveway volumes were calculated at 4,004 Average Daily Traffic (ADT) with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 276 PM peak hour trips (174 inbound and 100 outbound). (See Table 5.2-6, *Carroll Canyon Mixed Use Project Traffic Generation* (Note: The apartment portion of the project has some ancillary uses such as a lounge, gym, and leasing office, which are not part of the commercial/retail space; therefore, the trip generation only lists the number of apartments and commercial/retail space. The ancillary uses such as the gym are for residents of the apartments only and not part of the commercial center.)

### **Project Trip Distribution**

Project traffic was distributed to the adjacent roadway network based on a Series 12 SANDAG Select Zone Assignment (SZA). The SANDAG SZA incorporated a one-percent internal capture rate due to the mixed land use. The signalized project driveway was assigned a split of about 80 percent while the un-signalized driveway was assigned about 20 percent. Figure 5.2-2, *Project Distribution* and Figure 5.2-3, *Project Assignment*, shows the distribution and assignment of the project traffic.

**Table 5.2-6. Carroll Canyon Mixed Use Project Traffic Generation**

Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM				PM					
						IN	OUT	%	Split	IN	OUT				
<u>Driveway Rate (for the main entrance)</u>															
Fast Food (w or w/o DT)	700 /KSF	2,500 SF	1,750	4%	0.6 0.4	42	28	8%	0.5 0.5	70	70				
Restaurant (Quality)	100 /KSF	6,100 SF	610	1%	0.6 0.4	3	2	8%	0.7 0.3	34	14				
Retail	40 /KSF	2,100 SF	84	3%	0.6 0.4	2	1	9%	0.5 0.5	4	4				
Apartments	6 /DU	260 DU	1,560	8%	0.2 0.8	25	100	9%	0.7 0.3	98	42				
Shopping Center:		10,700	4,004			72	131			206	130				
<u>Cumulative Rate (for surrounding study roadways)</u>															
Fast Food (w or w/o DT)	420 /KSF	2,500 SF	1,050	4%	0.6 0.4	25	17	8%	0.5 0.5	42	42				
Restaurant (Quality)	90 /KSF	6,100 SF	549	1%	0.6 0.4	3	2	8%	0.7 0.3	31	13				
Retail	36 /KSF	2,100 SF	76	3%	0.6 0.4	1	1	9%	0.5 0.5	3	3				
Apartments	6 /DU	260 DU	1,560	8%	0.2 0.8	25	100	9%	0.7 0.3	98	42				
			3,235			54	120			174	100				

Source: City of San Diego *Trip Generation Manual*, May 2003. ADT=Average Daily Trips, KSF=1,000 Square Feet; Split=% inbound vs outbot

### **Existing with Project Conditions**

In order to determine Existing with Project traffic, Carroll Canyon Mixed Use project traffic was added to the existing traffic presented in Section 5.2.1, above. No road or freeway improvements are assumed in the Existing scenarios.

The existing with project conditions assumed the existing project office buildings to be vacant (as the buildings were generating minimal traffic when counts were taken) with the total new project traffic added on top of existing background roadway traffic. The existing office buildings have been occupied in the past, but now are mostly vacant due to the proposed planned development.

The applicant proposes to construct a traffic signal on Carroll Canyon Road at the project driveway along with widening and improving this new signalized intersection. This analysis is based on the original project driveway being closed and a new signal would be constructed at Carroll Canyon Road. In addition to the project traffic, the new traffic signal on Carroll Canyon Road would have the addition of eastbound u-turns from the Eucalyptus Square Shopping Center, located across the street from the project site on Carroll Canyon Road.

Table 5.2-7, *Existing with Project Intersection Levels of Service*, shows the resulting AM and PM peak hour levels of service for peak hour traffic volumes from the project traffic when added to existing peak hour volumes at the study area intersections. Table 5.2-8, *Existing with Project Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service and significant impacts measured with project traffic.

Ramp meters have been evaluated for the I-15 freeway ramps at Carroll Canyon Road. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-9, *Existing with Project On-Ramp Operations*, shows the existing impacts to ramp meters using the most restrictive meter rate. A significant impact occurs at the ramp if the change in delay is greater than one or two minutes and the ramp experiences a delay greater than 15 minutes with the freeway operating at LOS E or F. Existing with Project Conditions would not result in a significant increase in delay. Therefore, no impacts would occur.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-10, *Existing with Project Freeway Volumes and Level of Service*, illustrates near-term impacts to I-15 with project conditions. No significant impacts to freeway main line segments would occur.

A queuing analysis was performed for the project to determine if the project would result in a significant increase in the queues at study area intersection. The queuing analysis shows the 95th percentile queue for the eastbound left-turn lane into the project signalized driveway at 37 feet (AM peak hour) and 100 feet (PM peak hour). The available left turn storage is approximately 190 feet with a transition of approximately 70 feet.

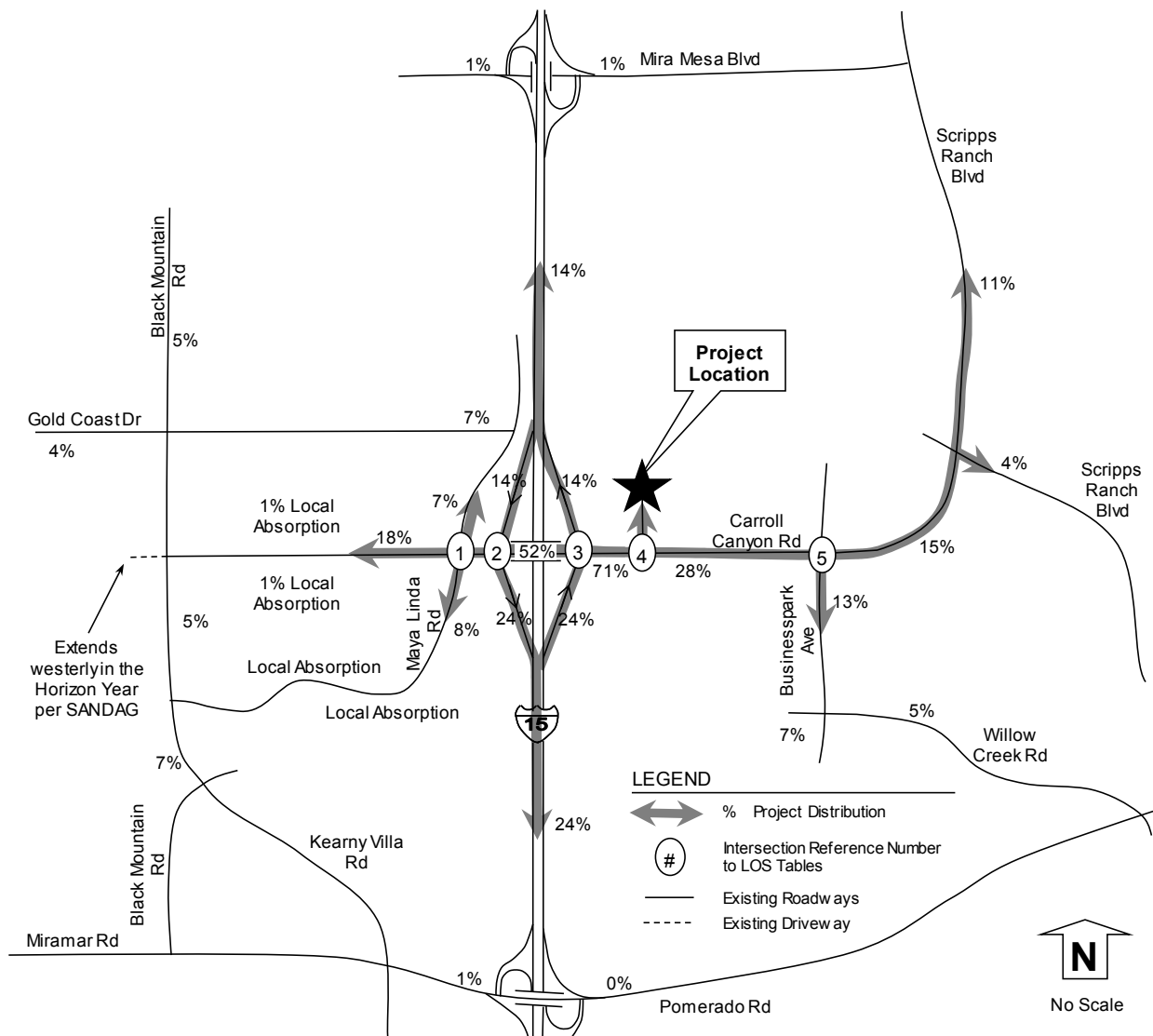
Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95<sup>th</sup> percentile queue. As shown in Table 5.2-11, *Existing with Project Intersection 95<sup>th</sup> Percentile Queuing*, the project is not calculated to significantly increase the 95<sup>th</sup> percentile queues (ranging from less than one vehicle [0.1 vehicles] to two vehicles [1.9 vehicles]) and in one case is calculated to reduce a queue by about 0.1 vehicles. A queue reduction can result from the signal software accounting for the new mix of approach volumes. Also shown in Table 5.2-11 is the difference between the available storage and what the 95<sup>th</sup> percentile queue is estimated to occupy. On the bridge, both back-to-back left turn lanes are calculated to have a shortage of left-turn storage under Existing and Existing Plus Project conditions. To address any potential queuing concerns for the intersections operating at LOS E/F (i.e. Carroll Canyon Road/I-15 SB Ramps and Carroll Canyon Road /I-15 NB Ramps), the project applicant proposes to construct an additional westbound to northbound right turn lane at the intersection of Carroll Canyon Road/I-15 NB Ramp.

Under existing with project conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better except for the intersections of:

1. Carroll Canyon Road/I-15 SB Ramp (LOS E AM and PM), and
2. Carroll Canyon Road/I-15 NB Ramp (LOS E AM).

The addition of project traffic resulted in no significant direct project impacts because the addition of project traffic did not exceed the allowable increase in traffic delay thresholds. The metered freeway on-ramps were calculated to operate with either minimal delay (SB AM and NB AM) or some delay (SB PM 3.4 minutes delay and NB PM 7.1 minutes delay); however, the project did not result in a significant impact to the on-ramps.

<p>Maya Linda Rd</p> <p>18%</p> <p>7%</p> <p>7%</p> <p>18%</p> <p>8%</p> <p>1</p> <p>Carroll Canyon Road</p>	<p>I-15 SB Ramp</p> <p>33%</p> <p>14%</p> <p>33%</p> <p>24%</p> <p>2</p> <p>Carroll Canyon Road</p>	<p>I-15 NB Ramp</p> <p>47%</p> <p>14%</p> <p>57%</p> <p>24%</p> <p>3</p> <p>Carroll Canyon Road</p>
<p>Project Right-In/Right-Out Dwy</p> <p>20%</p> <p>1%</p> <p>51%</p> <p>Carroll Canyon Road</p>	<p>Project Dwy</p> <p>51%</p> <p>28%</p> <p>71%</p> <p>27%</p> <p>1%</p> <p>4</p> <p>Carroll Canyon Road</p>	<p>Bus-ness-park Ave</p> <p>15%</p> <p>13%</p> <p>13%</p> <p>15%</p> <p>5</p> <p>Carroll Canyon Road</p>

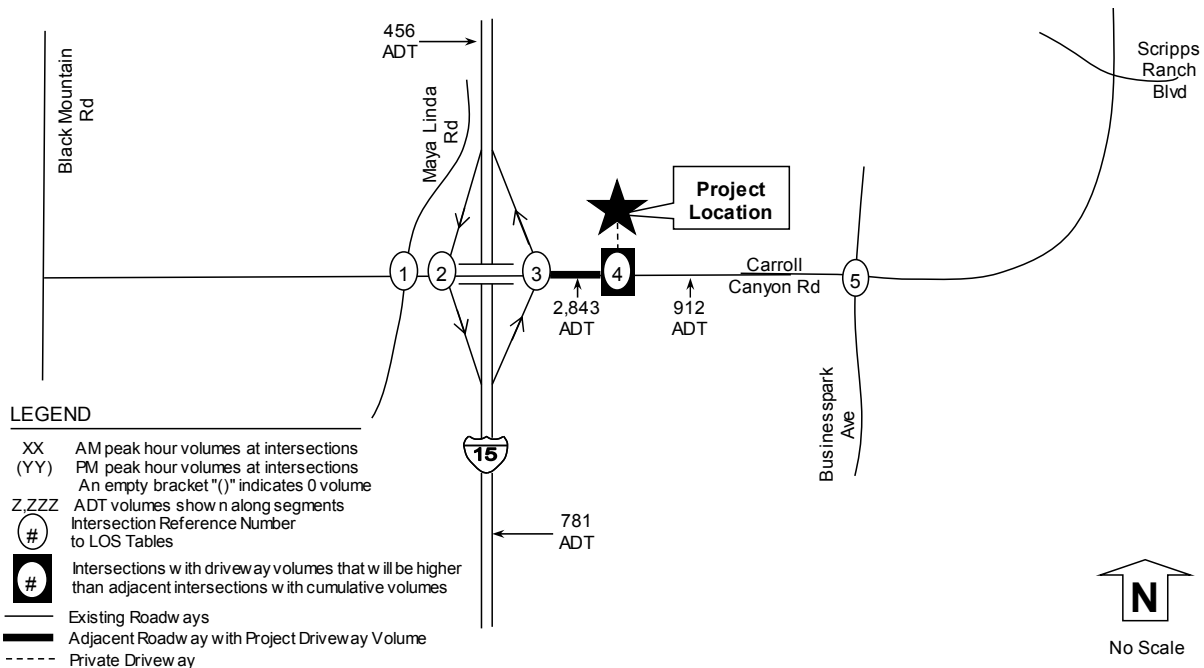


**Figure 5.2-2. Project Distribution**

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Main project driveway (4b) consists of project traffic and background traffic noted below

<p>Project Dwy 51 (146)</p> <p>67 (66) 37 (36)</p> <p>Carroll Canyon Road 19 (56) 1 (2)</p> <p>4b.1</p> <p>Project Traffic</p>	<p>Project Dwy 20 (51)</p> <p>Carroll Canyon Road</p> <p>4b.2</p> <p>Background Eastbound U-turns due to new median</p>
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**Figure 5.2-3. Project Assignment**



**Table 5.2-7. Existing with Project Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Existing		Existing + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Direct Impact? <sup>5</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	24.1	C	24.7	C	0.6	No
	All	PM	20.1	C	21.2	C	1.1	No
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	66.3	E	67.0	E	0.7	No
	All	PM	55.9	E	56.8	E	0.9	No
Caltrans (ILV)	All	AM	1,646	Cap	1,706	Cap	NA	NA
Caltrans (ILV)	All	PM	1,515	Cap	1,613	Cap	NA	NA
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	55.4	E	55.8	E	0.4	No
	All	PM	45.5	D	47.3	D	1.8	No
Caltrans (ILV)	All	AM	1,646	Cap	1,706	Cap	NA	NA
Caltrans (ILV)	All	PM	1,515	Cap	1,613	Cap	NA	NA
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE	14.4	B	NA	No
	SBR	PM	DNE	DNE	16.4	C	NA	No
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	20.6	C	NA	No
	All	PM	DNE	DNE	23.6	C	NA	No
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	32.1	C	32.8	C	0.7	No
	All	PM	31.9	C	32.2	C	0.3	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Direct Impact? (yes or no).

**Table 5.2-8. Existing with Project Street Segment ADT Volumes and Levels of Service**

Segment	Classification	Existing				Project Daily Volum	Existing + Project						
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C	Direct Impact?	
<b>Carroll Canyon Road</b>													
I-15 to Project Access	4-Lane Prime (1)	19,889	30,000	0.663	C	2,843	22,732	30,000	0.758	D	0.095	No	
Project Access to Businesspark Ave	4-Lane Prime (1)	19,889	30,000	0.663	C	912	20,801	30,000	0.693	D	0.030	No	

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

**Table 5.2-9. Existing with Project On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet	Impact?
AM SB On-Ramp	E+P	1,032	2 SOV	542	1,084	0	0.0	0	
PM SB On-Ramp	E+P	1,039	2 SOV	492	984	55	3.4	1,375	
Delta due to project (PM E+P 55 - E 31 = 24 veh/hr)						24	1.5		No (3)
AM NB On-Ramp	E+P	331	1 SOV	Meter Not Turned On		0	0.0	0	
AM NB On-Ramp	E+P	58	1 HOV	Meter Not Turned On		0	0.0	0	
Total (SOV & HOV)		389							
PM NB On-Ramp	E+P	592	1 SOV	530	530	62	7.1	1,557	
Delta due to project (AM E+P 62 - E 50 = 12 veh/hr)						12	1.3		No (3)
PM NB On-Ramp	E+P	104	1 HOV	530	530	0	0.0	0	
Total (SOV & HOV)		696							

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not turned on". (3) Impact only when total delay exceeds 15 minutes and increase in delay is over 2.0 minutes when freeway is at LOS E or delay increase is over 1.0 minute when freeway is at LOS F.

**Table 5.2-10. Existing with Project Freeway Volumes and Level of Service**

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
Existing (Year 2013)	ADT 258,000				ADT 272,000			
Peak Hour	A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838
D Factor (3)	0.4044	0.5956	0.5542	0.4458	0.4044	0.5956	0.5542	0.4458
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	8,976	13,380	12,302	10,015	9,464	14,106	12,969	10,558
Volume to Capacity	0.585	0.756	0.801	0.566	0.535	0.797	0.733	0.597
LOS	C	D	D	C	C	D	D	C
Project Peak Hour Vol	17	8	14	24	13	29	42	24
Existing + Project								
Peak Hour Volume	8,993	13,388	12,316	10,039	9,477	14,135	13,011	10,582
Volume to Capacity	0.586	0.756	0.802	0.567	0.535	0.799	0.735	0.598
LOS	C	D	D	C	C	D	D	C
Increase in V/C	0.001	0.000	0.001	0.001	0.000	0.002	0.002	0.001
Direct Impact?	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) K factor from Caltrans 2013 data, which is the percentage of AADT in both directions during peak hour. (3) D factor from Caltrans 2013 data, which when multiplied by K and ADT will provide peak hour volume. (4) Truck factor from Caltrans 2007 data. Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

**Table 5.2-11. Existing with Project Intersection 95<sup>th</sup> Percentile Queuing**

Intersection of Carroll Canyon at:	Existing 95th % Queue (ft)		E+P 95th % Queue (ft)		Change in 95th % Queue (ft)		Equivalent # of Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM
Maya Linda	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	134	61	139	77	5	16	0.2	0.6
Available Storage (ft)	55	55	55	55				
Difference (ft)	-79	-6	-84	-22				
I-15 SB Ramps	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	641	537	680	573	39	36	1.6	1.4
Available Storage (ft)	120	120	120	120				
Difference (ft)	-521	-417	-560	-453				
I-15 NB Ramps	Eastbound left turn movement has only one lane							
EB LT Queue (ft) ↗	282	399	294	411	12	12	0.5	0.5
Available Storage (ft)	120	120	120	120				
Difference (ft)	-162	-279	-174	-291				

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

### **Cumulative Projects**

City of San Diego engineering staff provided information on cumulative projects within the immediate surrounding area, and six cumulative projects were identified that are anticipated to add traffic to the study area roadways used by the project. The remaining cumulative projects are anticipated to be built after the completion of the proposed project, have either been constructed, or are not anticipated to add traffic to the study area roadways. The six cumulative projects anticipated to be constructed and occupied by the time the proposed project is operational include:

- 1) *Casa Mira View I* – A residential project of 1,848 units, of which 800 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard are expected to be occupied by this scenario (about 200 dwelling units per year are anticipated to be built since project inception). The traffic generation for this cumulative project is calculated at 4,800 ADT (for the initial 800 dwelling units anticipated to be occupied by 2014).
- 2) *Casa Mira View II* – A residential project of 319 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard. The traffic generation for this cumulative project is calculated at 1,914 ADT.
- 3) *Miramar Community College Master Plan* – A master plan for the existing Miramar Community College located on a site west of I-15, east of Black Mountain Road, south of Hillery Drive and north of Gold Coast Drive. Due to fluctuations over time in student attendance, a conservative approach was taken in that all of the traffic identified as part of the near-term master plan was incorporated in the near-term without project conditions. The near-term traffic generation for this cumulative project is 980 ADT, based on the 2007 net new traffic.

- 4) *The Glen at Scripps Ranch* – A proposed continuing care retirement community generally located on the southwest corner of Pomerado Road at Chabad Center Road in Scripps Ranch. Traffic generation for this cumulative project is calculated at 1,880 ADT.
- 5) *The Watermark* - A proposed commercial project located on Scripps Poway Parkway adjacent to I-15. This cumulative project is located approximately 2.3 miles north of the proposed project and would add cumulative traffic to I-15 in the study area. The traffic generation for this cumulative project is calculated at 21,509 ADT.
- 6) *Stone Creek* - A proposed mixed-use project with multiple phases and a final product of 4,445 residential dwelling units; 174,000 square-feet of retail uses; 200,000 square-feet of office space; 850,000 square-feet of industrial/business park use; 175 room hotel; and 26.2 acres of neighborhood park space. This project is located west of I-15 between Camino Ruiz and Black Mountain Road on both the north and south sides of Carroll Canyon Road. Stone Creek has several phases to which only Phase 1 (165,000 SF Industrial) is planned for Year 2015/2016; and, therefore, was applied to the near-term analysis.

The following cumulative projects are anticipated to be built after the completion of the proposed project and are located far enough away to be expected to add only a minimal amount of traffic to the study area roadways:

- 1) *Carroll Canyon Master Plan* – An approved mixed-use project with approximately 69 acres of residential and 40 acres of commercial generally located on the east side of Camino Santa Fe north of Carroll Canyon Road. This cumulative project is located approximately 5.5 miles from the proposed project and is not anticipated to be constructed before the Carroll Canyon Mixed Use project.
- 2) *Fenton Carroll Canyon Tech Center* - An approved 896,000 SF Industrial Park generally located on the west side of Camino Santa Fe north of Carroll Canyon Road. Some of this cumulative project is constructed. This cumulative project is located approximately 5.5 miles from the proposed project and is not anticipated to a significant amount of traffic to the study area roadways.

### **Near Term without Project Conditions**

The near-term without project conditions describe the anticipated roadway operations during the opening year of the project was originally anticipated to be in 2016. This scenario includes surrounding cumulative projects added to the existing traffic volumes identified in Section 5.2.1, *Existing Conditions*. The project-only traffic for these projects was added to the existing traffic to reflect an “existing plus other project” or Near Term scenario. No road or freeway improvements are assumed in the Near Term scenarios. The CALTRANS Direct Access Ramps (DAR) project on Hillery Drive west of I-15 that connects Hillery Drive with the center managed lanes on I-15 was opened on October 6, 2014.

Table 5.2-12, *Near Term (Existing plus Cumulative) Intersection Levels of Service*, shows the resulting AM and PM peak hour levels of service for peak hour traffic volumes from the “other projects” when added to existing peak hour volumes at the study area intersections.

Table 5.2-13, *Near Term (Existing plus Cumulative) Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service and significant impact measure without project traffic. As shown in Table 5.2-13, no street segments are expected to operate at an unacceptable level of service.

Ramp meters have been evaluated at Carroll Canyon Road on the I-15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-14, *Near Term (Existing and Cumulative) On-Ramp Operations*, shows the near-term impacts to ramp meters using the most restrictive meter rate.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps in the *Near-Term (Existing + Cumulative) Intersection 95<sup>th</sup> Percentile Queue* are shown in Table 5.2-15.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-16, *Near Term (Existing plus Cumulative) Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 without the proposed project conditions. As shown in Table 5.2-16, all freeway segments are expected to operate at an acceptable level of service.

Under near-term (existing plus cumulative) conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better, except for the intersections of:

1. Carroll Canyon Road/I-15 SB Ramp (LOS E AM and PM), and
2. Carroll Canyon Road/I-15 NB Ramp (LOS E AM and PM).

The metered freeway on-ramps were calculated to operate with either minimal delay (SB AM and NB AM) or some delay (SB PM 5.3 minutes delay and NB PM 8.9 minutes delay).

### **Near Term with Project Conditions**

This section evaluates the Near Term with Project Conditions by adding the “other projects” plus the Carroll Canyon Mixed Use project traffic to existing volumes and evaluating project traffic impacts. The project proposes to construct a traffic signal on Carroll Canyon Road at the project driveway along with widening and improving this new signalized intersection (dual eastbound to northbound left turns into project site). The traffic analysis is based on the existing driveway to the project site being replaced with a new signalized driveway.

**Table 5.2-12. Near Term (Existing plus Cumulative) Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Existing		Existing + Cumulative	
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	24.1	C	25.4	C
	All	PM	20.1	C	20.2	C
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	66.3	E	71.1	E
	All	PM	55.9	E	56.1	E
Caltrans (ILV)	All	AM	1,646	Over Capacity	1,683	Over Capacity
Caltrans (ILV)	All	PM	1,515	Over Capacity	1,566	Over Capacity
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	55.4	E	59.3	E
	All	PM	45.5	D	55.3	E
Caltrans (ILV)	All	AM	1,646	Over Capacity	1,683	Over Capacity
Caltrans (ILV)	All	PM	1,515	Over Capacity	1,566	Over Capacity
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE	DNE	DNE
	SBR	PM	DNE	DNE	DNE	DNE
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	DNE	DNE
	All	PM	DNE	DNE	DNE	DNE
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	32.1	C	32.3	C
	All	PM	31.9	C	31.9	C

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Over Capacity). 3) LOS: Level of Service. DNE: Does Not Exist.

**Table 5.2-13. Near Term (Existing plus Cumulative) Street Segment ADT Volumes and Levels of Service**

Segment	Classification (as built)	Existing				Cumulative Daily Volume	Existing + Cumulative			
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	LOS
<u>Carroll Canyon Road</u>										
I-15 to Project Access	4-Lane Prime (1)	19,889	30,000	0.663	C	200	20,089	30,000	0.670	D
Project Access to Businesspark Ave	4-Lane Prime (1)	19,889	30,000	0.663	C	200	20,089	30,000	0.670	D

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

**Table 5.2-14. Near Term (Existing and Cumulative) On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet
AM SB On-Ramp	E+C	1,017	2 SOV	542	1,084	0	0.0	0
PM SB On-Ramp	E+C	1,071	2 SOV	492	984	87	5.3	2,175
AM NB On-Ramp	E+C	320	1 SOV	Meter Not Turned On		0	0.0	0
AM NB On-Ramp	E+C	56	1 HOV	Meter Not Turned On		0	0.0	0
Total (SOV & HOV)		376						
PM NB On-Ramp	E+C	608	1 SOV	530	530	78	8.9	1,962
PM NB On-Ramp	E+C	107	1 HOV	530	530	0	0.0	0
Total (SOV & HOV)		715						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not turned on".

**Table 5.2-15. Near-Term (Existing + Cumulative) Intersection 95<sup>th</sup> Percentile Queue**

Intersection of Carroll Canyon at	Near-Term 95th % Queue (ft)	
	AM	PM
Maya Linda	Westbound left turn movement has only one lane	
WB LT Queue (ft) ✓	212	78
Available Storage (ft)	55	55
Difference (ft)	-157	-23
I-15 SB Ramps	Westbound left turn movement has only one lane	
WB LT Queue (ft) ✓	664	624
Available Storage (ft)	120	120
Difference (ft)	-544	-504
I-15 NB Ramps	Eastbound left turn movement has only one lane	
EB LT Queue (ft) ↗	318	434
Available Storage (ft)	120	120
Difference (ft)	-198	-314

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

**Table 5.2-16. Near Term (Existing plus Cumulative) Freeway Volumes and Levels of Service**

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
	Existing (Year 2013)				Existing (Year 2013)			
ADT	258,000				272,000			
Peak Hour	A M				P M			
Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	9,074	12,712	11,387	10,375	9,566	13,402	12,005	10,938
Volume to Capacity	0.591	0.718	0.742	0.586	0.540	0.757	0.678	0.618
LOS	C	D	D	C	C	D	C	C
Cumulative Pk Hr Vol	220	310	290	263	250	245	254	268
Existing+Cumulative								
Peak Hour Volume	9,294	13,022	11,677	10,638	9,816	13,647	12,259	11,206
Volume to Capacity	0.605	0.736	0.761	0.601	0.555	0.771	0.693	0.633
LOS	C	D	D	C	C	D	C	C

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

The Near Term with Project Conditions intersection analysis takes into account existing traffic plus “other projects” plus the Carroll Canyon Mixed Use project combined traffic volumes during AM/PM peak hours at study area intersections. Table 5.2-17, *Near Term with Project Intersection Levels of Service*, includes study area intersection levels of service with the Carroll Canyon Mixed Use project traffic added.

**Table 5.2-17. Near Term with Project Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Existing + Cumulative		Existing + Cumulative + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Near-Term Impact <sup>5</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	25.4	C	27.3	C	1.9	No
	All	PM	20.2	C	21.7	C	1.5	No
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	71.1	E	72.7	E	1.6	No
	All	PM	56.1	E	57.4	E	1.3	No
Caltrans (ILV)	All	AM	1,683	Over Capacity	1,743	Over Capacity	NA	NA
Caltrans (ILV)	All	PM	1,566	Over Capacity	1,664	Over Capacity	NA	NA
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	59.3	E	60.4	E	1.1	No
	All	PM	55.3	E	59.7	E	4.4	Yes
Caltrans (ILV)	All	AM	1,683	Over Capacity	1,743	Over Capacity	NA	NA
Caltrans (ILV)	All	PM	1,566	Over Capacity	1,664	Over Capacity	NA	NA
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE	14.4	B	NA	No
	SBR	PM	DNE	DNE	16.4	C	NA	No
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	20.5	C	NA	No
	All	PM	DNE	DNE	22.9	C	NA	No
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	32.3	C	33.0	C	0.7	No
	All	PM	31.9	C	32.7	C	0.8	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Over Capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Near-Term Impact? (yes or no).

Table 5.2-18, *Near Term with Project Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service with Carroll Canyon Mixed Use project traffic. All intersections would function at an acceptable LOS.

**Table 5.2-18. Near Term with Project Street Segment ADT Volumes and Levels of Service**

Segment	Classification	Existing + Cumulative				Project	Existing + Cumulative + Project						
		Daily Volume	LOS E Capacity	V/C	LOS	Daily Volume	Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C	Near-Term Impact?	
Carroll Canyon Road													
I-15 to Project Access	4-Lane Prime (1)	20,089	30,000	0.670	D	2,843	22,932	30,000	0.764	D	0.095	No	
Project Access to Businesspark Ave	4-Lane Prime (1)	20,089	30,000	0.670	D	912	21,001	30,000	0.700	D	0.030	No	

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as 4 lane Collector (30,000 ADT for LOS E Capacity) E Capacity) to reflect existing roadway conditions.

Table 5.2-19, *Near Term with Project On-Ramp Operations*, shows the near-term impacts on ramp meters including proposed project traffic. As shown in Table 5.2-19, no impacts would occur.



**Table 5.2-19. Near Term with Project On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet	Impact?
AM SB On-Ramp	E+C+P	1,046	2 SOV	542	1,084	0	0.0	0	
PM SB On-Ramp	E+C+P	1,095	2 SOV	492	984	111	6.8	2,775	
Delta due to project (PM E+C+P 111 - E+C 87 = 24 veh/hr)						24	1.5		No (3)
AM NB On-Ramp	E+C+P	334	1 SOV	Meter Not Turned On		0	0.0	0	
AM NB On-Ramp	E+C+P	59	1 HOV	Meter Not Turned On		0	0.0	0	
Total (SOV & HOV)		393							
PM NB On-Ramp	E+C+P	620	1 SOV	530	530	90	10.2	2,259	
Delta due to project (AM E+C+P 90 - E+C 78 = 12 veh/hr)						12	1.3		No (3)
PM NB On-Ramp	E+C+P	109	1 HOV	530	530	0	0.0	0	
Total (SOV & HOV)		729							

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not turned on". (3) Impact only when total delay exceeds 15 minutes and increase in delay is over 2.0 minutes when freeway is at LOS E or delay increase is over 1.0 minute when freeway is at LOS F.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-20, *Near Term with Project Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 with proposed project development. As shown in Table 5.2-20, all freeway segments are expected to operate at an acceptable level of service.

**Table 5.2-20. Near Term with Project Freeway Volumes and Levels of Service**

Freeway Segment	I-15				I-15			
	Mira Mesa Blvd to Carroll Canyon Rd				Carroll Canyon Rd to Miramar			
<u>Existing+Cumulative</u>								
Peak Hour Volume	9,196	13,690	12,592	10,278	9,714	14,351	13,223	10,826
Volume to Capacity	0.599	0.773	0.820	0.581	0.549	0.811	0.747	0.612
LOS	C	D	D	C	C	D	D	C
<u>Project Peak Hour Vol</u>	17	8	14	24	13	29	42	24
<u>Existing+Cumulative+Project</u>								
Peak Hour Volume	9,213	13,698	12,606	10,302	9,727	14,380	13,265	10,850
Volume to Capacity	0.600	0.774	0.821	0.582	0.550	0.812	0.749	0.613
LOS	C	D	D	C	C	D	D	C
Increase in V/C	0.001	0.001	0.001	0.001	0.001	0.001	0.002	0.001
Near-Term Impact?	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) K factor from Caltrans 2013 data, which is the percentage of AADT in both directions during peak hour. (3) D factor from Caltrans 2013 data, which when multiplied by K and ADT will provide peak hour volume. (4) Truck factor from Caltrans 2007 data. Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95<sup>th</sup> percentile queue. As shown in Table 5.2-21, *Near-Term with Project Intersection 95<sup>th</sup> Percentile Queuing*, the project is not calculated to significantly increase the 95<sup>th</sup> percentile queues (ranging from less than one vehicle [0.4 vehicles] to almost two vehicles [1.8 vehicles]) and in one case is calculated to reduce a queue by 0.3 vehicles. Also shown in Table 5.2-21 is the difference between the available storage and what the 95<sup>th</sup> percentile queue is estimated to occupy. To address any potential queuing concerns for the intersections operating at LOS E (i.e.

Carroll Canyon Road/I-15 SB Ramps and Carroll Canyon Road/I-15 NB Ramps), the project applicant would construct an additional westbound to northbound right turn lane at the intersection of Carroll Canyon Road/I-15 NB Ramp as part of a mitigation measure under near-term conditions.

**Table 5.2-21. Near-Term with Project Intersection 95<sup>th</sup> Percentile Queuing**

Intersection of Carroll Canyon at:	Near-Term 95th % Queue (ft)		Near-Term + P 95th % Queue (ft)		Change in 95th % Queue (ft)		Equivalent # of Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM
Maya Linda	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	212	78	227	89	15	11	0.6	0.4
Available Storage (ft)	55	55	55	55				
Difference (ft)	-157	-23	-172	-34				
I-15 SB Ramps	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	664	624	693	665	29	41	1.2	1.6
Available Storage (ft)	120	120	120	120				
Difference (ft)	-544	-504	-573	-545				
I-15 NB Ramps	Eastbound left turn movement has only one lane							
EB LT Queue (ft) ↗	318	434	318	446	0	12	0	0.5
Available Storage (ft)	120	120	120	120				
Difference (ft)	-198	-314	-198	-326				

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

Under Near-Term with Project conditions, all of the study areas intersection, street segments, and freeway segments were calculated to operate at LOS D or better except for the intersection of:

1. Carroll Canyon Road/I-15 SB Ramp (LOS E AM and PM), and
2. Carroll Canyon Road/I-15 NB Ramp (LOS E AM and PM).

The project is calculated to have one near-term direct impact at the intersection of Carroll Canyon Road/I-15 NB Ramp.

The metered freeway on-ramps were calculated to operate with either minimal delay (SB AM and NB AM) or some delay (SB PM 6.8 minutes delay and NB PM 10.2 minutes delay); however, the project did not result in a significant impact to the on-ramps.

### **Horizon Year (2035) without Project Conditions**

Horizon Year (2035) without Project conditions were analyzed using the SANDAG Series 12 Year 2035 forecasted ADTs for the study area roadway segments. The SANDAG Series 12 year 2035 model has the project site coded with the current zoning of industrial/office and not the proposed project with a commercial use. The next section documents the year 2035 with project volumes using commercial and residential zoning for the project site. The SANDAG Series 12 year 2035 model also included the extension of Carroll Canyon Road west of Black Mountain Road and CALTRANS' Direct

Access Ramps at Hillary Drive. The intersection lane configurations were held constant with what is on the ground today for the horizon year 2035 calculations.

Intersection volumes were factored up from near-term turn moves based on the increase in ADT for each intersection approach against the horizon year ADTs. Table 5.2-22, *Horizon Year (2035) without Project Intersection Levels of Service*, shows the peak hour intersection levels of service.

**Table 5.2-22. Horizon Year (2035) without Project Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Horizon Year (2035)	
			Delay <sup>2</sup>	LOS <sup>3</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	98.1	F
	All	PM	58.9	E
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	138.4	F
	All	PM	157.2	F
Caltrans (ILV)	All	AM	2,089	Over Capacity
Caltrans (ILV)	All	PM	2,107	Over Capacity
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	109.1	F
	All	PM	102.2	F
Caltrans (ILV)	All	AM	2,089	Over Capacity
Caltrans (ILV)	All	PM	2,107	Over Capacity
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE
	SBR	PM	DNE	DNE
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE
	All	PM	DNE	DNE
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	36.2	D
	All	PM	43.0	D

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Over Capacity). 3) LOS: Level of Service. DNE: Does Not Exist.

The following intersections would operate at unacceptable levels of service under the Horizon Year (2035) without Project Conditions scenario:

- 1) Intersection of Carroll Canyon Road and Maya Linda Road (LOS F AM, LOS E PM),
- 2) Intersection at Carroll Canyon Road/I-15 SB Ramps (LOS F AM & PM), and
- 3) Intersection at Carroll Canyon Road/I-15 NB Ramps (LOS F AM & PM).

The street segment levels of service for Horizon Year 2035 conditions without the project are shown in Table 5.2-23, *Horizon Year 2035 without Project Street Segment ADT Volumes and Levels of Service*. As shown in Table 5.2-23, all street segments operate at acceptable levels of service under this scenario.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-25, *Horizon Year (2035) without Project Freeway Volumes and Levels of Service*, illustrates Horizon Year (2035) without Project Conditions impacts to I-15.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps in the *Horizon Year (2035) Without Project 95<sup>th</sup> Percentile Queuing* are shown in Table 5.2-26.

**Table 5.2-23. Horizon Year (2035) without Project Street Segment ADT Volumes and Levels of Service**

Segment	Classification (as built)	Horizon Year (2035)			
		Daily Volume	LOS E Capacity	V/C	LOS
<b><u>Carroll Canyon Road</u></b>					
I-15 to Project Access	4-Lane Collector	24,757	30,000	0.825	D
Project Access to Businesspark Ave	4-Lane Collector	24,888	30,000	0.830	D

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

Ramp meters have been evaluated at Carroll Canyon Road on the Interstate 15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-24, *Horizon Year (2035) without Project On-Ramp Operations*, shows the horizon year impacts on ramp meters without proposed project traffic.

**Table 5.2-24. Horizon Year (2035) without Project On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet (3)
AM SB On-Ramp	Year 2035	1,230	2 SOV	542	1,084	146	8.1	3,650
PM SB On-Ramp	Year 2035	1,400	2 SOV	492	984	416	25.4	10,400
AM NB On-Ramp	Year 2035	494	1 SOV	Meter Not On Under Existing Conditions		0	0.0	0
AM NB On-Ramp	Year 2035	86	1 HOV			0	0.0	0
Total (SOV & HOV)		580						
PM NB On-Ramp	Year 2035	817	1 SOV	530	530	287	32.5	7,174
PM NB On-Ramp	Year 2035	143	1 HOV	530	530	0	0.0	0
Total (SOV & HOV)		960						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not on under existing conditions". (3) Calculated queue may be different than actual queue in the horizon year because it is unknown what meter rate Caltrans may apply in year 2035.

**Table 5.2-25. Horizon Year (2035) without Project Freeway Volumes and Levels of Service**

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
SANDAG (Horizon Year 2035)	308,900				307,700			
ADT								
Peak Hour Direction	A M		P M		A M		P M	
	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838
D Factor (3)	0.4044	0.5956	0.5542	0.4458	0.4044	0.5956	0.5542	0.4458
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	10,747	16,020	14,729	11,991	10,706	15,958	14,671	11,944
Volume to Capacity	0.700	0.905	0.960	0.677	0.605	0.902	0.829	0.675
LOS	C	E	E	C	C	E	D	C

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) K factor from Caltrans 2013 data, which is the percentage of AADT in both directions during peak hour. (3) D factor from Caltrans 2013 data, which when multiplied by K and ADT will provide peak hour volume. (4) Truck factor from Caltrans 2007 data. Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

**Table 5.2-26. Horizon Year (2035) Without Project Intersection 95<sup>th</sup> Percentile Queuing**

Intersection of Carroll Canyon at	Horizon Year 95th % Queue (ft)	
	AM	PM
Maya Linda	Westbound left turn movement has only one lane	
WB LT Queue (ft) ↗	141	98
Available Storage (ft)	55	55
Difference (ft)	-86	-43
I-15 SB Ramps	Westbound left turn movement has only one lane	
WB LT Queue (ft) ↗	776	752
Available Storage (ft)	120	120
Difference (ft)	-656	-632
I-15 NB Ramps	Eastbound left turn movement has only one lane	
EB LT Queue (ft) ↗	481	723
Available Storage (ft)	120	120
Difference (ft)	-361	-603

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

Under horizon year (2035) without project conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better except for:

1. Intersection of Carroll Canyon Road/Maya Linda Road (LOS F AM & LOS E PM),
2. Intersection of Carroll Canyon Road/I-15 SB Ramps (LOS F AM & PM),
3. Intersection of Carroll Canyon Road/I-15 NB Ramps (LOS F AM & PM),
4. Freeway segment of I-15 between Mira Mesa Road Boulevard and Carroll Canyon Road (LOS E SB AM and LOS E NB PM), and
5. Freeway segment of I-15 between Carroll Canyon Road and Miramar Road (LOS E SB AM).

The metered freeway on-ramps were calculated to operate with either minimal delay (NB AM) or delays of SB AM 8.1 minutes, SB PM 25.4 minutes, and NB PM 32.5 minutes.

### **Horizon Year (2035) with Project Conditions**

This section evaluates the Horizon Year 2035 with Project Conditions. The horizon year analysis was prepared according to the City of San Diego, *Traffic Impact Study Manual* that requires a horizon year analysis with additional site traffic if the project deviates from the community plan. Since the proposed project deviates from the Community Plan, the additional site traffic was reflected in the SANDAG traffic model by removing the existing land use for the site and replacing it with the proposed land use for the site. This discussion documents the effects of the project by including the project with the proposed mixed-use (residential and commercial retail) in the SANDAG traffic model. Intersection volumes were factored up from near-term turn moves based on the increase in ADT for each intersection approach against the horizon year ADTs from the SANDAG model with the proposed project for the project site.

Table 5.2-27, *Horizon Year (2035) with Project Intersection Levels of Service*, shows the AM and PM peak hour levels of service for the Horizon Year 2035 with Project Conditions.

As shown in Table 5.2-27, the following intersections are projected to operate at unacceptable levels of service taking into account proposed project conditions, representing a significant cumulative project impact:

- 1) Intersection of Carroll Canyon Road/Maya Linda Road (LOS F AM & PM)
- 2) Intersection at Carroll Canyon Road/I-15 SB Ramps (LOS F AM & PM)
- 3) Intersection at Carroll Canyon Road/I-15 NB Ramps (LOS F AM & PM)

**Table 5.2-27. Horizon Year (2035) with Project Intersection Levels of Service**

Intersection and (Analysis) <sup>1</sup>	Movement	Peak Hour	Horizon Year		Horizon Year (2035) + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Cumulative Impact? <sup>5</sup>
1) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	98.1	F	103.3	F	5.2	Yes
	All	PM	58.9	E	71.2	F	12.3	Yes
2) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	138.4	F	147.2	F	8.8	Yes
	All	PM	157.2	F	175.6	F	18.4	Yes
Caltrans (ILV)	All	AM	2,089	Over Capacity	2,149	Over Capacity	NA	NA
Caltrans (ILV)	All	PM	2,107	Over Capacity	2,186	Over Capacity	NA	NA
3) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	109.1	F	124.7	F	15.6	Yes
	All	PM	102.2	F	108.0	F	5.8	Yes
Caltrans (ILV)	All	AM	2,089	Over Capacity	2,149	Over Capacity	NA	NA
Caltrans (ILV)	All	PM	2,107	Over Capacity	2,186	Over Capacity	NA	NA
4a) Carroll Canyon Rd at Project RIRO Dwy (U)	SBR	AM	DNE	DNE	16.2	C	NA	No
	SBR	PM	DNE	DNE	15.2	C	NA	No
4b) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	19.6	B	NA	No
	All	PM	DNE	DNE	19.6	B	NA	No
5) Carroll Canyon Rd at Business Park Ave (S)	All	AM	36.2	D	39.0	D	2.8	No
	All	PM	43.0	D	46.6	D	3.6	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Over Capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Cumulative Impact? (yes or no).

An analysis was completed for street segments in the Horizon Year 2035 with Project Conditions. The street segment levels of service for Horizon Year 2035 conditions with the project are shown in Table 5.2-28, *Horizon Year (2035) with Project Street Segment ADT Volumes and Levels of Service*.

**Table 5.2-28. Horizon Year (2035) with Project Street Segment ADT Volumes and Levels of Service**

Segment	Classification	Horizon Year 2035				Project Daily Volumes	Horizon Year 2035 with Project					
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	V/C Delta	LOS	Cumulative Impact?
Carroll Canyon Road						See Note (2)						
I-15 to Project Access	4-Lane Prime (1)	24,757	30,000	0.825	D	2,843	27,600	30,000	0.920	0.095	E	Yes
Project Access to Businesspark Ave	4-Lane Prime (1)	24,888	30,000	0.830	D	912	25,800	30,000	0.860	0.030	E	Yes

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions. (2) Project volumes are delta between Series 12 with current project zoning and Series 12 with project CPA zoning.

As shown in Table 5.2-28, two street segments would operate at unacceptable levels of service under the Horizon Year 2035 with Project Conditions scenario.

- 1) Segment of Carroll Canyon Road between I-15 and the project access (LOS E Daily) and
- 2) Segment of Carroll Canyon Road between the project access and Businesspark Avenue (LOS E Daily).

Table 5.2-29, *Horizon Year (2035) with Project On-Ramp Operations*, shows impacts to study area ramp meters with the project. The metered freeway on-ramp delay shown in Table 5.2-29 is not considered an impact because the added project delay is less than 2.0 minutes when the freeway is operating at LOS E.

**Table 5.2-29. Horizon Year (2035) with Project On-Ramp Operations**

I-15 at Carroll Canyon Ramp & Peak Period	Scenario	Vehicle Demand (veh/hr)	Number and type of lanes (1)	Most Restrictive Rate per lane (2)	On-Ramp Rate (veh/hr)	Excess Demand (veh/hr)	Calculated Delay (minutes)	Calculated Queue in Feet (3)	Cumulative Impact?
AM SB On-Ramp	2035 + P	1,259	2 SOV	542	1,084	175	9.7	4,375	
	Delta due to project (AM 2035+P 175 - Yr2035 146 = 29 veh/hr)					29	<b>1.6</b>		No
PM SB On-Ramp	2035 + P	1,424	2 SOV	492	984	440	26.8	11,000	
	Delta due to project (PM 2035+P 440 - Yr2035 416 = 24 veh/hr)					24	<b>1.5</b>		No (4)
AM NB On-Ramp	2035 + P	508	1 SOV	Meter Not On Under		0	0.0	0	
AM NB On-Ramp	2035 + P	89	1 HOV	Existing Conditions		0	0.0	0	
	Total (SOV & HOV)	597							
PM NB On-Ramp	2035 + P	829	1 SOV	530	530	299	33.8	7,472	
	Delta due to project (AM 2035+P 299 - Yr2035 287 = 12 veh/hr)					12	<b>1.3</b>		No (4)
PM NB On-Ramp	2035 + P	145	1 HOV	530	530	0	0.0	0	
	Total (SOV & HOV)	974							

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 85.1% SOV usage and 14.9% HOV usage. (2) Rate provided by CALTRANS (Appendix C). The NB On-Ramp meter was not turned on for AM; therefore, the rate is noted as "meter not on under existing conditions". (3) Calculated queue may be different than actual in the horizon year because it is unknown what meter rate Caltrans may apply in the year 2035. (4) Cumulative impact only when total delay exceeds 15 minutes and increase in delay is over 2.0 minutes when freeway is at LOS E or delay increase is over 1.0 minute when freeway is at LOS F.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-30, *Horizon Year (2035) with Project Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 with the proposed project. As shown on Table 5.2-30, no freeway impacts are anticipated.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95<sup>th</sup> percentile queue. As shown in Table 5.2-31, *Horizon Year (2035) With Project Intersection 95<sup>th</sup> Percentile Queuing*, the project is not calculated to significantly increase the 95<sup>th</sup> percentile queues [ranging from less than one vehicle (0.1 vehicle) to about one full vehicle (0.7 vehicle)] and in one case is calculated to reduce a queue by one vehicle. Also shown in Table 5.2-31 is the difference between the available storage and what the 95<sup>th</sup> percentile queue is estimated to occupy. On the bridge, both back-to-back left-turn lanes are calculated to have a shortage of left-turn storage under horizon and horizon plus project conditions.



**Table 5.2-30. Horizon Year (2035) with Project Freeway Volumes and Levels of Service**

Freeway Segment	I-15				I-15				
	Mira Mesa Blvd to Carroll Canyon Rd				Carroll Canyon Rd to Miramar				
<u>SANDAG (Horizon Year 2035 without project rezone)</u>									
Peak Hour	A M		P M		A M		P M		
Direction	NB	SB	NB	SB	NB	SB	NB	SB	
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700	
K Factor (2)	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838	0.0828	0.0838	
D Factor (3)	0.4044	0.5956	0.5542	0.4458	0.4044	0.5956	0.5542	0.4458	
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	
Peak Hour Volume	10,747	16,020	14,729	11,991	10,706	15,958	14,671	11,944	
Volume to Capacity	0.700	0.905	0.960	0.677	0.605	0.902	0.829	0.675	
LOS	C	E	E	C	C	E	D	C	
Project Pk Hr Vol	17	8	14	24	13	29	42	24	
<u>SANDAG (Horizon Year 2035 + Project with rezone)</u>									
Peak Hour Volume	10,764	16,028	14,743	12,015	10,719	15,987	14,713	11,968	
Volume to Capacity	0.701	0.906	0.960	0.679	0.606	0.903	0.831	0.676	
LOS	C	E	E	C	C	E	D	C	
Increase in V/C	0.001	0.001	0.000	0.002	0.001	0.001	0.002	0.001	
Cumulative Impact?	No	No	No	No	No	No	No	No	

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) K factor from Caltrans 2013 data, which is the percentage of AADT in both directions during peak hour. (3) D factor from Caltrans 2013 data, which when multiplied by K and ADT will provide peak hour volume. (4) Truck factor from Caltrans 2007 data. Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

**Table 5.2-31. Horizon Year (2035) With Project Intersection 95<sup>th</sup> Percentile Queuing**

Intersection of Carroll Canyon at	Horizon Year 95th % Queue (ft)		Horizon Year + P 95th % Queue (ft)		Change in 95th % Queue (ft)		Equivalent # of Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM
Maya Linda	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	141	98	150	109	9	11	0.4	0.4
Available Storage (ft)	55	55	55	55				
Difference (ft)	-86	-43	-95	-54				
I-15 SB Ramps	Westbound left turn movement has only one lane							
WB LT Queue (ft) ✓	776	752	816	786	40	34	1.6	1.4
Available Storage (ft)	120	120	120	120				
Difference (ft)	-656	-632	-696	-666				
I-15 NB Ramps	Eastbound left turn movement has only one lane							
EB LT Queue (ft) ↗	481	723	481	735	0	12	0	0.5
Available Storage (ft)	120	120	120	120				
Difference (ft)	-361	-603	-361	-615				

Notes: Queue lengths (ft) from Synchro output 95th percentile (Synchro output in Appendix). WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 ft (City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle, pg 29). Please note the above left turn lanes are single left turn lanes as identified by the single left turn lane arrow within the table.

Under horizon year (2035) with project conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better except for:

- 1) Intersection of Carroll Canyon Road/Maya Linda Rd (LOS F AM & PM)
- 2) Intersection of Carroll Canyon Road/I-15 SB Ramps (LOS F AM & PM),
- 3) Intersection of Carroll Canyon Road/I-15 NB Ramps (LOS F AM & PM),
- 4) Segment of Carroll Canyon Rd between I-15 and the project access (LOS E Daily),
- 5) Segment of Carroll Canyon Rd between project access and Businesspark Ave (LOS E Daily),
- 6) Freeway segment of I-15 between Mira Mesa and Carroll Canyon (LOS E SB AM and LOS E NB PM), and
- 7) Freeway segment of I-15 between Carroll Canyon and Miramar (LOS E SB AM).

The freeway on-ramps were calculated to operate with either minimal delay (NB AM) or delays of SB AM 8.1 minutes, SB PM 25.4 minutes, and NB PM 32.5 minutes. The project is not calculated to have an on-ramp impact because the added project delay is less than 2.0 minutes when the freeway is operating at LOS E.

The project is calculated to have five cumulative (horizon year) impacts at the following locations, representing significant cumulative impacts:

- 1) Intersection of Carroll Canyon Rd/Maya Linda Road (LOS F AM & PM),
- 2) Intersection of Carroll Canyon Rd/I-15 SB Ramps (LOS F AM & PM),
- 3) Intersection of Carroll Canyon Rd/I-15 NB Ramps (LOS F AM & PM),
- 4) Segment of Carroll Canyon Road between I-15 and the project access (LOS E Daily), and
- 5) Segment of Carroll Canyon Road between project access and Businesspark Avenue (LOS E Daily).

### ***Summary of Impacts***

The proposed project would result in the following significant traffic impacts:

- Impact 5.2-1** The proposed project would result in a ~~direct~~ **cumulatively significant impact to a segment of Carroll Canyon Road, from I-15 to the signalized main project access under the Near-Term plus Project conditions, and a cumulatively significant impact under the Horizon Year plus Project conditions.**
- Impact 5.2-2** The proposed project would result in a **cumulatively significant impact at the intersection of Carroll Canyon Road and Maya Linda Road under the Horizon Year plus Project conditions.**
- Impact 5.2-3** The proposed project would result in a **direct impact and a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps under the Near-Term plus Project and Horizon Year plus Project conditions, respectively.**

**Impact 5.2-4** The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 southbound freeway ramps under the Horizon Year plus Project conditions.

**Impact 5.2-5** The project would result in a cumulatively significant impact to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue under the Horizon Year plus Project conditions.

### ***Significance of Impacts***

The proposed project would result in ~~one significant direct and one significant cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access (Impact 5.2-1); one significant direct impact and one significant cumulative impact at the intersection of Carroll Canyon Road/I-15 northbound ramps (Impact 5.2-3); one significant cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue (Impact 5.2-5); and three significant horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Maya Linda Road (Impact 5.2-2), and Carroll Canyon Road/I-15 southbound freeway ramps (Impact 5.2-4, and Carroll Canyon Road/I-15 northbound ramps.~~

### ***Mitigation Measures***

The following mitigation measures would be implemented to reduce the project's impacts to traffic and circulation.

**MM 5.2-1** **Carroll Canyon Road (segment between I-15 and project signalized access) (Impact 5.2-1)** – Prior to the issuance of the first building permit, the owner/permittee shall assure by permit and bond the construction of a raised median along the project frontage to the satisfaction of the City Engineer and construction shall be completed and accepted by the City prior to issuance of first certificate of occupancy.

Implementation of MM 5.2-1 would fully mitigate the project's cumulative street segment impacts on Carroll Canyon Road, between I-15 and the project's signalized access.

**MM 5.2-2** **Carroll Canyon Road/I-15 SB-NB Ramp Intersection (Impact 5.2-3)** – Prior to the issuance of the first building permit, the owner/permittee shall ~~assure by permit and bond the construction of a 14-foot wide westbound right turn lane extending from the west side of the project's signalized intersection/driveway entrance westerly to the northbound freeway on-ramp to I-15, prior to issuance of first certificate of occupancy, satisfactory to the City Engineer. pay a fair share of 9.4 percent toward applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp, satisfactory to the City Engineer.~~

Implementation of MM 5.2-2 would fully mitigate the project's direct and cumulative intersection impacts at Carroll Canyon Road/I-15 NB Ramps.

**MM 5.2-3 Carroll Canyon Road/I-15 NB-SB Ramp Intersection (Impact 5.2-4)** – Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 9.4 percent toward applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp to the City of San Diego, satisfactory to the City Engineer. ~~construct a 14 foot wide westbound right turn lane extending from the west side of the project's signalized intersection/driveway entrance westerly to the northbound freeway on-ramp to I-15, satisfactory to the City Engineer.~~

The intersection of Carroll Canyon Road at Maya Linda Road (Impact 5.2-2) is calculated to have improved operations (i.e. LOS) as part of the physical improvements to the adjacent intersections of Carroll Canyon Road/I-15 ~~SB-NB Ramp (Impact 5.2-3 and MM 5.2-2)~~ and Carroll Canyon Road/I-15 ~~SNB Ramp (impact 5.2-4 and MM 5.2-3)~~, because these three intersections are interconnected. When the intersection of Carroll Canyon Road/I-15 SB Ramp has an additional eastbound to southbound right turn lane added and the intersection of Carroll Canyon Road/I-15 NB Ramp has an additional westbound to northbound right turn lane added, their capacities improve, which means more vehicles would get through these two intersections. Since these two intersections are interconnected with Maya Linda Road, the higher intersection capacity at Carroll Canyon Road/I-15 SB Ramp and Carroll Canyon Road/I-15 NB Ramp (due to additional lanes as noted above) would reduce the queuing to Maya Linda, thereby mitigating the cumulative impacts to below a level of significance. However, if the improvement specified by MM 5.2-2-3 (9.4 percent fair share contribution toward the applicant-initiated eastbound to southbound right turn lane addition to the I-15/Carroll Canyon southbound ramp) to mitigate Impact 5.2-4 is not completed by the study horizon year, this impact would not be fully mitigated. Therefore, because MM 5.2-2-3 is not guaranteed to be completed by study horizon year, and because Impact 5.2-2 depends upon MM 5.2-23 for full mitigation of Impact 5.2-2, Impact 5.2-2 would remain significant and unmitigated.

**MM 5.2-4 Carroll Canyon Road Between Project Signalized Access and Businesspark Avenue (Impact 5.2-5)** – Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 15.4 percent toward the cost of a raised median between the signalized project access and Businesspark Avenue. During the construction of the signalized entrance for the project, the applicant will construct the short segment of the raised median just east of the signalized project access as conceptually shown in the *Proposed Ultimate Striping exhibit (Prime Arterial)* by USA, Inc. 12/19/12, satisfactory to the City Engineer. The cost of constructing the short segment of a raised median just east of the signalized project access will be credited towards the applicant's fair share responsibility of 15.4 percent for the eventual raised median between the signalized project access and Businesspark Avenue.

The remainder fair share contributions for improvements to this roadway segment are to be fulfilled by unidentified future development. Because improvement of the entire roadway segment with a raised median cannot be guaranteed to occur by the study horizon year, the cumulative impact is not considered to be fully mitigated. Thus, this impact remains significant and unmitigated.

In addition to the proposed mitigation measures outlined in this above, the applicant proposes the following project features:

- 1) Construct a new signalized primary access at the easterly project driveway (traffic signal warrant Figure 4C-103 based on estimated ADT is satisfied with calculations included in Appendix I of the Carroll Canyon Mixed Use TIA),
- 2) Construct a new right-in/right-out driveway between the existing primary driveway and I-15, and
- 3) Widen Carroll Canyon Road and construct an eastbound second left turn lane into the project at the project signalized access.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

~~Following implementation of Mitigation Measures MM 5.2-1 through and MM 5.2-52, above, would mitigate the project's direct and cumulative impacts to the segment of Carroll Canyon Road (from I-15 to the signalized main project access) and the project's direct and cumulative impacts to the intersection of Carroll Canyon Road/I-15 northbound ramps and street segments would be mitigated to below a level of significance. However, if Because MM 5.2-32 or and MM 5.2-4 cannot be guaranteed to be are not implemented prior to the study horizon year, then the respective cumulative impacts would not be fully mitigated. Therefore, the cumulative impacts identified in impacts Impacts 5.2-2, 5.2-4, and 5.2-5 are considered significant and unmitigated.~~

### ***Issue 3***

*Would the project result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

### ***Issue 4***

*Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?*

### ***Issue 5***

*Would the project result in inadequate emergency access?*

### ***Issue 6***

*Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance of safety of such facilities?*

### ***Impact Analysis***

Issues 3, 4, 5 and 6 address the following threshold of significance:

- 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).
- If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, and the proposed roadway would not properly align with other existing or planned roadways.

The project proposes to alter existing traffic patterns in the immediate vicinity of the project site. The project proposes to improve and signalize the existing driveway and add a right-in/right-out driveway between the existing driveway and I-15. A traffic signal warrant is satisfied for the proposed traffic signal at the easterly project driveway. The traffic signal warrant is based on the estimated average daily traffic at this location, as shown on California MUTCD Figure 4C-103, for the Existing plus Project conditions.

The project would also dedicate project frontage and construct a right-turn lane to northbound I-15. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road between I-15 and the project's new signalized access, the project would construct a raised median on Carroll Canyon Road as part of project. The raised median would restrict left-turns out of the Eucalyptus Square Shopping Center, located across the Carroll Canyon Road from the proposed project site. The project would maintain a left-turn into the Eucalyptus Square Shopping Center. The restricted left-turns out of the Eucalyptus Square Shopping Center would likely make a u-turn at the project's proposed signalized access driveway.

The project does not propose major changes to existing circulation. Acceptable levels of service "D" or better would be achieved in all peak hours following implementation of MM 5.2-1 through MM 5.2-45. Emergency access would not be impeded by project development. The proposed project is located within the developed community of Scripps Miramar Ranch and on a previously developed site. The circulation network is in place, as is an emergency response plan. The project site has existing access to the circulation network and emergency services. The proposed project does not recommend revisions to the existing circulation network. As such, the project would not impair implementation or an adopted emergency response plan, nor would the project interfere with such a plan. The project proposes no hazardous design features, such as sharp curves or dangerous intersections.

Uses within the proposed project and adjacent community are compatible. Additionally, the project site is located adjacent to existing commercial development to the south. The uses proposed within the Carroll Canyon Mixed Use project are compatible with adjacent development.

Bike lanes currently exist along Carroll Canyon Road. The proposed project would not alter the provision of these bike lanes. Pedestrian circulation throughout the project site is facilitated by dedicated pedestrian paths and sidewalks. Enhanced paving demarcates pedestrian access in onsite areas where vehicles and pedestrians share the right of way. Additionally, a non-contiguous sidewalk along Carroll Canyon Road would facilitate pedestrian travel along project frontage. The project would provide a signalized intersection for access to the project, which would improve safety for bicyclists and pedestrians.

### ***Significance of Impacts***

The project proposes a change in traffic patterns in the immediate vicinity of the project site. However, no significant impacts would result from that change. Impacts related to traffic volumes result in a significant impact to intersections and segments, as discussed under *Issue 1*, above. Additionally, the project would not result in hazardous design features, such as sharp curves or dangerous intersections. The project does not propose the construction of a roadway. The project

proposes the addition of a driveway and a signal at the existing driveway.

### ***Mitigation Measures***

The proposed project would result in a change in traffic patterns in the immediate vicinity of the project site. However, no significant impacts would result from that change. No mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would result in a change in traffic patterns and would not result in hazardous design features, such as sharp curves or dangerous intersections. No mitigation measures are required.

### ***Issue 7***

*Would the project result in:*

- *An increased demand for off-site parking?*
- *Effects on existing parking?*

### ***Impacts***

Issue 7 addresses the following significance thresholds:

- If the project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.
- If the parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

Parking for the Carroll Canyon Mixed Use project is planned to be accommodated wholly onsite. Through a combination of parking garages and surface parking, a total of 528 spaces are proposed. The project proposes a shared parking agreement between the residential and retail components that would provide for residential parking overnight in the non-gated area and retail employee parking during the day in the gated areas during peak demands. The retail employees would be provided access to (by fob or equivalent) and be required to use the gated parking areas that would be enforced through on-site property management. Additionally, retail tenants require open parking in front of their establishments to provide easy access for patrons; therefore, the retail tenants would also enforce employees' use of the gated parking areas. Utilizing City of San Diego shared parking approach consistent with the Municipal Code, a minimum of 477 parking spaces are required on a weekday and 503 spaces are required on a Saturday. Therefore, the project exceeds the required minimum amount of parking.

There currently is no street parking allowed along Carroll Canyon Road. Therefore, the proposed project would not displace off-site parking, nor would the proposed project increase the demand for off-site parking, as the project's parking is planned to be accommodated wholly onsite.

### ***Significance of Impacts***

The project would not result in significant impacts associated with parking.

### ***Mitigation Measures***

No impacts associated with parking are anticipated. Therefore, no mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

No impacts associated with parking are anticipated. Therefore, no mitigation measures are required.



## 5.3 Visual Effects and Neighborhood Character

### 5.3.1 Existing Conditions

The Carroll Canyon Mixed-Use project site is situated in the southwestern portion of the Scripps Miramar Ranch community (see Figure 2-3, *Project Location Map*). The 9.52-gross acre (9.28-net acre) project site is the location of an existing 76,241 square-foot office development with associated surface parking, drives, and landscaping.

As shown in Figure 2-3, *Project Location Map*, the Carroll Canyon Mixed-Use project site is located in the northeast quadrant of I-15 and Carroll Canyon Road. Situated a distance south of Mira Mesa Boulevard, east of I-15, north of Carroll Canyon Road, and west of Scripps Ranch Boulevard, the Carroll Canyon Mixed-Use project site encompasses approximately 9.52 gross acres (9.28 net acres). Light industrial developments are located to the east, southeast, and south of the project site. A community-serving commercial development is also located south of the project site. To the west, beyond I-15, are multi-family residential developments. North of the project site is a natural drainage corridor; beyond the open space natural drainage corridor is Scripps Ranch High School and commercial office developments.

### VIEWS OF THE PROJECT SITE

Views of the project site are characterized by two office buildings, associated surface parking, and landscaping (see Figure 5.3-1, *Current Conditions Aerial*).

Views from the south of the project site are largely blocked by the existing office development at Carroll Canyon Road and mature eucalyptus trees. The office building located in the northwest corner of the project site is visible from the southwest at the Carroll Canyon Road off-ramp from I-15. Due to a difference in topography and landscaping, the project site is not visible from motorists traveling north on I-15.

Views from immediately north of the project site are not possible from public streets due to existing development, vegetation, and topography. Motorists traveling south on I-15, south of Mira Mesa Boulevard, are afforded views through to the project site. Mature eucalyptus trees and the existing mostly vacant office buildings can be seen by motorists as they approach the Carroll Canyon Road exit from I-15.

Views of the project site from the west are afforded from I-15 on- and off-ramps north of Carroll Canyon Road. Multi-family residential developments west of the project site are not able to view the project site due to topography and distance.

Existing industrial office development is located east of the project site. Views of the project site from Businesspark Avenue to the east are mostly blocked by the existing office development. Partial views may be possible in the gaps through development and landscaping.



Date: 2012

**Figure 5.3-1. Current Conditions Aerial**

### VIEWS FROM THE PROJECT SITE

The project site is situated north of Carroll Canyon Road. On the south side of Carroll Canyon Road is an existing commercial retail center and light industrial development. Views from the project site to the south are of the existing commercial retail and light industrial developments.

Views from the project site to the west are of I-15. Beyond I-15, the roofs and uppermost floors of the multi-family residential developments are partially visible above the sound attenuation barrier that borders the west side of I-15.

Existing industrial office developments are located to the east of the project site. Views from the project to the east are of existing industrial office buildings, surface parking, and landscaping.

### NEIGHBORHOOD CHARACTER

The project site is located within the suburbanized community of Scripps Miramar Ranch. The character of the Scripps Miramar Ranch community surrounding the project site is a mix of retail, commercial office, and light industrial/business parks. West of the project is I-15. Beyond I-15, located within the Mira Mesa community, are multi-family residential developments. To the north of the project site is a natural drainage corridor; beyond the drainage corridor is Scripps Ranch High School and commercial office developments. To the east, southeast, and south of the project site are light industrial/business park developments. Immediately south of the project site is a community-serving commercial center. (See Figure 2-5, *Surrounding Land Uses*.)

### 5.3.2 Impact Analysis

#### ***Thresholds of Significance***

Identifying how a proposed development would fit or blend with the existing scale and character of the surrounding developed and natural environment is the key to determining significance. The following thresholds have been identified in the Development Services Department's *Significance Determination Thresholds* for impacts to visual effects and neighborhood character.

#### **1. Views**

Projects that 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) may result in a significant impact. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view;
- 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. Unless the project is moderate to large in scale, condition "c" would typically have to be met for

view blockage to be considered substantial;

- c. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area;
- d. The project would have a cumulative effect by opening up a new area for development, which will ultimately cause “extensive” view blockage. (Cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level). View blockage would be considered “extensive” when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

Note: Views from private property are not protected by CEQA or the City of San Diego.

#### **2. Neighborhood Character/Architecture**

Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:

- 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 (e.g., Gaslamp Quarter, Old Town).
- c. 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) which is identified in the General Plan, applicable community plan, or local coastal program.
- d. 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.
- e. The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). As with views, cumulative neighborhood character effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level. Analysts should also evaluate the potential for a project to initiate a cumulative effect by building structures that substantially differ from the character of the vicinity through height, bulk, scale, type of use, etc., when it is reasonably foreseeable that other such changes in neighborhood character will follow.

#### **3. Land Form Alteration Grading**

Projects that significantly alter the natural landform. To meet this significance threshold, typically the following conditions must apply:

- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1-3) must apply to meet this significance threshold.
  - 1) The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1).
  - 2) The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).
  - 3) The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five 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.

*Note: Land Form Alternation Grading Significance Thresholds 3.a.3) and 3.a.4) do not apply to the project. The project site has been completely graded and is generally flat.*

- 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 at 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 project's overall grading requirements.

#### **4. Development Features**

Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project would create a disorganized appearance and would substantially conflict with

City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).

- b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- c. The project includes 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.
- d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
- e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

*Note: Development Features Significance Thresholds 4d. and 4e. do not apply to the proposed project. The project does not propose a large subdivision and does not include a shoreline protection device.*

These conditions may become more significant for projects which are highly visible from designated open spaces, roads, parks, or significant visual landmarks. The significance threshold may be lower for such projects. Refer to the project's applicable community plan and the Urban Design Element of the City's Progress Guide and General Plan for more information on visual quality.

#### **5. Light/Glare**

Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:

- a. The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent (see LDC Section 142.07330(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.

### **Issue 1**

*Would the project result in a substantial obstruction of any vista or scenic view from a public vantage area as identified in the Community Plan?*

### ***Impact Analysis***

Issue 1 addresses the following thresholds of significance:

- 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) may result in a significant impact.
- 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.

The Carroll Canyon Mixed-Use project site is not located in an area designated as a scenic vista or viewshed by either the City of San Diego General Plan or the Scripps Miramar Ranch Community Plan. While the Scripps Miramar Ranch Community Plan does not specifically call out or designate public viewsheds/vantage points, there are numerous references throughout the community plan pertaining to the preservation of views to and from hillsides and from the Miramar Reservoir. The project site is located in a fully developed industrial area, topographically at the “base” of the hillsides of Scripps Miramar Ranch, with the hillsides located some distance to the east. Miramar Reservoir is located nearly two miles northeast of the project site and at a much higher elevation. The project does not have the potential to block views from Miramar Reservoir, or to and from the hillsides. No significant impacts to a scenic vista would occur.

### ***Significance of Impacts***

The proposed project does not compromise any designated scenic views or viewshed areas and would not obstruct views from surrounding areas. Therefore, the project results in no impacts to scenic views.

### ***Mitigation Measures***

The project would not result in significant impacts associated with vistas and viewshed. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project does not compromise any designated scenic views or viewshed areas and would not obstruct views from surrounding areas. Therefore, the project results in no impacts to scenic views. No mitigation is required.

### **Issue 2**

*Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

### ***Impact Analysis***

Issue 2 addresses the following threshold of significance:

- 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.

The California Department of Transportation is responsible for denoting Officially Designated State Scenic Highways and Historic Parkways. I-15, which runs parallel to the proposed project's western boundary is not an officially designated state scenic highway, nor is this section of freeway an eligible State scenic highway. The closest officially designated scenic highways are SR-125 (located approximately ten miles to the southeast between I-8 and SR-94), and SR-163 (located approximately 11 miles to the southwest approaching downtown San Diego). The closest eligible State scenic highways are SR-52 (located approximately three miles to the south) and SR-76 (located approximately 31 miles to the north). No impacts to State scenic highways would occur.

The project site is a fully disturbed, completely graded, and built site. There are no rock outcroppings present on-site that would be damaged. Likewise, no historic buildings or structures are located on the project site. No impacts would occur.

The Scripps Miramar Ranch Community Plan makes special note of the importance of preserving the wooded feel provided by the prevalence of eucalyptus trees. The project site is currently landscaped with a number of eucalyptus trees. The project applicant has prepared an Inventory of Eucalyptus Trees in order to document forested areas of eucalyptus occurring on the project site, as well as the number of individual eucalyptus trees located throughout the development area. (See Figure 5.1-4, *Inventory of Eucalyptus Trees*.) As shown in the tabulation included on the Inventory of Eucalyptus Trees, the project would result in the removal of 92 trees within the two forested areas and all of the individual trees located within the currently developed portions of the site. Many of the eucalyptus trees that occur on the project site have become a safety risk because of fire hazards and the propensity to randomly drop limbs.

The proposed project would preserve some (16) existing eucalyptus trees within the forested areas on-site and includes the addition of 19 new eucalyptus trees of three potential species in the project's Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project respects the Community Plan's goal of preserving the heritage of the community. Use of a variety of new, more pedestrian-friendly and healthier eucalyptus species in the project's landscape plan is proposed to conform with recommendations of the Community Plan, to enhance the landscape elements of the project, to promote the historical continuity of the community, and to create areas of eucalyptus that add to the overall community design. As a result, the project would result in less than significant impact on trees as a scenic resource.

#### ***Significance of Impacts***

The proposed project would not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a scenic highway. The project is not located proximate to a scenic highway. No significant rock outcroppings or historic buildings are located on-site. While the project would result in the removal of some eucalyptus trees, project landscaping provides for the preservation of trees on the perimeter of the site and the installation of four varieties of eucalyptus trees as part of the planting palette. Impacts from the proposed project



would be less than significant.

### ***Mitigation Measures***

The project would not result in impacts to scenic resources. No mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a scenic highway. The project is not located proximate to a scenic highway. No significant rock outcroppings or historic buildings are located on-site. While the project would result in the removal of some eucalyptus trees, project landscaping provides for the preservation of trees on the perimeter of the site and the installation of four varieties of eucalyptus trees as part of the planting palette. Impacts from the proposed project would be less than significant. No mitigation measures are required.

### ***Issue 3***

*Would the project result in:*

- *Substantial change in the existing landform?*
- *Creation of a negative aesthetic site or property?*

### ***Impact Analysis***

Issue 3 addresses the following thresholds of significance:

- Alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill.
- Disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1).
- Create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).

The proposed project would not result in a substantial change to the existing landform. The project site is generally level and does not contain steep slopes. Of the approximately 9.52 gross acres (9.28 net acres) project site, the currently graded area comprises nine acres. The proposed Carroll Canyon Mixed-Use project would require only finish grading to accommodate development. Earthwork for the project would be localized and required to rebuild the project site where a split-level building is proposed. Additionally, over-excavation is necessary to render the site suitable for the proposed development. Earthwork would involve approximately 39,000 cubic yards of cut and approximately 4,500 cubic yards of fill. Approximately 34,500 cubic yards of material would be exported. Maximum cut depth would be nine feet; maximum fill depth would be nine feet. All manufactured slopes would have a gradient of 2:1. (See Figure 3-4, *Carroll Canyon Mixed-Use Grading Plan*.) While earthwork for the project would involve more than 2,000 cubic yards of earthwork per graded acre, the landform of the project site would not be substantially altered.

As stated above, the project site is the location of an existing office complex with surface parking within the developed, suburbanized community of Scripps Miramar Ranch. The project is situated adjacent to existing commercial development to the south; industrial/business park development to the south, southeast, and east; an open space natural drainage corridor to the north; and I-15 to the west. Surrounding developments are characterized as being predominantly constructed of concrete,

concrete brick, and stucco. The existing visual character of the site is that of two office buildings up to two stories in height, with basement and surface parking.

Project architecture would be characterized by finishes in stucco, composite siding, stone panels, painted aluminum fascia, composite screens, painted aluminum columns, composite siding behind glass, and lifestyle graphic panels. Storefronts and residential building façades would be varied to provide pedestrian interest and to create diversified building fronts. Horizontal roof lines would be varied and façades would be detailed with canopies. All roof mounted equipment, apparatus, and vents shall be architecturally screened from view and painted for compatibility with the roof color. Project parking would be accommodated within a surface parking, private garages, carports, and car lifts integrated into the design of the project; surface parking would be landscaped and embellished with decorative paving to enhance pedestrian connectivity. (See Figure 3-8a through 3-8c, *Project Elevations*.)

The proposed project offers greater architectural detail and color palette than what is existing in the office development. Common design elements include the use of stone and articulated roof lines. While the proposed project differs to some extent from the character of the existing development, this difference in design elements does not result in a significant incompatibility to existing development or adjacent development. The project would not degrade the visual character of the project site or its surrounding.

#### ***Significance of Impacts***

The project's impacts on the visual character and quality of the surrounding environment is less than significant, and the proposed project would not result in a substantial degradation of the existing visual character or quality of the site or its surroundings.

#### ***Mitigation Measures***

The project does not result in significant impacts. No mitigation is required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project's impacts on the visual character and quality of the surrounding environment is less than significant, and the proposed project would not result in a substantial degradation of the existing visual character or quality of the site or its surroundings. The project does not result in significant impacts. No mitigation is required.

#### **Issue 4**

*Would the project result in bulk, scale, materials, or style that are incompatible with surrounding development?*

#### ***Impact Analysis***

Issue 4 addresses the following thresholds of significance:

- 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.
- Result in an architectural style or use of building materials that is in stark contrast to

adjacent development where the adjacent development follows a single or common architectural theme.

- Create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
- Conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- Includes 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.

As discussed in *Issue 3*, above, the project area is characterized by existing small commercial retail centers, light industrial uses, and business park developments with finishes of predominantly concrete and stucco. Proposed project development would include articulation with materials such as aluminum, stone, and stucco. Although project materials would be different from what exists currently, the higher-quality finishes and style would not result in an incongruous site design or incompatibility with the surrounding community. Project impacts would be less than significant.

The height of proposed buildings within the project would exceed 40 feet, which is the maximum height allowed by the proposed RM-3-7 zone. Project bulk would be largely consistent with existing development, as the general footprint of large industrial parks are similar to the footprints of some of the existing developments. Project design features would be incorporated to further minimize project bulk. ~~The height of proposed buildings within the project would exceed 40 feet, which is the maximum height allowed by the proposed RM-3-7 zone. Deviations included with the proposed project ensure that this increased building height does not result in a significant impact.~~ The project would not result in a bulk that is incompatible with surrounding development.

Project scale is larger than some of the surrounding developments, as the project proposes a maximum structure height of 50 feet. Structures in the immediate area have heights of primarily one- and two-story. Three- and four-story buildings occur in the project area, farther to the north, east and south. The project proposes development of one to four stories, with building heights stepped back from Carroll Canyon Road and existing development to the east. As a result, the project would not result in a significant impact on surrounding development.

The project proposes an integrated mixed-use development. ~~Per the direction of City staff, the~~ The project site would be zoned RM-3-7 and CC-2-3. The northern portion of the project site would be rezoned from the existing IP-2-1 zone to RM-3-7 to allow for residential development. A portion of this area would also include some retail/restaurant uses, creating a more integrated mix of uses, which are not allowed in the RM-3-7, requiring a deviation to allowable uses. The southern portion of the project site along Carroll Canyon Road would be rezoned from the IP-2-1 zone to CC-2-3 and RM-3-7, allowing for that portion of the project site to develop with a variety of commercial and residential uses. The project would be constructed as a single project, and lots have been created as part of the VTM to facilitate the development while adhering to the regulations of the proposed zones to the maximum extent possible. However, given the nature of the project, the desire to integrate uses, and the need to subdivide the property, lot configurations and sizes are not consistent with the underlying zones. Therefore, the proposed project would require deviations to

the proposed RM-3-7 and CC-2-3 zones.

Proposed deviations are presented in Table 3-2, *Carroll Canyon Mixed-Use Project Deviations*. From a visual perspective, the proposed deviations would not be discernible from public views and would not result in significant impacts. Project design features, architecture, and landscaping would ensure that visual impacts and impacts associated with neighborhood character would not result.

### ***Significance of Impacts***

The proposed project would not result in significant bulk, scale, materials, or style impacts and would not be incompatible with surrounding developments.

### ***Mitigation Measures***

The project would not result in significant impacts related to bulk, scale, materials, and style. No mitigation measures are recommended.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not result in significant bulk, scale, materials, or style impacts and would not be incompatible with surrounding developments. No mitigation measures are recommended.

### ***Issue 5***

*Would the project result in 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? (Note: For substantial alteration to occur, new development would have to be of a size, scale, or design that would markedly contrast with the character of the surrounding area.)*

### ***Impact Analysis***

Issue 5 addresses the following threshold of significance:

- Results in a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family).

Relative to size, scale, and design of the project, please refer to Issue 4, above.

The existing character of this portion of the community is light industrial/business park and community commercial. Based on Community Plan designations, the planned character for this area is industrial/business park. As discussed above and in Section 5.1, Land Use, of this EIR, the industrial nature of this area has been augmented by commercial retail development immediately south of the project site. As a result, the area is characterized as light industrial/business park with community-serving commercial retail uses. Although the project site is not designated as residential, the mix of uses proposed by the project fit within the established character of the surrounding community.

### ***Significance of Impacts***

The proposed project would not result in significant impacts relative to size, scale, or design. The proposed project would not result in significant impacts relative to existing and/or planned character of the area.

### ***Mitigation Measures***

The project would not result in significant impacts related to size, scale, or design. The project would not result in significant impacts to existing and/or planned character of the area. No mitigation measures are recommended.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project would not result in significant impacts related to size, scale, or design. The project would not result in significant impacts to existing and/or planned character of the area. No mitigation measures are recommended.

### ***Issue 6***

*Would there be a loss of any distinctive landmark tree(s), or stand of mature trees as identified in the community plan?*

### ***Impact Analysis***

Issue 6 addresses the following threshold of significance:

- Results in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan, or local coastal program.

The Scripps Miramar Ranch Community Plan does not call out specific stands of trees as identified or landmark trees. The Community Plan repeatedly references the desire to maintain the wooded atmosphere provided by the proliferation of eucalyptus trees.

As stated in Issue 2, above, the proposed project would preserve a stand of eucalyptus trees located in the southwest corner of the project site. Additionally, project landscaping incorporates the planting of three varieties of eucalyptus (24-inch box size) along Carroll Canyon Road and the project's eastern boundary. The selected varieties are more resistant to disease and less susceptible to breaking limbs. Although the project would remove existing eucalyptus along Carroll Canyon Road, the project's proposed landscape plan provides for eucalyptus trees along Carroll Canyon Road and in the eastern project boundary. The species of eucalyptus proposed for the project are healthier varieties and would add to the forested nature of the Scripps Miramar Ranch community. The project's impact on distinctive trees would not be significant.

### ***Significance of Impacts***

The proposed project would not result in significant impacts to distinctive trees on-site.

### ***Mitigation Measures***

The project would not result in significant impacts related to distinctive trees. No mitigation measures are recommended.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project would not result in significant impacts related to distinctive trees. No mitigation measures are recommended.

### ***Issue 7***

*Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

### ***Impact Analysis***

Issue 7 addresses the following thresholds of significance:

- Emit or reflect a significant amount of light and glare.

The project site is currently fully developed. Current development includes two office buildings and surface parking. Current sources of light on-site include the office buildings, parking lighting, and street lighting.

Lighting within the project provides a unifying theme to the entire project site. Light fixtures would be of matching and/or complementary design. Landscaping and architectural features would be illuminated and accented with lighting. Parking structure and lot lighting shall match the site lighting theme. Additional lighting would be provided in pedestrian and parking areas to provide necessary security. Building-mounted flood lighting shall not be used to illuminate parking areas.

Project lighting has potential to affect nighttime views, while construction may result in glare. Lighting impacts will be regulated by compliance with Section 142.0740 of the City of San Diego Land Development Code. Glare impacts will be regulated by compliance with Section 142.0730 of the City of San Diego Land Development Code.

### ***Significance of Impacts***

The proposed project would not emit or reflect a significant amount of light and glare and would not result in significant lighting and glare impacts.

### ***Mitigation Measures***

The project would not result in significant impacts related to lighting and glare. No mitigation measures are recommended.

### ***Significance of Impacts Following Implementation of Mitigation measures***

The proposed project would not emit or reflect a significant amount of light and glare and would not result in significant lighting and glare impacts. No mitigation measures are recommended.

## 5.4 Air Quality

This section of the EIR is based on the *Air Quality Technical Report* prepared for the proposed project by Scientific Resources Associated, dated October 7, 2015. A copy of the *Air Quality Technical Report* is included as Appendix C to this EIR.

### 5.4.1 Existing Conditions

The Carroll Canyon Mixed-Use project site is characterized by existing office development and associated surface parking and landscaping. The existing office buildings encompass 76,241 square feet.

#### CLIMATE AND METEOROLOGY

The project site is located in the San Diego Air Basin (SDAB). The climate of the SDAB is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. Figure 5.4-1, *Wind Rose – MCAS Miramar*, provides a graphic representation of the prevailing winds in the project vicinity, as measured at MCAS Miramar, which is the closest meteorological monitoring station to the site, and provides general wind trends in San Diego County.

The high-pressure cell creates two types of temperature inversions that may act to degrade local air quality. Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with 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 ozone, commonly known as smog.

#### BACKGROUND AIR QUALITY

The Air Pollution Control District (APCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The nearest ambient monitoring station to the project site is the Kearny Mesa monitoring station, which measures ozone, nitrogen dioxide, respirable particulate matter (less than or equal to ten microns in diameter), and fine particulate matter (less than or equal to 2.5 microns in diameter). The nearest monitoring station that measures carbon monoxide and sulfur dioxide in San Diego County is located in downtown San Diego. Ambient concentrations of pollutants over the last five years are presented in Table 5.4-1, *Ambient Background Concentrations*.

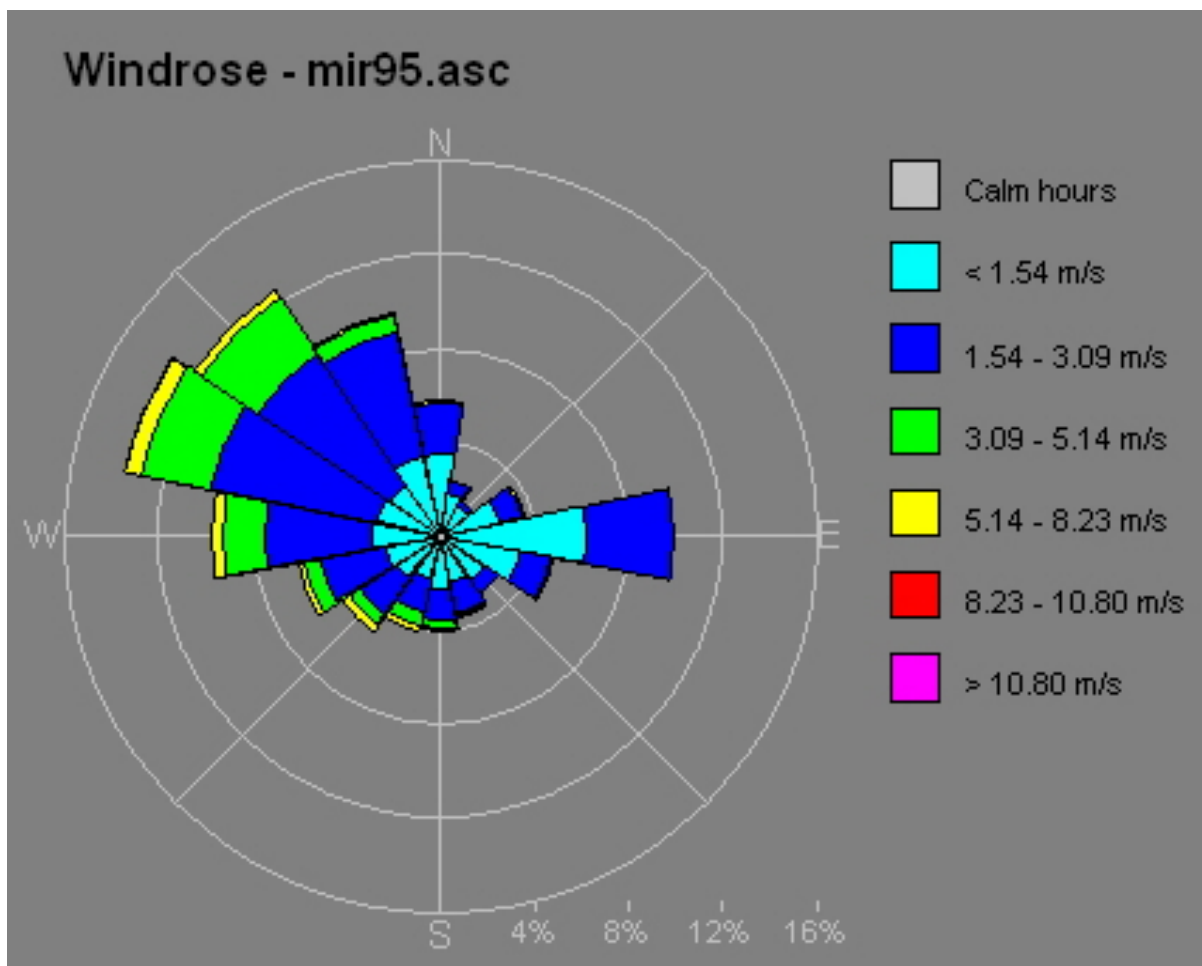


Figure 5.4-1. Wind Rose – MCAS Miramar

**Table 5.4-1. Ambient Background Concentrations  
(ppm unless otherwise indicated)**

Pollutant	Averaging Time	2009	2010	2011	CAAQS	NAAQS	Monitoring Station
Ozone	8 hour	0.082	0.073	0.086	0.070	0.075	Kearny Mesa
	1 hour	0.105	0.100	0.097	0.09	--	Kearny Mesa
PM <sub>10</sub>	Annual	24.7	18.6	20.2	20 µg/m <sup>3</sup>	--	Kearny Mesa
	24 hour	50	32	47	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Kearny Mesa
PM <sub>2.5</sub>	Annual	10.5	8.7	8.9	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Kearny Mesa
	24 hour	25.1	18.7	29.9	--	35 µg/m <sup>3</sup>	Kearny Mesa
NO <sub>2</sub>	Annual	0.014	0.013	0.012	0.030	0.053	Kearny Mesa
	1 hour	0.060	0.073	0.073	0.18	0.100	Kearny Mesa
CO	8 hour	2.77	2.17	2.44	9.0	9	San Diego
SO <sub>2</sub>	24 hour	0.006	0.002	0.003	0.04	--	San Diego



The Kearny Mesa monitoring station measured exceedances of the State 1-hour ozone standard and the State and Federal 8-hour ozone standards in the period from 2009 through 2011. The NAAQS was exceeded once in 2009 and once in 2011; the 8-hour CAAQS was exceeded three times each year. The annual CAAQS for PM<sub>10</sub> was exceeded in 2009 and 2011. The data from the monitoring station indicates that air quality is in attainment of all other air quality standards.

## REGULATORY SETTING

### *Federal*

Air quality is defined by ambient air concentrations of specific pollutants identified by the United States Environmental Protection Agency (EPA) to be of concern with respect to health and welfare of the general public. The EPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the EPA to establish NAAQS, which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the EPA established both primary and secondary standards for seven pollutants (called “criteria” pollutants). The seven pollutants regulated under the NAAQS are as follows: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), respirable particulate matter (or particulate matter with an aerodynamic diameter of 10 microns or less, PM<sub>10</sub>), fine particulate matter (or particulate matter with an aerodynamic diameter of 2.5 microns or less, PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Areas that do not meet the NAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant. The SDAB has been designated as a moderate O<sub>3</sub> nonattainment area for the 8-hour O<sub>3</sub> standard. The SDAB is in attainment for the NAAQS for all other criteria pollutants.

In September 1997, the EPA promulgated 8-hour O<sub>3</sub> and 24-hour and annual PM<sub>2.5</sub> national standards. As a result, this action has initiated a new planning process to monitor and evaluate emission control measures for these pollutants. On April 15, 2004, the SDAB was designated a basic nonattainment area for the 8-hour NAAQS for O<sub>3</sub>. In 2009, the EPA was challenged on its justification for “basic” designations. The EPA subsequently released proposed redesignation classifications for all areas that were classified as “basic” nonattainment. The SDAB would be redesignated as a moderate O<sub>3</sub> nonattainment area under the revised classifications. The SDAB is in attainment for the NAAQS for all other criteria pollutants.

The following specific descriptions of health effects for each of the criteria air pollutants associated with project construction and operations are based on EPA and the California Air Resources Board (ARB).

**Ozone.** O<sub>3</sub> is considered a photochemical oxidant, which is a chemical that is formed when reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>), both by-products of combustion, react in the presence of ultraviolet light. O<sub>3</sub> is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to O<sub>3</sub>.

**Carbon Monoxide.** CO is a product of combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

**Nitrogen Dioxide.** NO<sub>2</sub> is also a by-product of fuel combustion, and is formed both directly as a product of combustion and indirectly in the atmosphere through the reaction of nitrogen oxide (NO) with oxygen. NO<sub>2</sub> is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO<sub>2</sub> can also increase the risk of respiratory illness.

**Respirable Particulate Matter and Fine Particulate Matter.** Respirable particulate matter, or PM<sub>10</sub>, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM<sub>2.5</sub>, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in this size range has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM<sub>10</sub> and PM<sub>2.5</sub> arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations, and windblown dust. PM<sub>10</sub> and PM<sub>2.5</sub> can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM<sub>2.5</sub> is considered to have the potential to lodge deeper in the lungs.

**Sulfur dioxide.** SO<sub>2</sub> is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO<sub>2</sub> are found near large industrial sources. SO<sub>2</sub> is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO<sub>2</sub> can cause respiratory illness and aggravate existing cardiovascular disease.

**Lead.** Pb in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Pb is also classified as a probable human carcinogen.

### *State*

**California Clean Air Act.** The California Clean Air Act was signed into law on September 30, 1988, and became effective on January 1, 1989. The Act requires that local air districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. The California Clean Air Act required the SDAB to achieve a five percent annual reduction in ozone precursor emissions from 1987 until the standards are attained. If this reduction cannot be achieved, all feasible control measures must be implemented. Furthermore, the California Clean Air Act required local air districts to implement a Best Available Control Technology rule and to require emission offsets for nonattainment pollutants.

The ARB is the State regulatory agency with authority to enforce regulations to both achieve and maintain air quality in California. The ARB is responsible for the development, adoption, and

enforcement of the State's motor vehicle emissions program, as well as the adoption of the CAAQS. The ARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS. The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as Federal standards. The ARB has established the more stringent CAAQS for the six criteria pollutants through the California Clean Air Act of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The SDAB is currently classified as a nonattainment area under the CAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. It should be noted that the ARB does not differentiate between attainment of the 1-hour and 8-hour CAAQS for O<sub>3</sub>; therefore, if an air basin records exceedances of either standard the area is considered a nonattainment area for the CAAQS for O<sub>3</sub>. The SDAB has recorded exceedances of both the 1-hour and 8-hour CAAQS for O<sub>3</sub>. The following specific descriptions of health effects for the additional California criteria air pollutants are based on the ARB.

**Sulfates.** Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide (SO<sub>2</sub>) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO<sub>2</sub> to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The ARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

**Hydrogen Sulfide.** H<sub>2</sub>S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H<sub>2</sub>S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, an ARB committee concluded that the ambient standard for H<sub>2</sub>S is adequate to protect public health and to significantly reduce odor annoyance.

**Vinyl Chloride.** Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

**Visibility Reducing Particles.** Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that are comprised of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil,

dust, and salt. The CAAQS is intended to limit the frequency and severity of visibility impairment due to regional haze. A separate standard for visibility-reducing particles that is applicable only in the Lake Tahoe Air Basin is based on reduction in scenic quality.

Table 5.4-2, *Ambient Air Quality Standards*, presents a summary of the ambient air quality standards adopted by the Federal and California Clean Air Acts.

**Toxic Air Contaminants.** In 1983, the California Legislature enacted a program to identify the health effects of Toxic Air Contaminants (TACs) and to reduce exposure to these contaminants to protect the public health (Assembly Bill 1807: Health and Safety Code sections 39650-39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The State of California has identified diesel particulate matter as a TAC. Diesel particulate matter is emitted from on- and off-road vehicles that utilize diesel as fuel. Following identification of diesel particulate matter as a TAC in 1998, the ARB has worked on developing strategies and regulations aimed at reducing the emissions and associated risk from diesel particulate matter. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter from Diesel-Fueled Engines and Vehicles* (State of California 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to diesel particulate matter by 75 percent by 2010 and by 85 percent by 2020. The *Risk Reduction Plan* contains the following three components:

- New regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel particulate matter emissions by about 90 percent overall from current levels;
- New retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost-effective; and
- New Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 ppm to provide the quality of diesel fuel needed by the advanced diesel particulate matter emission controls.

A number of programs and strategies to reduce diesel particulate matter are in place or are in the process of being developed as part of the ARB's Diesel Risk Reduction Program. Some of these programs and strategies include those that would apply to construction and operation of the Carroll Canyon Mixed-Use project, including the following:

- In 2001, the ARB adopted new particulate matter and NO<sub>x</sub> emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans, and other large vehicles. The new standard for particulate matter takes effect in 2007 and reduces emissions to 0.01 gram of particulate matter per brake horsepower-hour (g/bhp-hr.) This is a 90 percent reduction from the existing particulate matter standard. New engines will meet the 0.01 g/bhp-hr particulate matter standard with the aid of diesel particulate filters that trap the particulate matter before exhaust leaves the vehicle.

**Table 5.4-2. Ambient Air Quality Standards**

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS		NATIONAL STANDARDS		
		Concentration	Method	Primary	Secondary	Method
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (176 µg/m <sup>3</sup> )	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.075 ppm (147 µg/m <sup>3</sup> )	0.075 ppm (147 µg/m <sup>3</sup> )	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	--	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm (56 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	--	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m <sup>3</sup> )		0.100 ppm (188 µg/m <sup>3</sup> )	--	
Sulfur Dioxide (SO <sub>2</sub> )	24 hours	0.04 ppm (105 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	Pararosaniline
	3 hours	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )		0.075 ppm (196 µg/m <sup>3</sup> )	--	
Respirable Particulate Matter (PM <sub>10</sub> )	24 hours	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		--	--	
Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m <sup>3</sup>	--	
Sulfates	24 hours	25 µg/m <sup>3</sup>	Ion Chromatography	--	--	--
Lead	30-day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 µg/m <sup>3</sup>	1.5 µg/m <sup>3</sup>	
	3-Month Rolling Average	--		0.15 µg/m <sup>3</sup>	0.15 µg/m <sup>3</sup>	
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography	--	--	--

ppm= parts per million; µg/m<sup>3</sup> = micrograms per cubic meter ; mg/m<sup>3</sup>= milligrams per cubic meterSource: California Air Resources Board, [www.arb.ca.gov](http://www.arb.ca.gov), 2012, <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

- ARB has worked closely with the United States EPA on developing new particulate matter and NO<sub>x</sub> standards for engines used in off-road equipment such as backhoes, graders, and farm equipment. U.S. EPA has proposed new standards that would reduce the emission from off-road engines to similar levels to the on-road engines discussed above by 2010 to 2012. These new engine standards were adopted as part of the Clean Air Nonroad Diesel Final Rule in 2004. Once approved by U.S. EPA, ARB will adopt these as the applicable State standards for new off-road engines. These standards will reduce diesel particulate matter emission by over 90 percent from new off-road engines currently sold in California.
- The ARB has adopted several regulations that will reduce diesel emissions from in-use vehicles and engines throughout California. In some cases, the particulate matter reduction strategies also reduce smog-forming emissions such as NO<sub>x</sub>.

As an ongoing process, the ARB reviews air contaminants and identifies those that are classified as TACs. The ARB also continues to establish new programs and regulations for the control of TACs, including diesel particulate matter, as appropriate.

The local APCD has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The San Diego APCD is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County.

The APCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in 2009. The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for O<sub>3</sub>. The RAQS does not address the State air quality standards for PM<sub>10</sub> or PM<sub>2.5</sub>.

The APCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP includes the APCD's plans and control measures for attaining the O<sub>3</sub> NAAQS. The SIP is also updated on a triennial basis. The latest SIP update was submitted by the ARB to the EPA in 1998, and the APCD is in the process of updating its SIP to reflect the new 8-hour O<sub>3</sub> NAAQS. To that end, the APCD has developed its *Eight-Hour Ozone Attainment Plan for San Diego County* (hereinafter referred to as the Attainment Plan). The Attainment Plan forms the basis for the SIP update, as it contains documentation on emission inventories and trends, the APCD's emission control strategy, and an attainment demonstration that shows that the SDAB will meet the NAAQS for O<sub>3</sub>. Emission inventories, projections, and trends in the Attainment Plan are based on the latest O<sub>3</sub> SIP planning emission projections compiled and maintained by ARB. Supporting data were developed jointly by stakeholder agencies, including ARB, the APCD, the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and SANDAG. Each agency plays a role in collecting and reviewing data as necessary to generate comprehensive emission inventories. The supporting data include socio-economic projections, industrial and travel activity levels, emission factors, and emission speciation profiles. These

projections are based on data submitted by stakeholder agencies including projections in municipal General Plans.

The ARB compiles annual statewide emission inventories in its emission-related information database, the California Emission Inventory Development and Reporting System (CEIDARS). Emission projections for past and future years were generated using the California Emission Forecasting System (CEFS), developed by ARB to project emission trends and track progress towards meeting emission reduction goals and mandates. CEFS utilizes the most current growth and emissions control data available and agreed upon by the stakeholder agencies to provide comprehensive projections of anthropogenic (human activity-related) emissions for any year from 1975 through 2030. Local air districts are responsible for compiling emissions data for all point sources and many stationary area-wide sources. For mobile sources, CEFS integrates emission estimates from ARB's EMFAC2007 and OFFROAD models. SCAG and SANDAG incorporate data regarding highway and transit projects into their Travel Demand Models for estimating and projecting vehicle miles traveled (VMT) and speed. The ARB's on-road emissions inventory in EMFAC2007 relies on these VMT and speed estimates. To complete the inventory, estimates of biogenic (naturally occurring) emissions are developed by ARB using the Biogenic Emissions Inventory Geographic Information System (BEIGIS) model.

Because the ARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends as well as land use plans developed by the cities and by the County as part of the development of general plans, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS and the Attainment Plan. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS and the Attainment Plan. If a project proposes development that is greater than that anticipated in the general plan and SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality.

### *Local*

In San Diego County, the SDAPCD is the regulatory agency that is responsible for maintaining air quality, including implementation and enforcement of State and Federal regulations. The project site is located in the City of San Diego. The City of San Diego has not adopted specific regulations to govern air quality. The Conservation Element of the City's General Plan (City of San Diego 2008) includes policies that encourage development in a manner that benefits San Diego's environment and economy. These policies encourage green building practices and sustainable development. The policies also promote infill development, which reduces emissions from vehicles. The City of San Diego's Significance Determination Thresholds (City of San Diego 2011) that are based on Appendix G of the State CEQA Guidelines.

## **5.4.2 Impact Analysis**

### ***Thresholds of Significance***

The Carroll Canyon Mixed-Use project would result in both construction and operational impacts. Construction impacts include emissions associated with the construction of the project. Operational impacts include emissions associated with the project, including traffic, at full buildout. The City of San Diego has adopted its *Significance Determination Thresholds* (City of San Diego 2011)

that are based on Appendix G of the State CEQA Guidelines. According to the Significance Determination Thresholds, a project would have a significant environmental impact if the project would result in:

- A conflict with or obstruct the implementation of the applicable air quality plan;
- A violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Exposing sensitive receptors to substantial pollutant concentrations;
- Construction activities that exceed 100 pounds per day of Particulate Matter (dust);
- A cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or
- Creating objectionable odors affecting a substantial number of people.

In their *Significance Determination Thresholds*, the City of San Diego has adopted emission thresholds based on the thresholds for an Air Quality Impact Assessment in the San Diego Air Pollution Control District's Rule 20.2. These thresholds are shown in Table 5.4-3, *Significance Criteria for Air Quality Impacts*.

**Table 5.4-3. Significance Criteria for Air Quality Impacts**

Pollutant	Emission Rate		
	Lbs/Hr	Lbs/Day	Tons/Year
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NOx)	25	250	40
Respirable Particulate Matter (PM <sub>10</sub> )	--	100	15
Oxides of Sulfur (SOx)	25	250	40
Lead and Lead Compounds	--	3.2	0.6
Fine Particulate Matter (PM <sub>2.5</sub> )	--	--	--
Volatile Organic Compounds (VOCs)	--	137	15

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and Federal government as TACs or Hazardous Air Pollutants (HAPs). If a project has the potential to result in emissions of any TAC or HAP that may expose sensitive receptors to substantial pollutant concentrations, the project would be deemed to have a potentially significant impact. With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool to 12<sup>th</sup> Grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

With regard to odor impacts, 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 offsite receptors.

The impacts associated with construction and operation of the Carroll Canyon Mixed-Use project were evaluated for significance based on these significance criteria.



**Issue 1**

*Would the project conflict with or obstruct implementation of the applicable air quality plan?*

***Impact Analysis***

Issue 1 addresses the following threshold of significance:

- Conflict with or obstruct the implementation of the applicable air quality plan
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

As discussed in above, the SIP is the document that sets forth the State's strategies for attaining and maintaining the NAAQS. The APCD is responsible for developing the San Diego portion of the SIP, and has developed an attainment plan for attaining the 8-hour NAAQS for O<sub>3</sub>. The RAQS sets forth the plans and programs designed to meet the State air quality standards. Through the RAQS and SIP planning processes, the APCD adopts rules, regulations, and programs designed to achieve attainment of the ambient air quality standards and maintain air quality in the SDAB.

Conformance with the RAQS and SIP determines whether a project will conflict with or obstruct implementation of the applicable air quality plans. The basis for the RAQS and SIP is the distribution of population in the San Diego region as projected by SANDAG. Growth forecasting is based in part on the land uses established by the City of San Diego General Plan. The project requires a General Plan Amendment and a Community Plan Amendment to redesignate the site from Industrial Park to Residential/Mixed-Use. Accordingly, the use of the project site for a mixed use project was not specifically addressed in the General Plan. Further analysis of the project's consistency with the RAQS and SIP was therefore conducted.

The RAQS and SIP address air emissions and impacts from industrial sources, area-wide sources, and mobile sources. The programs also consider transportation control measures and indirect source review. Industrial sources are typically stationary air pollution sources that are subject to APCD rules and regulations, and over which the APCD has regulatory authority. Area-wide sources include sources such as consumer products use, small utility engines, hot water heaters, and furnaces. Both the ARB and the APCD have authority to regulate these sources and have developed plans and programs to reduce emissions from certain types of area-wide sources. Mobile sources are principally emissions from motor vehicles. The ARB establishes emission standards for motor vehicles and establishes regulations for other mobile source activities including off-road vehicles.

Both the RAQS and SIP address emissions of ozone precursors (ROG and NO<sub>x</sub>), as the SDAB is classified as a basic nonattainment area for the NAAQS and a nonattainment area for the CAAQS. The RAQS and SIP do not address particulate matter. The California CAA requires an air quality strategy to achieve a five percent average annual ozone precursor emission reduction when implemented or, if that is not achievable, an expeditious schedule for adopting every feasible emission control measure under air district purview [California Health and Safety Code (H&SC) Section 40914]. The current RAQS represents an expeditious schedule for adopting feasible control measures, since neither San Diego nor any air district in the State has demonstrated sustained five percent average annual ozone precursor reductions.

Most of the control measures adopted in the RAQS apply to industrial sources and specific source categories. There are no specific rules and regulations that apply to construction or operational sources associated with the Carroll Canyon Mixed-Use project; however, off-road equipment and on-road vehicles involved in construction would be required to comply with ARB emission standards. In 1992, SANDAG adopted Transportation Control Measures for the Air Quality Plan which set forth 11 tactics aimed at reducing traffic congestion and motor vehicle emissions within the SDAB. For each of these tactics, the Transportation Control Measures evaluated the potential emissions reductions on a region-wide basis. The tactics include the following:

- Commute travel reduction program
- High school, college, and university travel reduction program
- Goods movement/truck operation program
- Non-commute travel reduction program
- Transit improvements and expansion
- Vanpool program
- High occupancy vehicle lanes
- Park and ride facilities
- Bicycle facilities
- Traffic flow improvements
- Indirect source control program

The tactic that is most applicable to the proposed project is the indirect source control program. The Transportation Control Measures adopted by SANDAG identified job-housing balance, mixed-use, and transit corridor development as criteria for indirect source control. As part of job-housing balance, SANDAG indicated that land use policies and programs shall be established to attract appropriate employers to residential areas and to encourage appropriate housing in and near industrial and business areas. Mixed-use development should be designed to maximize walking and minimize vehicle use by providing housing, employment, education, shopping, recreation, and any support facilities within convenient proximity. The Carroll Canyon Mixed-Use project meets the criteria of the RAQS, SIP, and SANDAG's Transportation Control Measures, as it provides a mix of uses that would include both residential and commercial development.

The RAQS and SIP include emissions budgets for the San Diego Air Basin in their projections of whether or not the air basin will attain and maintain the ozone standard. Emissions budgets for NO<sub>x</sub> and ROG within the San Diego Air Basin include stationary sources, mobile sources, and area sources. Because the project would generate construction emissions, on-road mobile source emissions, and the area source emissions from electricity use, consumer products use, and architectural coatings use, the emissions from the California Emission Estimator Model (CalEEMod) were compared with those emissions sources.

Table 5.4-4, *Comparison of Project Emissions with RAQS and SIP Emissions Budgets*, presents a summary of the air basin's emissions, along with a summary of the emissions associated with the Carroll Canyon Mixed-Use project. As shown in Table 5.4-4, the emissions associated with the project would comprise a very small percentage (less than 0.2 percent for construction and less than 0.05 percent for operations) of all the emission categories. Furthermore, the project's emissions for all sources are below the City of San Diego's significance thresholds. Because emissions are a very small

percentage of the air basin's emissions, and because the emissions are less than the significance thresholds, the emissions attributable to the project would not obstruct or conflict with implementation of the RAQS or SIP. Accordingly, the proposed project is consistent with the applicable air quality plans, and would not result in a significant impact.

**Table 5.4-4. Comparison of Project Emissions with RAQS and SIP Emissions Budgets**

Emission Source	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction, lbs/day						
Construction Fugitive Dust	-	-	-	-	2.44	1.29
Emissions Budget	-	-	-	-	57,080	5,700
Percent of Emissions Budget	-	-	-	-	0.0043%	0.0226%
Paved Road Dust	-	-	-	-	2.56	1.33
Emissions Budget	-	-	-	-	83,300	12,500
Percent of Emissions Budget	-	-	-	-	0.003%	0.0106%
Off Road Diesel	14.46	143.57	98.18	0.12	8.36	7.78
Emissions Budget	24,860	52,240	257,860	80	3,160	2,800
Percent of Emissions Budget	0.058%	0.275%	0.038%	0.15%	0.26%	0.28%
Vehicle Emissions	1.62	6.83	19.47	0.02	0.10	0.09
Emissions Budget	68,780	127,180	654,880	1,000	10,820	7,540
Percent of Emissions Budget	0.0024%	0.0053%	0.0030%	0.0020%	0.0009%	0.0012%
Operations, lbs/day						
Architectural Coatings Use	2.47	-	-	-	-	-
Emissions Budget	18,860	-	-	-	-	-
Percent of Emissions Budget	0.013%	-	-	-	-	-
Consumer Products Use	6.46	-	-	-	-	-
Emissions Budget	42,400	-	-	-	-	-
Percent of Emissions Budget	0.015%	-	-	-	-	-
Energy Use	0.113	0.99	0.60	0.006	0.08	0.08
Emissions Budget	4,500	9,800	12,080	260	2,640	2,360
Percent of Emissions Budget	0.0025%	0.010%	0.005%	0.002%	0.003%	0.003%
Paved Road Dust	-	-	-	-	12.06	3.22
Emissions Budget	-	-	-	-	83,300	12,500
Percent of Emissions Budget	-	-	-	-	0.014%	0.026%
Vehicle Emissions	10.79	18.80	93.68	0.17	12.30	3.43
Emissions Budget	68,780	127,180	654,880	1,000	10,820	7,540
Percent of Emissions Budget	0.0157%	0.015%	0.014%	0.017%	0.011%	0.045%

### Significance of Impacts

The applicable air quality control plans include the RAQS, the SIP, and SANDAG's Transportation Control Measures. The proposed project is consistent with these air quality plans. No impact would result.

### Mitigation Measures

No significant impacts to the applicable air quality plans would result. No mitigation is required.

### Significance of Impacts Following Implementation of Mitigation Measures

No significant impacts to the applicable air quality plans would result. No mitigation is required.

**Issue 2**

*Would the project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Issue 6**

*Would the project result in substantial alteration of air movement in the area of the project?*

**Impact Analysis**

Issues 2 and 6 address the following threshold of significance:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation

To address this significance threshold, an evaluation of emissions associated with both the construction and operational phases of the project was conducted. A discussion of the impacts relative to construction is included below, under *Air Quality Issue 4*. The discussion that follows addresses the project's operational impacts. Operational impacts associated with the Carroll Canyon Mixed-Use project would include impacts associated with vehicular traffic, as well as area sources such as energy use, landscaping, consumer products use, and architectural coatings use for maintenance purposes.

The *Carroll Canyon Mixed-Use Transportation Impact Analysis* (LOS Engineering 2015) calculated project trip generation rates based on the proposed development. According to the Transportation Impact Analysis, the project would generate 3,256 net cumulative ADT. The trip generation rates were accounted for within the CalEEMod Model runs for vehicular emissions.

Operational impacts associated with vehicular traffic and area sources including energy use, landscaping, consumer products use, hearth emissions, and architectural coatings use for maintenance purposes were estimated using the CalEEMod Model. The CalEEMod Model calculates vehicle emissions based on emission factors from the EMFAC2011 model. It was assumed that the first year of full occupancy would be 2017. Based on the results of the EMFAC2011 model for subsequent years, emissions would decrease on an annual basis from 2014 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2011 model.

Table 5.4-5, *Operational Emissions*, presents the results of the emission calculations, in pounds per day (lbs/day), along with a comparison with the significance criteria. Based on the estimates of the emissions associated with project operations, the emissions of all criteria pollutants are below the significance thresholds.

**Table 5.4-5. Operational Emissions**

	ROG	NOx	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer Day, lbs/day						
Area Sources	9.61	0.25	21.67	0.001	0.12	0.12
Energy Use	0.11	0.99	0.60	0.006	0.08	0.08
Vehicular Emissions	10.02	17.73	85.33	0.18	12.30	3.43
<b>TOTAL</b>	<b>19.74</b>	<b>18.97</b>	<b>107.60</b>	<b>0.19</b>	<b>12.49</b>	<b>3.63</b>
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	No	No	No	No	No	No
Winter Day, lbs/day						
Area Sources	9.61	0.25	21.67	0.001	0.12	0.12
Energy Use	0.11	0.99	0.60	0.006	0.08	0.08
Vehicular Emissions	10.79	18.80	93.68	0.17	12.30	3.43
<b>TOTAL</b>	<b>20.51</b>	<b>20.04</b>	<b>115.94</b>	<b>0.18</b>	<b>12.49</b>	<b>3.63</b>
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	No	No	No	No	No	No

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO “hot spots.” To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO “hot spots” was conducted. The Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998) were followed to determine whether a CO “hot spot” is likely to form due to project-generated traffic. In accordance with the Protocol, CO “hot spots” are typically evaluated when (a) the LOS of an intersection or roadway decreases to a LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, commercial developments, schools, hospitals, etc. are located in the vicinity of the affected intersection or roadway segment.

The Transportation Impact Analysis evaluated whether or not there would be a decrease in the level of service at the intersections affected by the project. The Transportation Impact Analysis identified significant impacts in the Near Term scenarios at the intersection of Carroll Canyon Road and I-15 NB Ramps. The Transportation Impact Analysis identified significant impacts for the 2035 plus Project condition at the following three intersections:

- Carroll Canyon Road at Maya Linda Road
- Carroll Canyon Road at I-15 Southbound Ramps
- Carroll Canyon Road at I-15 Northbound Ramps

As recommended in the Protocol, CALINE4 modeling was conducted for the intersections identified above for the scenario without project traffic, and the project scenarios. Modeling was conducted based on the guidance in Appendix B of the Protocol to calculate maximum predicted 1-hour CO concentrations. Predicted 1-hour CO concentrations were then scaled to evaluate maximum predicted 8-hour CO concentrations using the recommended scaling factor of 0.7 for urban locations.

Inputs to the CALINE4 model were obtained from the Transportation Impact Analysis. As recommended in the Protocol, receptors were located at locations that were approximately three meters from the mixing zone, and at a height of 1.8 meters. Average approach and departure speeds were assumed to be five mph to account for congestion at the intersection and provide a worst-case estimate of emissions. Emission factors for those speeds were estimated from the EMFAC2011 emissions model.

In accordance with the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol, it is also necessary to estimate future background CO concentrations in the project vicinity to determine the potential impact plus background and evaluate the potential for CO “hot spots” due to the project. As a conservative estimate of background CO concentrations, the existing maximum 1-hour background concentration of CO that was calculated using the persistence factor of 0.7 with the 8-hour concentration measured at the San Diego monitoring station for the period 2009 to 2011 of 3.96 ppm was used to represent future maximum background 1-hour CO concentrations. The existing maximum 8-hour background concentration of CO that was measured at the San Diego monitoring station during the period from 2009 to 2011 of 2.77 ppm was also used to provide a conservative estimate of the maximum 8-hour background concentrations in the project vicinity. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles.

Table 5.4-6, *CO Hot Spots Evaluation*, presents a summary of the predicted CO concentrations (impact plus background) for the intersections evaluated.

**Table 5.4-6. CO Hot Spots Evaluation**

Intersection	Impact	
NEAR TERM		
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm; Background 3.0 ppm		
	am	pm
Carroll Canyon Road and I-15 NB Ramps	4.5	4.4
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm; Background 2.44 ppm		
Carroll Canyon Road and I-15 NB Ramps	3.49	
HORIZON YEAR		
Maximum 1-hour Concentration Plus Background, ppm CAAQS = 20 ppm; NAAQS = 35 ppm; Background 3.0 ppm		
	am	pm
Carroll Canyon Road and Maya Linda Road	3.4	3.4
Carroll Canyon Road and I-15 Southbound Ramps	3.5	3.5
Carroll Canyon Road and I-15 Northbound Ramps	3.5	3.5
Maximum 8-hour Concentration Plus Background, ppm CAAQS = 9.0 ppm; NAAQS = 9 ppm; Background 2.44 ppm		
Carroll Canyon Road and Maya Linda Road	2.72	
Carroll Canyon Road and I-15 Southbound Ramps	2.79	
Carroll Canyon Road and I-15 Northbound Ramps	2.79	

As shown in Table 5.4-5, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO shown in Table 5.4-2. Therefore, no exceedances of the CO standard are predicted, and the project would not cause or contribute to a violation of this air quality standard.

Additionally, the project would not result in substantial alteration of air movement in the area of the project. The Carroll Canyon Mixed-Use project site is currently developed with two existing mostly vacant office buildings totaling 76,241 square feet, associated facilities, and surface parking. The project proposes redevelopment of the existing office complex with a mixed-use development that would include residential, retail shops, and restaurant(s). The existing mostly vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with approximately 388,000 square feet of residential, retail, and restaurant space. The proposed project

would not result in construction of buildings or uses that would have the potential of substantially alter air movement, and air quality impacts associated with air movement would not occur.

***Significance of Impacts***

Operational emissions would be below the significance thresholds for all pollutants. Additionally, CO impacts would be less than significant because no CO “hot spots” would result from the project. Therefore, air quality impacts associated with project operations would not be significant.

***Mitigation Measures***

Project impacts associated with emissions during project operations are less than significant. No mitigation is required.

***Significance of Impacts Following Implementation of Mitigation Measures***

Project impacts associated with emissions during project operations are less than significant. No mitigation is required.

***Issue 3***

*Would the project expose sensitive receptors to substantial pollutant concentrations?*

***Impact Analysis***

Issue 3 addresses the following threshold of significance:

- Expose sensitive receptors to substantial pollutant concentrations

This issue concerns whether the project could expose sensitive receptors to substantial pollutant concentrations of TACs. If a project has the potential to result in emissions of any TAC that results in a cancer risk of greater than ten in one million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact.

Air quality regulators typically define sensitive receptors as schools (Preschool through 12<sup>th</sup> Grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Residential land uses may also be considered sensitive receptors. The project site is currently developed with office buildings, parking, and associated improvements. There are no sensitive receptors on the project site. The nearest sensitive receptors to the site are the residents located approximately 0.1 mile east of the project site.

Emissions of TACs are attributable to temporary emissions from construction emissions, and minor emissions associated with diesel truck traffic used for deliveries at the site. Truck traffic may result in emissions of diesel particulate matter, which is characterized by the State of California as a TAC. Certain types of projects are recommended to be evaluated for impacts associated with TACs. In accordance with the SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD 2003), projects that should be evaluated for diesel particulate emissions include truck stops, distribution centers, warehouses, and transit centers which diesel vehicles would utilize and which would be sources of diesel particulate matter from heavy-duty diesel trucks. Residential mixed-use projects such as the Carroll Canyon Mixed-Use project would not attract a disproportionate amount of diesel trucks and would not be

considered a source of TAC emissions. Based on the CalEEMod Model, heavy-duty diesel trucks would account for only 0.9 percent of the total trips associated with the project. Impacts to sensitive receptors from TAC emissions would therefore be less than significant.

### ***Significance of Impacts***

For the Carroll Canyon Mixed-Use project, sensitive receptors (characterized by the residential development located 0.1 mile east of the project site) may be exposed to TACs, a pollutant that can be harmful in substantial concentrations. Diesel trucks are the primary producers of TAC emissions. For this project, heavy-duty diesel truck trips would account for 0.9 percent of the total trips associated with the project. As such, impacts to sensitive receptors would be less than significant.

### ***Mitigation Measures***

Project impacts to sensitive receptors are less than significant. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

Project impacts to sensitive receptors are less than significant. No mitigation is required.

### ***Issue 4***

*Would the project exceed 100 pounds per day of Particulate Matter (dust)?*

### ***Impact Analysis***

Issue 4 addresses the following threshold of significance:

- Result in construction activities that exceed 100 pounds per day of Particulate Matter (dust)

Emissions of pollutants such as fugitive dust and heavy equipment exhaust that are generated during construction are generally highest near the construction site. Emissions from the construction of the project were estimated using the CalEEMod Model (ENVIRON 2011). It was assumed that construction would require the following phases: fine grading, utilities installation, building construction, paving, and architectural coatings application.

The CalEEMod Model provides default assumptions regarding horsepower rating, load factors for heavy equipment, and hours of operation per day. Default assumptions within the CalEEMod Model and assumptions for similar projects were used to represent operation of heavy construction equipment.

Construction calculations within the CalEEMod Model utilize the number and type of equipment shown in Table 4.5-4 to calculate emissions from heavy construction equipment. The methodology used involves multiplication of the number of pieces of each type of equipment times the equipment horsepower rating, load factor, and OFFROAD emission factor, as shown in the equation below:

*Emissions, lbs/day = (Number of pieces of equipment) x (equipment horsepower) x (load factor) x (hours of operation per day) x (OFFROAD emission factor, lbs/hp-hr)*

In addition to calculating emissions from heavy construction equipment, the URBEMIS Model contains calculation modules to estimate emissions of fugitive dust, based on the amount of



earthmoving or surface disturbance required; emissions from heavy-duty truck trips or vendor trips during construction activities; emissions from construction worker vehicles during daily commutes; emissions of ROG from paving using asphalt; and emissions of ROG during application of architectural coatings. As part of the project design features, ~~it was assumed that~~ standard dust control measures (watering three times daily, using soil stabilizers on unpaved roads) and architectural coatings that comply with SDAPCD Rule 67.0 [assumed to meet a volatile organic compound (VOC) content of 150 grams per liter (g/l)] would be used during construction.

Standard dust control measures would be employed during construction. These standard dust control measures include the following:

- Watering active grading sites a minimum of three times daily
- Apply soil stabilizers to inactive construction sites
- Replace ground cover in disturbed areas as soon as possible
- Control dust during equipment loading/unloading (load moist material, ensure at least 12 inches of freeboard in haul trucks)
- Reduce speeds on unpaved roads to 15 mph or less
- Water unpaved roads a minimum of three times daily

These dust control measures would reduce the amount of fugitive dust generated during construction. In addition to dust control measures, architectural coatings applied to interior and exterior surfaces will be required to meet the ROG limitations of SDAPCD Rule 67.0, which limits the ROG content of most coatings to 150 grams/liter. Coatings will also be applied using high volume, low pressure spray equipment to reduce overspray to the extent possible.

Table 5.4-7, *Estimated Maximum Daily Construction Emissions*, provides the detailed emission estimates as calculated with the CalEEMod Model for each of the construction phases of the project, without mitigation. As shown in Table 5.4-7, emissions of criteria pollutants during construction would be below the thresholds of significance for all project construction phases for all pollutants. Project criteria pollutant emissions during construction would be temporary. Impacts during construction would be less than significant.

### ***Significance of Impacts***

Construction impacts would be temporary and for a short duration. Impacts during construction would be less than significant.

### ***Mitigation Measures***

Construction impacts would be less than significant. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

Construction impacts would be less than significant. No mitigation is required.

***Issue 5***

*Would the project create objectionable odors affecting substantial number of people?*

***Impact Analysis***

Issue 5 addresses the following threshold of significance:

- Create objectionable odors affecting a substantial number of people

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. Sensitive receptors located in the vicinity of the construction site include the residences to the east of the site. Odors are highest near the source and would quickly dissipate off-site; any odors associated with construction would be temporary.

The project is a retail development and would not include land uses that would be sources of nuisance odors. Thus the potential for odor impacts associated with the project is less than significant.

***Significance of Impacts***

The proposed project does not include land uses that would be sources of nuisance odors. Any odors present during construction would be temporary and likely not affect sensitive receptors (residences), as these receptors are located 0.1 mile east of the project at a higher elevation. Odors are highest near the source and would dissipate before reaching the residences. Project impacts are less than significant.

***Mitigation Measures***

Project impacts related to objectionable or nuisance odors are less than significant. No mitigation is required.

***Significance of Impacts Following Implementation of Mitigation Measures***

Project impacts related to objectionable or nuisance odors are less than significant. No mitigation is required.

**Table 5.4-7. Estimated Maximum Daily Construction Emissions**

Construction Activity/Time	ROG	NOx	CO	SO2	PM <sub>10</sub> Dust	PM <sub>10</sub> Exhaust	PM <sub>10</sub> Total	PM <sub>2.5</sub> Dust	PM <sub>2.5</sub> Exhaust	PM <sub>2.5</sub> Total
<b>Site Preparation</b>										
Fugitive Dust	--	--	--	--	0.45	0.00	0.45	0.07	0.00	0.07
Off-Road Diesel	4.51	48.36	36.07	0.04	--	2.45	2.45	--	2.29	2.29
On-Road Diesel	0.12	1.72	1.15	0.00	0.09	0.03	0.12	0.03	0.02	0.05
Worker Trips	0.06	0.07	0.74	0.00	0.12	0.001	0.12	0.03	0.00	0.03
<b>TOTAL</b>	<b>4.69</b>	<b>50.15</b>	<b>37.96</b>	<b>0.04</b>	<b>0.66</b>	<b>2.481</b>	<b>3.14</b>	<b>0.13</b>	<b>2.31</b>	<b>2.44</b>
<b>Site Grading</b>										
Fugitive Dust	--	--	--	--	2.44	0.00	2.44	1.30	0.00	1.30
Off-Road Diesel	3.83	40.42	26.67	0.03	--	2.33	2.33	--	2.14	2.14
Worker Trips	0.06	0.07	0.74	0.00	0.12	0.00	0.12	0.03	0.010	0.03
<b>TOTAL</b>	<b>3.89</b>	<b>40.49</b>	<b>27.41</b>	<b>0.03</b>	<b>2.56</b>	<b>2.33</b>	<b>4.89</b>	<b>1.33</b>	<b>2.14</b>	<b>3.47</b>
<b>Building Construction</b>										
Building Off Road Diesel	3.66	30.03	18.74	0.03	--	2.12	2.12	--	1.99	1.99
Building Vendor Trips	0.41	3.82	4.25	0.00	0.23	0.06	0.29	0.07	0.06	0.12
Building Worker Trips	0.78	0.92	10.09	0.02	1.68	0.01	1.69	0.44	0.01	0.46
<b>TOTAL</b>	<b>4.85</b>	<b>34.77</b>	<b>33.08</b>	<b>0.05</b>	<b>1.91</b>	<b>2.19</b>	<b>4.10</b>	<b>0.51</b>	<b>2.06</b>	<b>2.57</b>
<b>Paving</b>										
Paving Off-Gas	0.02	--	--	--	--	--	--	--	--	--
Paving Off Road Diesel	2.09	22.39	14.82	0.02	--	1.26	1.26	--	1.16	1.16
Paving Worker Trips	0.05	0.06	0.67	0.00	0.12	0.00	0.12	0.03	0.0	0.03
<b>TOTAL</b>	<b>2.16</b>	<b>22.45</b>	<b>15.49</b>	<b>0.02</b>	<b>0.12</b>	<b>1.26</b>	<b>1.38</b>	<b>0.03</b>	<b>1.16</b>	<b>1.19</b>
<b>Architectural Coatings</b>										
Architectural Coatings Off-Gas	47.12	--	--	--	--	--	--	--	--	--
Architectural Coatings Offroad Diesel	0.37	2.37	1.88	0.00	--	0.20	0.20	--	0.20	0.20
Architectural Coatings Worker Trips	0.14	0.17	1.83	0.00	0.34	0.00	0.34	0.09	0.00	0.09
<b>TOTAL</b>	<b>47.63</b>	<b>2.54</b>	<b>3.71</b>	<b>0.00</b>	<b>0.34</b>	<b>0.20</b>	<b>0.54</b>	<b>0.09</b>	<b>0.20</b>	<b>0.29</b>
<b>MAXIMUM DAILY EMISSIONS<sup>1</sup></b>	<b>54.27</b>	<b>57.65</b>	<b>50.73</b>	<b>0.09</b>	<b>2.37</b>	<b>3.49</b>	<b>5.86</b>	<b>0.63</b>	<b>3.27</b>	<b>3.90</b>
Significance Criteria	137	250	550	250			100			55
Significant?	No	No	No	No			No			No

<sup>1</sup>Maximum occurs either during simultaneous building construction and architectural coatings application, building construction and paving, or mass grading and trenching/utilities.

## 5.5 Global Climate Change

This section of the EIR is based on the *Global Climate Change Evaluation* prepared for the proposed project by Scientific Resources Associated, dated November 23, 2016, and the CAP Consistency Checklist. A copy of the *Global Climate Change Evaluation* is included as Appendix D to this EIR. A copy of the CAP Consistency Checklist is included as Appendix N to this EIR. By nature, greenhouse gas and global climate change evaluations are a cumulative study, which takes into account the entirety of the immediately surrounding area.

### 5.5.1 Existing Conditions

#### BACKGROUND

Global Climate Change (GCC) refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. GCC may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of land. Historical records indicate that global climate changes have occurred in the past due to natural phenomena (such as during previous ice ages). Some data indicate that the current global conditions differ from past climate changes in rate and magnitude.

Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere, much like a greenhouse. GHGs are emitted by both natural processes and human activities. Without these natural GHGs, the Earth's temperature would be about 61° Fahrenheit cooler (California Environmental Protection Agency 2006). Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere. For example, data from ice cores indicate that CO<sub>2</sub> concentrations remained steady prior to the current period for approximately 10,000 years; however, concentrations of CO<sub>2</sub> have increased in the atmosphere since the industrial revolution.

~~GCC and GHGs have been at the center of a widely contested political, economic, and scientific debate. Although the conceptual existence of GCC is generally accepted, the extent to which GHGs generally and anthropogenic induced GHGs (mainly CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) contribute to it remains a source of debate. The State of California has been at the forefront of developing solutions to address GCC.~~

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The IPCC concluded that a stabilization of GHGs at 400 to 450 ppm CO<sub>2</sub> equivalent concentration is required to keep global mean warming below 3.6° Fahrenheit (2° Celsius), which is assumed to be necessary to avoid dangerous climate change.

State law defines greenhouse gases as any of the following compounds: CO<sub>2</sub>, CH<sub>4</sub>, nitrous oxide N<sub>2</sub>O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) [California Health and Safety Code Section 38505(g)]. CO<sub>2</sub>, followed by CH<sub>4</sub> and N<sub>2</sub>O, are the most common GHGs that result from human activity.

### SOURCES AND GLOBAL WARMING POTENTIALS OF GHG

Anthropogenic sources of CO<sub>2</sub> include combustion of fossil fuels (coal, oil, natural gas, gasoline and wood). CH<sub>4</sub> is the main component of natural gas and also arises naturally from anaerobic decay of organic matter. Accordingly, anthropogenic sources of CH<sub>4</sub> include landfills, fermentation of manure and cattle farming. Anthropogenic sources of N<sub>2</sub>O include combustion of fossil fuels and industrial processes such as nylon production and production of nitric acid. Other GHGs are present in trace amounts in the atmosphere and are generated from various industrial or other uses.

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the “cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas” (USEPA 2006). The reference gas for GWP is CO<sub>2</sub>; therefore, CO<sub>2</sub> has a GWP of 1. The other main greenhouse gases that have been attributed to human activity include CH<sub>4</sub>, which has a GWP of 28, and N<sub>2</sub>O, which has a GWP of 265. Table 5.5-1, *Global Warming Potentials and Atmospheric Lifetimes of GHGs*, presents the GWP and atmospheric lifetimes of common GHGs. In order to account for each GHG's respective GWP, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and are typically quantified in metric tons (MT) or millions of metric tons (MMT).

**Table 5.5-1. Global Warming Potentials and Atmospheric Lifetimes of GHGs**

GHG	Formula	100-Year Global Warming Potential	Atmospheric Lifetime (Years)
Carbon Dioxide	CO <sub>2</sub>	1	Variable
Methane	CH <sub>4</sub>	28	12
Nitrous Oxide	N <sub>2</sub> O	265	121
Sulfur Hexafluoride	SF <sub>6</sub>	23,500	3,200
Hydrofluorocarbons	HFCs	100 to 12,000	1 to 100
Perfluorocarbons	PFCs	7,000 to 11,000	3,000 to 50,000
Nitrogen Trifluoride	NF <sub>3</sub>	16,100	500
Source; First Update to the Climate Change Scoping Plan, ARB 2014			

The State of California GHG Inventory performed by CARB compiled statewide anthropogenic GHG emissions and sinks. It includes estimates for CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, SF<sub>6</sub>, HFCs, and PFCs. The current inventory covers the years 1990 to 2012, and is summarized in Table 5.5-2, *State of California GHG Emissions by Sector*. Data sources used to calculate this GHG inventory include California and Federal agencies, international organizations, and industry associations. The calculation methodologies are consistent with guidance from the IPCC. The 1990 emissions level is the sum total of sources and sinks from all sectors and categories in the inventory. The inventory is divided into seven broad sectors and categories in the inventory. These sectors include: Agriculture, Commercial, Electricity Generation, Forestry, Industrial, Residential, and Transportation.

**Table 5.5-2. State of California GHG Emissions by Sector**

Sector	Total 1990 Emissions (MMTCO <sub>2</sub> e)	Percent of Total 1990 Emissions	Total 2012 Emissions (MMTCO <sub>2</sub> e)	Percent of Total 2012 Emissions
Agriculture	23.4	5%	37.86	8%
Commercial	14.4	3%	14.20	3%
Electricity Generation	110.6	26%	95.05	21%
Forestry (excluding sinks)	0.2	<1%	Not reported	--
Industrial	103.0	24%	89.16	19%
Residential	29.7	7%	28.09	6%
Transportation	150.7	35%	167.38	36%
Recycling and Waste	Not reported	--	8.49	2%
High GWP Gases	Not reported	--	18.41	4%
Forestry Sinks	(6.7)	--	Not reported	--

In addition to the statewide GHG inventory prepared by the ARB, a GHG inventory was prepared by the University of San Diego School of Law Energy Policy Initiative Center (EPIC) for the San Diego region (University of San Diego 2008). The San Diego County Greenhouse Gas Inventory (SDCGHGI) takes into account the unique characteristics of the region when estimating emissions, and estimated emissions for years 1990, 2006, and 2020.

Areas where feasible reductions could occur and the strategies for achieving those reductions are outlined in the SDCGHGI. A summary of the various sectors that contribute GHG emissions in San Diego County for year 2006 is provided in Table 5.5-3, *San Diego County 2006 GHG Emissions by Category*. Total GHGs in San Diego County are estimated at 34 MMTCO<sub>2</sub>e.

**Table 5.5-3. San Diego County 2006 GHG Emissions by Category**

Sector	Total Emissions (MMTCO <sub>2</sub> e)	Percent of Total Emissions
On-Road Transportation	16	46%
Electricity	9	25%
Natural Gas Consumption	3	9%
Civil Aviation	1.7	5%
Industrial Processes & Products	1.6	5%
Other Fuels/Other	1.1	4%
Off-Road Equipment & Vehicles	1.3	4%
Waste	0.7	2%
Agriculture/Forestry/Land Use	0.7	2%
Rail	0.3	1%
Water-Born Navigation	0.13	0.4%
Source: EPIC's SDCGHGI, 2008		

According to the SDCGHGI, a majority of the region's emissions are attributable to on-road transportation, with the next largest source of GHG emissions attributable to electricity generation. The SDCGHGI states that emission reductions from on-road transportation will be achieved in a variety of ways, including through regulations aimed at increasing fuel efficiency standards and decreasing vehicle emissions. These regulations are outside the control of project applicants for land use development. The SDCGHGI also indicates that emission reductions from electricity generation will be achieved in a variety of ways, including through a 10 percent reduction in electricity consumption, implementation of the renewable portfolio standard (RPS), cleaner electricity purchases by San Diego Gas & Electric, replacement of the Boardman Contract (which allows the purchase of electricity from coal-fired power plants), and implementation of 400 MW of photovoltaics. Many of these measures are also outside the control of project applicants.

In its ~~Draft~~ Climate Action Plan (City of San Diego 2016~~2014~~), the City identified the 2010 baseline for GHG emissions of ~~12,984,993~~ ~~12,851,000~~ MT CO<sub>2</sub>e. Based on the community-wide emissions inventory, 55 percent of the baseline emissions are attributable to transportation, ~~24.23~~ percent are attributable to electricity use, ~~16.47~~ percent are attributable to natural gas use, and five percent are attributable to solid waste and wastewater handling and treatment.

### TYPICAL ADVERSE EFFECTS

The Climate Scenarios Report (2006) uses a range of emissions scenarios developed by the IPCC to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21<sup>st</sup> century. Three warming ranges were identified: lower warming range (3.0 to 5.5 degrees Fahrenheit (°F)); medium warming range (5.5 to 8.0 °F); and higher warming range (8.0 to 10.5 °F). The Climate Scenarios Report then presents an analysis of the future projected climate changes in California under each warming range scenario.

According to the report, substantial temperature increases would result in a variety of impacts to the people, economy, and environment of California. These impacts would result from a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. These impacts are described below.

**Public Health.** Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to O<sub>3</sub> formation are projected to increase by 25 to 35 percent under the lower warming range and 75 to 85 percent under the medium warming range. In addition, if global background O<sub>3</sub> levels increase as is predicted in some scenarios, it may become impossible to meet local air quality standards. An increase in wildfires could also occur, and the corresponding increase in the release of pollutants including PM<sub>2.5</sub> could further compromise air quality. The Climate Scenarios Report indicates that large wildfires could become up to 55 percent more frequent of GHG emissions are not significantly reduced.

Potential health effects from GCC may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (e.g., heat rash and heat stroke). In addition, climate sensitive diseases (such as malaria, dengue fever, yellow fever,

and encephalitis) may increase, such as those spread by mosquitoes and other disease-carrying insects.

**Water Resources.** A vast network of reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada mountain snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. In addition, if temperatures continue to rise more precipitation would fall as rain instead of snow, further reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. The State's water resources are also at risk from rising sea levels. An influx of seawater would degrade California's estuaries, wetlands, and groundwater aquifers.

**Agriculture.** Increased GHG and associated increases in temperature are expected to cause widespread changes to the agricultural industry, reducing the quantity and quality of agricultural products statewide. Significant reductions in available water supply to support agriculture would also impact production. Crop growth and development will change as will the intensity and frequency of pests and diseases.

**Ecosystems/Habitats.** Continued global warming will likely shift the ranges of existing invasive plants and weeds, thus altering competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Continued global warming is also likely to increase the populations of and types of pests. Continued global warming would also affect natural ecosystems and biological habitats throughout the State.

**Wildland Fires.** Global warming is expected to increase the risk of wildfire and alter the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State.

**Rising Sea Levels.** Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the high warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. A sea level risk of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten levees and inland water systems, and disrupt wetlands and natural habitats.

Sea levels rose approximately seven inches during the last century and the State of California predicts an additional rise of ten to 17 inches by 2050 and a rise of 31 to 69 inches by 2100, depending on the future levels of GHG emissions. If this occurs, resultant effects could include increased coastal flooding. Sea level rise adaptation strategies include strategies that involve construction of hard structures as barriers, such as seawalls and levees; soft structure strategies such as wetland enhancement, detention basins, and other natural strategies; accommodation



strategies that include grade elevations, elevated structures, and other building design options; and withdrawal strategies that limit development to areas unaffected by sea level rise.

Compliance with IBMC Section 15.50.160, Flood Hazard Reduction Standards, would require development within coastal high hazard areas to be elevated above the base flood level and be adequately anchored to resist flotation, collapse, and lateral movement as detailed in the regulatory setting section. The Project is not within the coastal high hazard area, and is therefore not subject to the standards. It is not anticipated that the levels of sea level rise predicted for the area would affect the project.

## REGULATORY SETTING

All levels of government have some responsibility for the protection of air quality, and each level (Federal, State, and regional/local) has specific responsibilities relating to air quality regulation. GHG emissions and the regulation of GHGs is a relatively new component of this air quality regulatory framework.

### *National and International Efforts*

In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change. Under the Convention, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of global climate change. The U.S. Supreme Court rules in *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (2007), that USEPA has the ability to regulate GHG emissions. In addition to the national and international efforts described above, many local jurisdictions have adopted climate change policies and programs.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the federal CAA:

**Endangerment Finding:** USEPA found that the current and projected concentrations of the six key well-mixed GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) in the atmosphere threaten the public health and welfare of current and future generations.

**Cause or Contribute Finding:** USEPA found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009 and adopted on April 1, 2010. As finalized in April 2010, the emissions standards rule for vehicles will improve average fuel economy standards to 35.5 miles per gallon by 2016. In addition, the rule will require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile.

**Mandatory GHG Reporting Rule.** On March 10, 2009, in response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), the EPA proposed a rule that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of Greenhouse Gases Rule was signed, and was published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. The rule will collect accurate and comprehensive emissions data to inform future policy decisions.

The EPA is requiring suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA. The gases covered by the proposed rule are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF<sub>6</sub>), and other fluorinated gases, including nitrogen trifluoride (NF<sub>3</sub>) and hydrofluorinated ethers (HFE).

### *State*

The following subsections describe regulations and standards that have been adopted by the State of California to address GCC issues.

**Assembly Bill 32, the California Global Warming Solutions Act of 2006.** In September 2006, Governor Schwarzenegger signed California AB 32, the global warming bill, into law. AB 32 directs the ARB to do the following:

- Make publicly available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- Make publicly available a GHG inventory for the year 1990 and determine target levels for 2020.
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures.
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources that ARB finds necessary to achieve the statewide GHG emissions limit.

- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

AB 32 required that, by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. The ARB adopted its Scoping Plan in December 2008, which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. The ARB estimated that the 1990 GHG emissions level was 427 MMT net CO<sub>2</sub>e, and the projection for “business as usual” emissions for 2020 was 596 MMT net CO<sub>2</sub>e. The ARB therefore estimated that a reduction of 169 MMT net CO<sub>2</sub>e emissions below “business as usual” levels would be required by 2020 to meet the 1990 level. This amounted to roughly a 28.35 percent reduction from projected business-as-usual levels in 2020. In 2011, the ARB developed a supplement to the AB 32 Scoping Plan. The Supplement updated the emissions inventory based on current projections for “business as usual” emissions for 2020 to 506.8 metric tons of CO<sub>2</sub>e. The updated projection included adopted measures (Pavley 1 fuel efficiency standards, 20 percent Renewable Portfolio Standard requirement), and estimated that an additional 16 percent reduction below the estimated “business as usual” levels would be necessary to return to 1990 levels by 2020.

In 2014, the ARB published its First Update to the Climate Change Scoping Plan. The Update indicates that the State is on target to meet the goal of reducing GHG emissions to 1990 level by 2020. The First Update tracks progress in achieving the goals of AB 32, and lays out a new set of actions that will move the State further along the path to achieving the 2050 goal of reducing emissions to 80% below 1990 levels. While the Update discusses setting a mid-term target, the plan does not yet set a quantifiable target toward meeting the 2050 goal.

**Senate Bill 97.** Senate Bill 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directs OPR to develop draft CEQA guidelines “for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions” by July 1, 2009, and directs the Resources Agency to certify and adopt the CEQA guidelines by January 1, 2010.

OPR published a technical advisory on CEQA and climate change on June 19, 2008. The guidance did not include a suggested threshold, but stated that the OPR had asked the ARB to “recommend a method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of greenhouse gas emissions throughout the state.” The OPR technical advisory does recommend that CEQA analyses include the following components:

- Identification of greenhouse gas emissions;
- Determination of significance; and
- Mitigation of impacts, as needed and as feasible.

On December 31, 2009, the CNRA adopted the proposed amendments to the State CEQA Guidelines. These amendments became effective on March 18, 2010.

**Senate Bill 32.** Senate Bill 32 was enacted by the California Legislature on September 8, 2016 to require the ARB to approve a statewide GHG emissions limit to reduce GHG emissions to 40% below

1990 levels by 2030. The bill codified the target identified in Executive Order B-30-15 and authorizes the ARB to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions and ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.

**Executive Order S-3-05.** Executive Order S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions by 2050. Executive Order S-3-05 also calls for the California EPA (CalEPA) to prepare biennial science reports on the potential impact of continued GCC on certain sectors of the California economy. The first of these reports, *Our Changing Climate: Assessing Risks to California*, and its supporting document *Scenarios of Climate Change in California: An Overview* were published by the California Climate Change Center in 2006.

**Executive Order B-30-15.** Executive Order B-30-15 was enacted by the Governor on April 29, 2015. Executive Order B-30-15 establishes an interim GHG emission reduction goal for the state of California to reduce GHG emissions to 40 percent below 1990 levels by the year 2030. This Executive Order directs all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in Executive Order S-3-05 to reduce GHG emissions to 80 percent below 1990 levels by the year 2050. The Executive Order directs ARB to update its Scoping Plan to address the 2030 goal. It is anticipated that ARB will develop statewide inventory projection data for 2030 and commence efforts to identify reduction strategies capable of securing emission reductions that allow for achievement of the new interim goal for 2030.

**Executive Order S-21-09.** Executive Order S-21-09 was enacted by Governor Schwarzenegger on September 15, 2009. Executive Order S-21-09 requires that the ARB, under its AB 32 authority, adopt a regulation by July 31, 2010, that sets a 33-percent renewable energy target as established in Executive Order S-14-08. Under Executive Order S-21-09, the ARB will work with the Public Utilities Commission and California Energy Commission to encourage the creation and use of renewable energy sources, and will regulate all California utilities. The ARB will also consult with the Independent System Operator and other load balancing authorities on the impacts on reliability, renewable integration requirements, and interactions with wholesale power markets in carrying out the provisions of the Executive Order. The order requires the ARB to establish highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health.

**California Code of Regulations Title 24.** Although not originally intended to reduce greenhouse gas emissions, California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The GHG emission inventory was based on Title 24 standards as of October 2005; however, Title 24 has been updated as of 2008 and standards are set to be phased in beginning in January 2010. The new Title 24 standards are anticipated to increase energy efficiency by 15 percent, thereby reducing GHG emissions from energy use by 15 percent. Energy efficient buildings

require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in greenhouse gas emissions. Therefore, increased energy efficiency results in decreased greenhouse gas emissions.

The GHG emission inventory was based on Title 24 standards as of October 2005; however, Title 24 has been updated as of 2008 and 2013. The 2013 standards require buildings to be 15 percent more energy-efficient than 2008 standards.

**Senate Bill 1078, Senate Bill 107, and Executive Order S-14-08.** SB 1078 initially set a target of 20 percent of energy to be sold from renewable sources by the year 2017. The schedule for implementation of the RPS was accelerated in 2006 with the Governor's signing of SB 107, which accelerated the 20 percent RPS goal from 2017 to 2010. On November 17, 2008, the Governor signed Executive Order S-14-08, which requires all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. The Governor signed Executive Order S-21-09 on September 15, 2009, which directed ARB to implement a regulation consistent with the 2020 33 percent renewable energy target by July 31, 2010. The 33 percent RPS was adopted in 2010.

**State Standards Addressing Vehicular Emissions.** California Assembly Bill 1493 (Pavley) enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by ARB would apply to 2009 and later model year vehicles. ARB estimated that the regulation would reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030. Once implemented, emissions from new light-duty vehicles are expected to be reduced in San Diego County by up to 21 percent by 2020.

The ARB has adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments, approved by the ARB Board on September 24, 2009, are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016, and prepare California to harmonize its rules with the federal rules for passenger vehicles.

**Executive Order S-01-07.** Executive Order S-01-07 was enacted by the Governor on January 18, 2007, and mandates that: 1) a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020; and 2) a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California. According to the SDCGHGI, the effects of the LCFS would be a ten percent reduction in GHG emissions from fuel use by 2020. On April 23, 2009, the ARB adopted regulations to implement the LCFS.

**Senate Bill 375.** SB 375 finds that GHG from autos and light trucks can be substantially reduced by new vehicle technology, but even so "it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." Therefore, SB 375 requires that regions with metropolitan planning organizations adopt sustainable communities strategies, as part of their regional transportation plans, which are designed to achieve certain goals for the reduction of GHG emissions from mobile sources.

SB 375 also includes CEQA streamlining provisions for "transit priority projects" that are consistent with an adopted sustainable communities strategy. As defined in SB 375, a "transit priority project" shall: (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a maximum net density of at least 20 dwelling units per acre; and (3) be within 0.5 mile of a major transit stop or high quality transit corridor.

### *Local Regulations and Standards*

~~The City of San Diego adopted a Climate Protection Action Plan (City of San Diego 2005) that identified early goals for the reduction of GHG emissions for City facilities. The plan did not address City development, but rather focused on how the City itself could reduce emissions through implementing policies such as recycling, energy efficiency and alternative energy programs, and transportation programs. The City has also adopted guidance for evaluating GHG impacts in its Memorandum: UPDATED—Addressing Greenhouse Gas Emissions from Projects subject to CEQA (City of San Diego 2010). Although the City of San Diego has not formally adopted thresholds of significance or guidance in determining the significance of GHG emissions, the City is currently utilizing an interim GHG emission threshold for commercial and residential land use development projects subject to CEQA. This interim threshold is based on the 900 MT screening threshold in the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" (CAPCOA 2008) and serves as a conservative screening threshold for requiring further analysis for projects subject to CEQA.~~

In December 2015, the City of San Diego adopted its Climate Action Plan (CAP). The CAP establishes a baseline for 2010, sets goals for GHG reductions for the milestone years 2020 and 2035, and details the implementation actions and phasing for achieving the goals. To implement the state's goals of reducing emissions to 15% below 2010 levels by 2020, and 49% below 2010 levels by 2035, the City will be required to implement strategies that would reduce emissions to approximately 10.6 MMT CO<sub>2</sub>e by 2020 and to 6.4 MMT CO<sub>2</sub>e by 2035. The CAP determined that, with implementation of the measures identified therein, the City would exceed the state's targets for 2020 and 2035. In July 2016, the City adopted the CAP Consistency Checklist (Checklist). The Checklist includes specific strategies to determine a project's consistency with the CAP.

The City of San Diego has adopted policies in their Conservation Element that address state and federal efforts to reduce GHG emissions. The policies that are applicable to the project include the following:

- |               |   |
|---------------|---|
| Policy CE-A.5 | <p>Employ sustainable or "green" building techniques for the construction and operation of buildings.</p> <p>(a) Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to:</p> <ul style="list-style-type: none"><li>• Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;</li></ul> |
|---------------|---|

- Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;
  - Employing self generation of energy using renewable technologies;
  - Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;
  - Reducing levels of non-essential lighting, heating and cooling; and
  - Using energy efficient appliances and lighting.
- (b) Provide technical services for “green” buildings in partnership with other agencies and organizations.

Policy CE-A-7	<p>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.</p> <p>(a) Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.</p> <p>(b) Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants’ health and comfort. Where feasible, select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.</p>
Policy CE-A.8	<p>Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or be renovating or adding on to existing buildings, rather than constructing new buildings.</p>
Policy CE-A.9	<p>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, through factors including:</p> <ul style="list-style-type: none"><li>• Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;</li><li>• 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;</li><li>• Removing code obstacles to using recycled materials and for construction; and</li><li>• Implementing effective economic incentives to recycle construction and demolition debris.</li></ul>
Policy CE-A.10	<p>Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.</p> <ul style="list-style-type: none"><li>• Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.</li></ul>

- 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.

Policy CE-A.11 Implement sustainable landscape design and maintenance.

- (a) Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.
- (b) Encourage composting efforts through education, incentives, and other activities.
- (c) Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities.
- (d) Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.
- (e) Reduce use of lawn types that require high levels of irrigation.
- (f) Strive to incorporate existing mature 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 needs of development projects to the maximum extent feasible.

### 5.5.2 Impact Analysis

#### **Thresholds of Significance**

According to the California Natural Resources Agency, “due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis.” According to Appendix G of the CEQA Guidelines, the following criteria may be considered to establish the significance of GHG emissions:

Would the project:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that a lead agency should make a



good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
- (2) Rely on a qualitative analysis or performance based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In December 2015, the City adopted a CAP that outlines the actions that City will undertake to achieve its proportional share of State GHG emission reductions. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if the project complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist (Checklist) and Significance Threshold for the analysis of potential GHG impacts from proposed new development (Appendix N). The Checklist includes the following three steps to determine CAP consistency:

#### Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

#### Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one- and two-family dwellings or townhouses as defined in the California Residential Code and their accessory structures. All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the Greenbook (for public projects).

### Step 3: Project CAP Conformance Evaluation

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option 3. The purpose of this step is to determine whether a project that is located in a Transit Priority Area (TPA) but that includes a land use plan and/or zoning designation amendment that would result in an increase in GHG emissions when compared to the existing designations, is nevertheless consistent with the assumptions in the CAP because the project would implement CAP Strategy 3 actions.

#### **Issue 1**

*Would the proposed project generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?*

#### **Issue 2**

*Would the proposal conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?*

### **Impact Analysis**

Issues 1 and 2 address the following threshold of significance:

- Generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

### **Step 1: Land Use Consistency**

2. The project is not consistent with the existing land use plan and zoning designations. The project includes a land use plan and zoning designation amendment that would result in a less GHG-intensive project when compared with the existing designations.

In order to determine if a proposed project would result in less GHG emissions than what could occur under existing land use designation(s), ~~City Development Services Department staff has determined that~~ the existing IP-2-1 zone ~~was~~ should be used to evaluate the project's consistency with the GHG emissions identified in the City's Climate Action Plan.

According to the Scripps Miramar Ranch Community Plan, the project site is designated as Industrial Park. The project site is zoned IP-2-1 (Industrial Park), which allows for development in accordance with the Community Plan at a maximum floor area ratio (FAR) of 2.0. The project site is 9.52 acres. Allowing for necessary road widening/improvements on Carroll Canyon Road, the net site area is 9.28 acres. Based on the allowable maximum allowable FAR in the underlying IP-2-1 zone of 2.0, a light industrial/office use development of the project site would result in 808,474 square feet. For purposes of the Climate Action Plan (CAP) consistency Checklist Application, that number has been rounded to 800,000 square feet. This development intensity would result in approximately 4,338,517

VMT<sup>1</sup> annually and generation of approximately 11,835 CO<sub>2</sub> equivalent GHG emissions. The project proposes to rezone the project site from IP-2-1 to RM-3-7 (Multifamily Residential) and CC-2-3 (Community Commercial). The project would develop with 260 multi-family residential units and 10,700 square feet of commercial use. This development would result in approximately 3,949,372 VMT annually and approximately 2,174 CO<sub>2</sub> equivalent GHG emissions. The proposed project would generate less GHG emission than would occur if the project site were to develop in accordance with the existing zoning and land use designation. The table below provides a summary of the comparison.

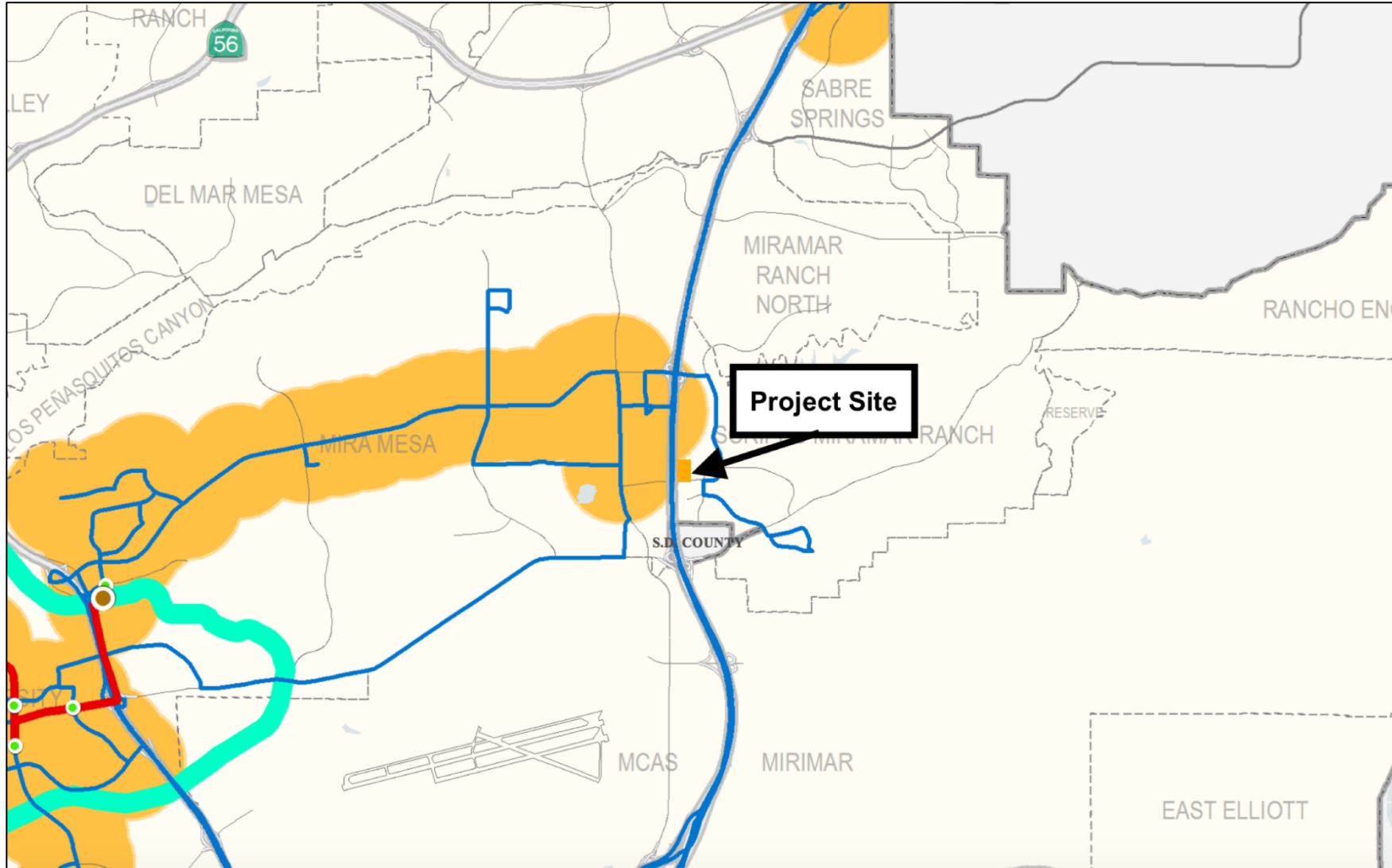
Development	Vehicle Miles Traveled (VMT)	GHG Emissions (CO <sub>2</sub> equivalent GHG emissions)
Development under Existing Land Use and Zoning	14,338,517	11,835
Proposed Project	3,949,372	2,174

Additionally, development of the project site in accordance with the existing zoning and land use designation would occur as a single, employment-intensive use and would not provide the inherent trip-reducing benefits of a mixed-use project. Industrial park development of the project site would result in greater peak hour trips in both the morning and the afternoon, as employees of the site would arrive at the site during the morning peak-hour commute and leave the project site during the afternoon peak-hour commute. Furthermore, the proposed project would provide housing proximate to transit and nearby services and amenities. The commercial uses proposed by the project are within walking distance to employment uses in adjacent industrial and business parks, thereby reducing mid-day travel to access restaurants and neighborhood-serving retail uses.

As described above, the proposed project requires rezones and amendment to the Scripps Miramar Ranch Community Plan that would result in a less GHG-intensive project than what is allowed by the existing zoning and land use designations.

The City's CAP includes a Transit Priority Area (TPA) Map as Appendix B. Review of the TPA Map shows that the project site lies partially within two TPAs – one located immediately north and one located immediately west on the west side of Interstate 15 – with the majority of the project site not within a TPA. (See Figure 5.5-1, *Transit Priority Areas in Relationship to the Project Site*.) Therefore, location of the project site within a TPA does not apply. However, the project site is served by bus route 964 (Alliant University – Camino Ruiz & Capricorn), which has 30-minute peak-hour service connecting to Gold Coast Drive and Black Mountain Road. The bus stop at Gold Coast Drive and Black Mountain Road is the location of the nearest TPA bus stop that serves bus route 20 (Rancho Bernardo Station – Downtown San Diego), with a 15-minute peak-hour service, and bus route 31 (Miramar College Transit Station – UTC Transit Station), with a 30-minute peak-hour service. Residential density at the project location supports surrounding TPAs and the goals of TPAs by

<sup>1</sup> For purposes of the CAP Consistency Checklist Application, development of the project site under the existing zoning and land use designation has been assumed using the City's Commercial Office trip generation rate, which results in 8,132 average daily traffic (ADT). It should be noted that use of the City's trip generation rate for Business Park development of the site at 16ADT/1,000 square feet of business park space, which could also occur under the existing zoning and land use designation, would generate approximately 12,800 ADT – or roughly 57 percent more traffic and an associated higher VMT and CO<sub>2</sub> equivalent GHG emissions.



**Figure 5.5-1. Transit Priority Areas in Relationship to the Project Site**

providing residents and employees that may utilize area transit. The project site's location, mix of uses, access to transit, and its immediate adjacency to and partially within two TPAs further supports the City's CAP.

### **Step 2: CAP Strategies Consistency**

The following analysis demonstrates the project's compliance with the CAP Consistency Checklist. Specific measures would be made a permit condition implemented as part of ministerial review of building permit(s).

#### STRATEGY 1: ENERGY & WATER EFFICIENT BUILDINGS

1. **Cool/Green Roofs** – The proposed project includes 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 the California Green Building Standards Code.
2. **Plumbing fixtures and fittings** –The proposed project shall include the following plumbing fixtures and fittings:
  - Residential buildings shall include the following plumbing fixtures and fittings:
    - Kitchen faucets will not exceed maximum flow rate of 1.5 gallons per minute at 60 psi;
    - Standard dishwashers will not exceed maximum flow rate of 4.25 gallons per cycle;
    - Compact dishwashers will not exceed 3.5 gallons per cycle; and
    - Clothes washers will not exceed a water factor of 6 gallons per cubic feet drum capacity.
  - Nonresidential buildings shall include the following plumbing fixtures and fittings:
    - Plumbing fixtures and fittings will not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code.
    - Appliances and fixtures will meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards.

#### STRATEGY 2: CLEAN & RENEWABLE ENERGY

3. **Clean & Renewable Energy** – The project shall comply with the following energy performance standards:
  - Low-rise residential use: 15 percent improvement when compared to Title 24 (2013), Part 6 Energy Budget for Proposed Design Building as calculated by Compliance Software certified by the California Energy Commission.
  - Non-residential with indoor lighting and mechanical systems use: Ten percent improvement when compared to Title 24 (2013), Part 6 Energy Budget for Proposed Design Building as calculated by Compliance Software certified by the California Energy Commission.

## STRATEGY 3: BICYCLE, WALKING, TRANSIT &amp; LAND USE

4. **Electric Vehicle Charging** –The proposed project includes a shared parking arrangement between project residential and commercial uses, in the form of 419 gated residential parking spaces and 109 open shared parking spaces. Because the commercial component does not meet the requirements of Attachment A, Table 4, of the City of San Diego CAP Consistency Checklist, the electric vehicle charging component only applies to the residential parking, here determined to be the gated parking of 419 parking spaces, and does not apply to the commercial portions of the project.
  - The project shall provide three percent of the total parking spaces required for residential use (13 spaces) 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. Of the total listed cabinets, boxes, or enclosures provided, 50 percent (eight spaces) are to have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.
5. **Bicycle Parking Spaces** – The project shall provide short-term and long-term bicycle parking spaces in excess of those required in the City's Municipal Code (Chapter 14, Article 2, Division 5). The project proposes 68 bicycle parking spaces where 67 are required.
6. **Shower Facilities** – Commercial components of the project that accommodate over ten tenant-occupants (employees) shall include changing/shower facilities in accordance with the voluntary measures in the California Green Building Standards Code.
7. **Designated Parking Spaces** – Ten percent of the total required parking spaces (53 parking spaces) would be designated for use by a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles would be provided. These parking spaces would be provided within the gated and open parking areas, commiserate with the ratio of parking spaces within these areas.
8. **Transportation Demand Management Program** – Not applicable. The proposed project would not generate over 50 tenant-occupants (employees).

**Step 3: Project CAP Conformance Evaluation**

Step 3 is required for projects that do not meet Checklist items 1 or 2 under Step 1 – Land Use Consistency. The proposed project meets Checklist list 2. Therefore, Step 3 is not required for the Carroll Canyon Mixed-Use project.

**Significance of Impacts**

The project would not conflict with the CAP or any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. The project has been evaluated in accordance with the CAP Consistency Checklist and has been found to be consistent with the CAP. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than

significant.

### ***Mitigation Measures***

No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project would not conflict with the City's CAP or any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than significant. No mitigation is required.

## 5.6 Energy

In the City of San Diego, energy, in the form of electricity and gas, is provided by San Diego Gas and Electric (SDG&E). Information contained in this section is based on information obtained from SDG&E. Please see Appendix I, *Letters/Responses to Service Providers*, for detailed information provided by SDG&E for the proposed project.

### 5.6.1 Existing Conditions

Energy is regulated by Title 24, Part 6, of California's Energy Efficiency Standards for Residential and Nonresidential Buildings. The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. New standards went into effect in October 2005.

SDG&E, a subsidiary of Sempra Energy, provides natural gas and electricity service to the project site and the City of San Diego as a whole. SDG&E forecasts future natural gas and power consumption demand on a continual basis, primarily for installation of transmission and distribution lines. 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 as necessary. Direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur.

Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of a proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. According to Appendix F, the means of achieving energy conservation corresponds to decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources.

**Electricity.** The State of California produces approximately 82 percent of its electricity and imports the remaining 18 percent. The California Independent System Operator (ISO) governs the transmission of electricity from power plants to utilities. Electricity to San Diego County is transferred via 138 kilo volts (kV) lines at Camp Pendleton, and a 500 kV line near Jacumba. Additionally, there are two operating power plants within San Diego County: Encina (Cabrillo Power) - 965 MW, and the Palomar Energy Power Plant, Escondido (SDG&E) - 550 MW that began operating in the summer 2006.

Electricity distribution lines in the project area are located underground. Each year, SDG&E allocates capital funds for the purposes of converting overhead electric distribution lines. Under provisions of Rule 20A established by the California Public Utilities commission, the City may designate major streets for undergrounding the overhead lines. In general, all new commercial, industrial, and residential developments are required to accept the underground service.

SDG&E has the capacity to meet the present demand for electrical service, and there are no service deficiencies in the existing distribution system (see Appendix I). In addition, a variety of energy conservation programs are provided by SDG&E to City residents and businesses. These programs include:

- Conducting surveys to determine energy use and recommending energy efficiency measures to reduce energy use



- Providing discounts for retrofitting lighting, refrigeration, and mechanical equipment with energy efficient technologies
- Incentives for using energy during non-peak hours to reduce peak-hours demand

Title 24 of the California Administrative Code sets efficiency standards for new construction, regulating energy consumed for heating, cooling, ventilations, water heating, and lighting. These building efficiency standards are enforced through the City's building permit process.

The City of San Diego Council Policy 900-14 encourages private sector developers to voluntarily participate in a program to conserve energy. Projects which meet the criteria of the Community Energy Partnership Program, such as compliance with the EPA Energy Start for Buildings Program, and which exceed minimum Title 24 requirements by a certain percentage can receive expedited review of ministerial plan checks as an incentive. Title 24 has mandatory measures for insulation, exterior doors, infiltration and moisture control, space conditioning, water heating and plumbing, and lighting.

SDG&E facilities surround the project site within public streets. There are existing electric lines undergrounded in Carroll Canyon Road along the project frontage and in nearby streets.

**Natural Gas.** Natural gas sources for the California include in-state sources (16 percent), Canada (28 percent), the Rockies (10 percent), and the Southwest (46 percent). Gas from outside sources enter the state through large high-pressure gas lines. These transmission lines feed natural gas storage areas located in Orange and northern Los Angeles counties, which serve all of southern California. From these storage facilities, high pressure gas transmission lines enter San Diego County from the north inland area (Rainbow area). A 30-inch transmission line veers to the coast, and a 16-inch line continues inland.

According to SDG&E, the current natural gas distribution system is in good operating condition and is adequate to meet the current demand. No improvements are planned at this time.

### 5.6.2 Impact Analysis

#### ***Thresholds of Significance***

The City of San Diego does not have significant thresholds for Energy, and CEQA Guidelines Appendix "G" does not contain a specific threshold relative to Energy. However, CEQA Guidelines Appendix "F" does provide some guidance in evaluating impacts associated with Energy. Based on the guidance provided in CEQA Guidelines Appendix F, for the evaluation of the project's potential impacts on energy, the following threshold will apply:

A project has the potential to have a significant effect on energy if it would generate a demand for energy (electricity and natural gas) that would exceed the planned capacity of energy suppliers.

***Issue 1***

*Would the construction and operation of the proposed project result in the use of excessive amounts of electrical power?*

***Issue 2***

*Would the proposed project result in the use of excessive amounts of fuel or other forms of energy (including natural gas, oil, etc.)?*

***Impact Analysis***

Issues 1 and 2 address the following threshold of significance:

- Generate a demand for energy (electricity and natural gas) that would exceed the planned capacity of energy suppliers.

The project site has been developed with an office complex, surface parking, and landscaping. Therefore, electricity and natural gas facilities exist at the project site to serve the proposed uses.

SDG&E has indicated that the current energy system would be sufficient to service the project, and that SDG&E will serve the project. A letter from SDG&E states SDG&E gas and electric services can be made available for the Carroll Canyon Mixed-Use project (see Appendix I). No adverse effects to non-renewable energy resources are anticipated with development of the project site as proposed by the Carroll Canyon Mixed-Use project. Furthermore, the project would not result in the use of excessive amounts of fuel or electricity and would not result in the need to develop additional sources of energy.

While energy use at the Carroll Canyon Mixed-Use project would not be excessive, the project would incorporate several measures directed at minimizing energy use. The project's sustainable design features are presented in Table 5.6-1, *Carroll Canyon Mixed-Use Project Sustainable Design Features*, below, and would be made permit conditions.

In addition to the energy efficient components provided in Table 5.6-1, the project would comply with the Uniform Building Code (UBC) and Title 24 requirements for building materials and insulation in order to reduce unnecessary loss of energy. The project incorporates a selection of vertical landscape elements such as trees, large shrubs, and climbing vines to shade southern and western building façades to reduce heating in summer and increase solar heat gain in winter months.

***Significance of Impacts***

The project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would incorporate sustainable design features directed at reducing energy consumption.

***Mitigation Measures***

No significant impacts associated with energy would occur. Therefore, no mitigation measures are required.

**Table 5.6-1. Carroll Canyon Mixed-Use Project Sustainable Design Features**

<b>SITE DESIGN</b>
<ul style="list-style-type: none"> <li>• At least one principal participant of the project team is a LEED Accredited Professional.</li> <li>• Located within ¼-mile of one or more transit stops.</li> <li>• Provide secure bicycle racks and/or storage.</li> <li>• Use of materials with recycled content.</li> <li>• A minimum of 10% (based on cost) of the total materials value will derive from materials or products that have extracted, harvested, or recovered, as well as manufactured, within 500 miles of the project site.</li> <li>• A minimum of 50% of wood-based materials and products to be certified in accordance with the Forest Stewardship Council's (FSC) Principles and Criteria for wood building components.</li> </ul>
<b>GRADING and CONSTRUCTION</b>
<ul style="list-style-type: none"> <li>• Create and implement an erosion and sediment control plan for all construction.</li> <li>• Recycle and salvage at least 50% of non-hazardous construction debris.</li> <li>• Meet or exceed the recommended Control Measures of the Sheet Metal and Air Conditioning National Contractors Association (SMACNA) IAQ Guidelines for Occupied Buildings under Construction, 1995, Chapter 3.</li> <li>• Protect stored on-site or installed absorptive materials from moisture damage.</li> <li>• Adhesives, sealants, and sealant primers will comply with SCAQMD.</li> <li>• Aerosol adhesives will comply with Green Seal Standard for commercial Adhesives.</li> <li>• Paints and coatings uses on the interior of the building will comply with the Green Seal Standard and SCAQMD.</li> <li>• Composite wood and agrifiber products will contain no added urea-formaldehyde resins.</li> <li>• Laminated adhesives used to fabricate on-site and shop-applied composite wood and agrifiber assemblies will contain no added urea-formaldehyde resins.</li> <li>• Individual lighting controls will be provided for a minimum of 90% of building occupants.</li> <li>• Lighting system controllability will be provided for all shared multi-occupant spaces to enable lighting adjustment that meets group needs and preferences.</li> <li>• The design of HVAC systems and building envelope will meet the requirements of ASHRAE Standard 55-2004, Thermal Comfort Conditions for Human Occupancy.</li> </ul>
<b>PARKING</b>
<ul style="list-style-type: none"> <li>• Provide electrical plugs in parking garage for electric/electric hybrid vehicles.</li> <li>• Provide vegetated open space within the project boundary to exceed requirements by 25%.</li> <li>• Place a minimum of 50% of parking spaces under cover.</li> </ul>
<b>EXTERIOR LIGHTING</b>
<ul style="list-style-type: none"> <li>• Design exterior lighting so that all site and building mounted luminaries produce a maximum initial luminance value no greater than 0.20 horizontal and vertical foot-candles at the site boundary and no greater than 0.01 horizontal foot-candles 15 feet beyond the site.</li> </ul>
<b>BUILDING DESIGN FEATURES</b>
<ul style="list-style-type: none"> <li>• Use water-conserving fixtures.</li> <li>• Use 20% less water than the water use baseline calculated for the building.</li> <li>• Buildings designed to comply with Title 24 requirements.</li> <li>• Zero use of CFC-based refrigerants.</li> <li>• Select refrigerants and HVAC&amp;R that minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming.</li> <li>• Does not use fire suppression systems that contain ozone-depleting substances (CFCs, HCFCs, or Halons).</li> </ul>
<b>SOLID WASTE MANAGEMENT/RECYCLING</b>

- Provide easily accessible areas to serve buildings that are dedicated to the collection and storage of non-hazardous materials for recycling.
- Recycle a minimum of 75 percent of construction materials.
- Separate construction debris into material-specific containers to facilitate reuse and recycling and to increase the efficiency of waste reclamation.
- Strive for a recycled content target of five percent of construction materials.

**LANDSCAPE****Irrigation**

- State of the art equipment that distributes water in controlled amounts and at controlled times to maximize water efficiency and optimize plant growth.
- Water distribution electronically controlled through a computer system that uses historical data and real time weather conditions.
- Irrigation systems control to allow water to be distributed to plant material with similar watering needs to avoid over/underwatering.
- Use of weather and rain sensors to monitor current conditions and control the system accordingly.
- Utilization of reclaimed water (when available) for irrigation minimizing the need for potable water in the landscape.

**Planting**

- Grouping of plant material based on the water demands for the specific plant material while still achieving the overall design intent.
- Selection of plant material its adaptability to the region and climate.
- Careful and selective use of enhanced planting (lusher material and seasonal color requiring more water and maintenance) where they have the most impact on the user.
- Use of native or low water/low maintenance material in outlying areas away from the general user.
- Limited use of turf. Where use, selection of turf varieties for their durability, maintenance needs and low water consumption.
- Use of trees throughout the project to provide shading to users and reduce heat gains on buildings and the heat island effect throughout the site.
- Selection of mix of deciduous trees to allow shade in the summer and sun penetration in the cooler winter months.

**Materials**

- Use of recycled materials, where appropriate.
- Use of precast concrete pavers, decomposed granite and post consumer products.
- All planting areas include a 2" layer of a recycled organic mulch to maintain soil moisture, soil temperature and reduce weeding.
- Selection of lighter colored hardscape materials to reduce the heat island effect.

***Significance of Impacts Following Implementation of Mitigation Measures***

The project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would incorporate sustainable design features directed at reducing energy consumption. Therefore, no mitigation measures are required.

## 5.7 Noise

~~Ldn Consulting prepared a Noise Analysis (December 2, 2015), which examined~~ the potential for noise effects of the Carroll Canyon Mixed-Use project. The noise analysis for the Carroll Canyon Mixed-Use project is summarized in this section, and the entire report is included as Appendix E to this EIR.

### 5.7.1 Existing Conditions

#### ACOUSTICAL FUNDAMENTALS

Noise is defined as unwanted or annoying sound which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs, and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level (dBA) adequately describes the instantaneous noise, whereas the equivalent sound level depicted as equivalent continuous sound level (Leq) represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The CNEL is the 24 hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of five decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicle's noise level is derived from a combination of the noise produced by the engine, exhaust, and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds, and increased number of trucks.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt, and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas, and vegetation. On the other hand, fixed/point sources radiate outward uniformly as it travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance.

The most effective noise reduction methods consist of controlling the noise at the source, blocking the noise transmission with barriers. To be effective, a noise barrier must have enough mass to prevent significant noise transmission through it and be high enough and long enough to shield the receiver from the noise source. A safe minimum surface weight for a noise barrier is 3.5 pounds/square foot (equivalent to three-quarter-inch plywood), and the barrier must be carefully constructed so that there are no cracks or openings.

Barriers constructed of wood or as a wooden fence must have minimum design considerations as follows: the boards must be three-quarter-inch thick and free of any gaps or knot holes. The design must also incorporate either overlapping the boards at least one inch or utilizing a tongue-and-groove design for this to be achieved.

#### ON-SITE NOISE IMPACTS (LAND USE COMPATIBILITY)

Noise is one factor to be considered in determining whether a land use is compatible. Land use compatibility noise factors are presented in Table 5.7-1, *City of San Diego Noise Land Use Compatibility Chart*, which is referred to as Table K-4 within the *California Environmental Quality Act Significance Determination Thresholds for the City of San Diego*, January 2011. Compatible land uses are shaded, and incompatible land uses are unshaded. The transition zone between compatible and incompatible should be evaluated by the environmental planner to determine whether the use would be acceptable based on all available information and the extent to which the noise from the proposed project would affect the surrounding uses.

Additionally, if the project is proposed within the Airport Land Use Compatibility Overlay Zone, as defined in Chapter 13, Article 2, Division 15 of the San Diego Municipal Code, the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact. However, the City's *Significance Determination Thresholds* recommends that structures within an Airport Land Use Compatibility Overlay Zone must also follow the requirements as shown in Table 5.7-1.

#### TRAFFIC NOISE INCREASES (OFF-SITE)

In accordance with CEQA, a project should not have a noticeable adverse impact on the surrounding environment. Community noise level changes greater than 3 dBA, or a doubling of the acoustic energy, are often identified as audible and considered potentially significant, while changes less than 1 dBA will not be discernible to local residents. In the range of one to 3 dBA, humans who are very sensitive to noise may perceive a slight change. For the purposes for this analysis, direct and cumulative roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dBA CNEL and if the project increases noise levels above an unacceptable noise level per the City's General Plan along a roadway segment.

**Table 5.7-1. City of San Diego 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					
<i>Agricultural</i>					
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & 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. &amp; 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 & Groceries; Pets & Pet Supplies; Sundries; Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories				50	50
<i>Commercial Services</i>					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support				50	50
Visitor Accommodations			45	45	45
<i>Offices</i>					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters				50	50
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development					50
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. 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.		

## EXISTING NOISE ENVIRONMENT ON-SITE

Noise measurements were taken June 21, 2012, in the afternoon hours using a Larson-Davis Model LxT Type 1 precision sound level meter, programmed, in "slow" mode, to record noise levels in A-weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground, and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 150.

Monitoring location 1 (M1) was located roughly 425 feet from the centerline of Interstate 15 in the western portion of the site. Monitoring location 2 (M2) was located in the eastern portion of the site approximately 725 feet from Interstate 15 (Figure 5.7-1, *Ambient Noise Monitoring Locations*).

The results of the noise level measurements are presented in Table 5.7-2, *Measured Ambient Noise Levels*. The noise measurements were monitored for a time period of one hour during heavy traffic conditions. The existing noise levels in the project area consisted primarily of traffic from Interstate 15 and two aircraft over flights during each measurement. The ambient Leq noise levels measured in the area of the project during the afternoon hours were found to be 60 to 70 dBA Leq based on the separation from Interstate 15. The statistical indicators Lmax, Lmin, L10, L50 and L90, are given for the monitoring location. As can be seen from the L90 data, 90 percent of the time, the noise level is approximately 60 to 68 dBA from Interstate 15.

**Table 5.7-2. Measured Ambient Noise Levels**

<b>Measurement Identification</b>	<b>Description</b>	<b>Time</b>	<b>Noise Levels (dBA)</b>					
			<b>Leq</b>	<b>Lmax</b>	<b>Lmin</b>	<b>L10</b>	<b>L50</b>	<b>L90</b>
M1	Western Portion	1:00 – 1:20 p.m.	69.5	71.5	67.3	70.7	69.4	68.2
M2	Lower Pad	1:25 – 1:45 p.m.	60.6	62.2	59.0	61.5	60.4	59.5

Source: Ldn Consulting, Inc. June 30, 2011

## EXISTING SITE WITH RESPECT TO MCAS MIRAMAR NOISE CONTOURS

The proposed project is near the Marine Corps Air Station (MCAS) Miramar over flight areas and is within the 60 dBA CNEL noise contour pocket due to aircraft over flights but is outside the 65 dBA CNEL contour due to flight paths and the altitude at which the aircraft are operating when passing near the site (Figure 5.7-2, *MCAS Miramar Noise Contours*). Noise from MCAS Miramar would not be expected to exceed 65 dBA CNEL; therefore, no mitigation to any structures or sensitive land uses due to aircraft is required.



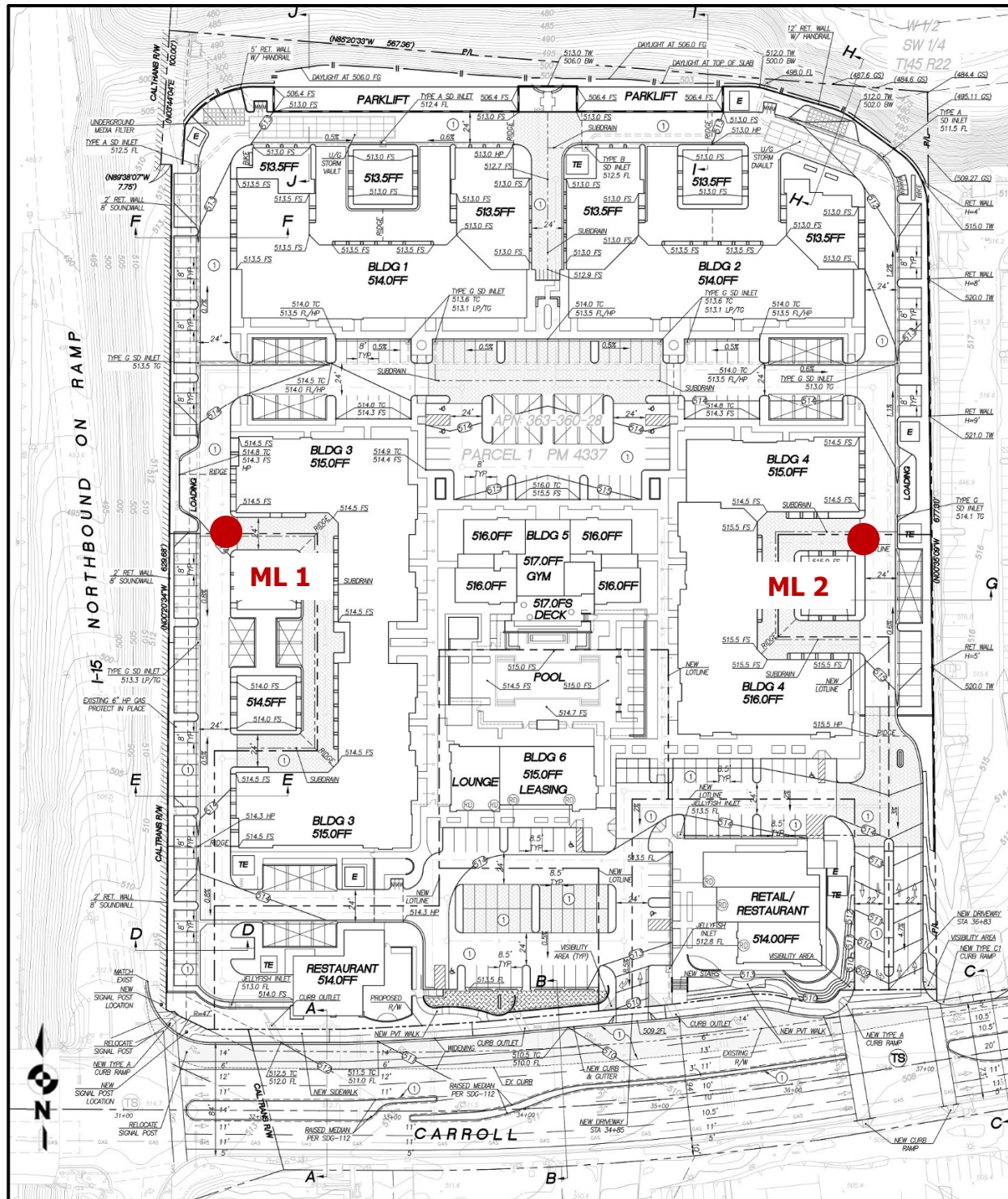


Figure 5.7-1. Ambient Noise Monitoring Locations

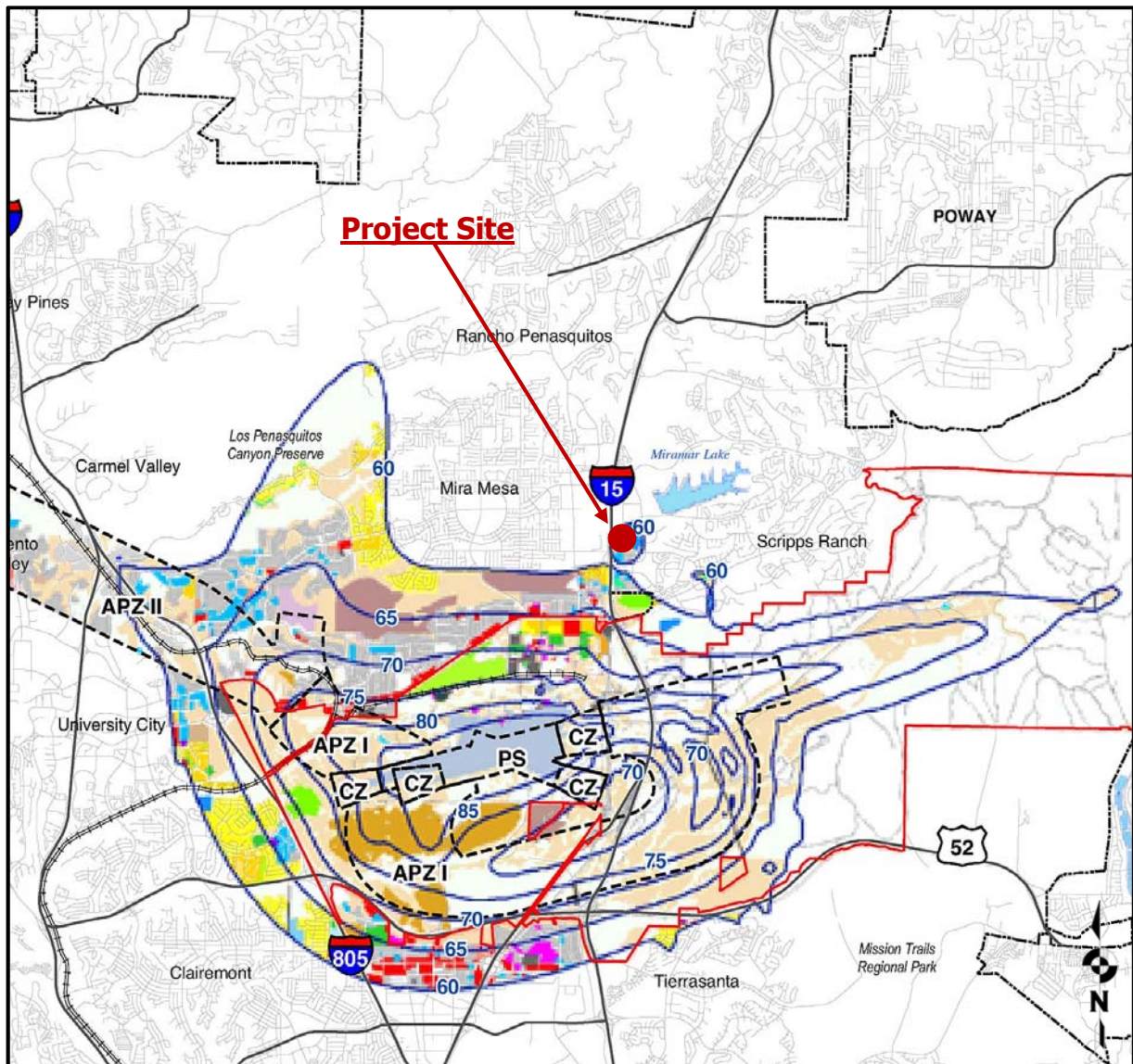


Figure 5.7-2. MCAS Miramar Noise Contours

### 5.7.2 Impact Analysis

#### ***Thresholds of Significance***

The City of San Diego *Development Services Department Significance Determination Guidelines* (City of San Diego 2011) is used to determine whether project noise could have a significant impact. Thresholds are provided for traffic-generated noise, Federal Department of Housing and Urban Development (HUD)-funded projects and noise, airport noise, noise from adjacent stationary uses, impacts to sensitive wildlife, construction noise, and noise/land use compatibility. The relevant noise thresholds for the project are as provided below.

#### ***Construction Noise***

Division 4 of Article 9.5 of the City of San Diego Municipal Code addresses the limits of disturbing or offensive construction noise. The Municipal Code states that with the exception of an emergency, it should be unlawful to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7 AM to 7 PM.

#### ***Operational Noise***

The generation of noise for certain types of land uses could cause potential land use incompatibility. A project which would generate noise levels at the property line which exceed section 59.5.0401 of the City's Municipal Code is considered potentially significant, as identified in Table 5.7-3, *Sound Level Limits in Decibels (dBA)*.

**Table 5.7-3. Sound Level Limits in Decibels (dBA)**

Land Use Zone	Time of Day	One-Hour Average Sound Level (decibels)
1. Residential: All R-1	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7a.m.	50 45 40
2. All R-2	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7a.m.	55 50 45
3. R-3, R-4 and all other Residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7a.m.	60 55 50
4. All Commercial	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7a.m.	65 60 60
5. Manufacturing all other Industrial, including Agricultural and Extractive Industry	any time	75

Source: City of San Diego Noise Ordinance Section 59.5.0401



The City's Significance Thresholds for determining interior and exterior noise impacts from traffic-generated noise are presented in table K-2 of the City's CEQA Significance Determination Thresholds. That table is presented below:

**Traffic Noise Significance Thresholds (dB(A) CNEL)**  
**(Table K-2- CEQA Significance Determination Thresholds)**

<b>Structure or Proposed Use that would be impacted by Traffic Noise</b>	<b>Interior Space</b>	<b>Exterior Useable Space<sup>1</sup></b>	<b>General Indication of Potential Significance</b>
Single-family detached	45 dB	65 dB	Structure or outdoor useable area <sup>2</sup> is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500 <sup>3</sup>
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.

<sup>1</sup> If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.

<sup>2</sup> Exterior usable areas do not include residential front yards or balconies, unless the areas such as balconies are part of the required usable open space calculation for multi-family units.

<sup>3</sup> Traffic counts are available from: San Diego Regional Association of Governments (SANDAG) Regional Economic Development Information System (REDI): <http://cart.sandag.org/ca.us/REDI/SANDAG> Traffic Forecast Information Center: <http://pele.sandag.org/trfic.html>

Section 59.5.0401 of the Noise Ordinance sets a more restrictive operational exterior noise limit for the commercial uses of 65 dBA Leq for daytime hours of 7 AM to 7 PM and 60 dBA Leq during the noise sensitive nighttime hours of 7 PM to 7 AM. Most of the project components will only operate during the daytime hours. However, a few may operate during nighttime or early morning hours and, therefore, the most restrictive and conservative approach is to apply the 60 dBA Leq nighttime standard at the property lines.

The City's Significance Thresholds for determining interior and exterior noise impacts from airport noise are presented in table K-3 of the City's CEQA Significance Determination Thresholds. That table is presented below:

**Impacts from Airport Noise**  
**(Table K-3- CEQA Significance Determination Thresholds)**

Structure or Proposed Use that would be impacted by Airport Noise	Regulation
Structure within an AEOZ	Exterior noise is one factor in determining land use compatibility. See Table K-4 and the applicable Comprehensive Land Use Plan (CLUP).
New Single Family and Multi-family	Building Development Review Division (BDR) of Development Services Department (DSD) ensures 45 dB interior noise levels. Discuss Airport noise impact & BDR requirements (Insulation and upgraded building materials to ensure 45 dB(A) CNEL in environmental document. See also § 132.0309 <b>Requirement for Avigation Easement.</b>
Remodels and additions to existing single and multi-family	Noise study & mitigation <b>not required</b> for airport noise > 65 dB(A) CNEL. See also § 132.0309 <b>Requirement for Avigation Easement.</b> For development within the 60 dB CNEL contour of Lindbergh Field the applicant must demonstrate that indoor noise levels that are attributable to airport operations shall not exceed 45 dB. Refer to § 132.0306 of the Municipal Code.
New construction of hospitals, schools, day care centers or other sensitive uses	Noise study and mitigation <b>required</b> for airport noise > 65 dB(A) CNEL. See also § 132.0309 <b>Requirement for Avigation Easement.</b>

### **Issue 1**

*Would the project result in or create a significant increase in the existing ambient noise levels?*

### ***Impact Analysis***

Issue 1 addresses the following significance thresholds:

- Generate noise levels at the property line which exceed section 59.5.0401 of the City's Municipal Code is considered potentially significant, as identified in Table 5.7-3, *Sound Level Limits in Decibels (dBA)*.

- Exceed the City's Significance Thresholds for determining interior and exterior noise impacts from traffic-generated noise presented in table K-2 of the City's CEQA Significance Determination Thresholds.

A significant increase in the existing ambient noise environment can be associated with temporary noise levels (i.e., construction), operational noise (i.e., HVAC systems and parking lifts), and vehicular noise levels. For the Carroll Canyon Mixed-Use project, vehicular noise would be generated by traffic accessing the project, as well as truck deliveries. The analysis of noise impacts under this issue question addresses operational noise – both from vehicles accessing the site as well as from stationary sources. For a discussion of temporary noise impacts (i.e., construction noise), please see the analysis under *Noise Issue 4*, below.

#### **Operational Noise Levels**

This section examines the potential stationary noise source levels and delivery operations associated with the development and operation of the proposed project. Noise from a fixed or point source drops off at a rate of six dBA for each doubling of distance. Which means a noise level of 70 dBA at five feet would be 64 dBA at ten feet and 58 dBA at 20 feet. A review of the proposed project indicates that noise sources such as occasional small box truck deliveries, parking lifts, and the roof mounted mechanical ventilation system (HVAC) are the primary sources of stationary noise.

All property lines surrounding the project site are considered commercial and would therefore be subject to the 60 dBA standard during the nighttime hours at the adjacent commercial property lines. The commercial components of the project must also meet the most restrictive arithmetic mean nighttime standard of 55 dBA at the proposed onsite residential properties as shown in Table 5.7-3, above. This section will analyze the noise levels at the property line to determine the worst-case noise levels, any impacts, and necessary mitigation solutions, if needed.

The location of the noise sources including the parking lifts and a typical HVAC layout are shown in Figure 5.7-3, *Reference Noise Source Locations*, for reference. Each building would have a series of HVAC units for temperature control and are discussed in more detail below. The buildings on site would have small (step side or box trucks) arriving during normal business hours to bring deliveries. Therefore, truck noise is anticipated to be lower than the City's noise standards, and no impacts were found. Each anticipated noise source is provided in more detail below to determine if noise impacts would occur.

#### **Operational Reference Noise Levels**

This section provides a detailed description of the reference noise level measurement results. It is important to note that the following projected noise levels assume the worst-case noise environment with the parking lifts and roof-top mounted HVAC all operating at the same time. In reality, these noise levels would vary throughout the day. The mechanical ventilation may operate during nighttime hours or early morning hours.

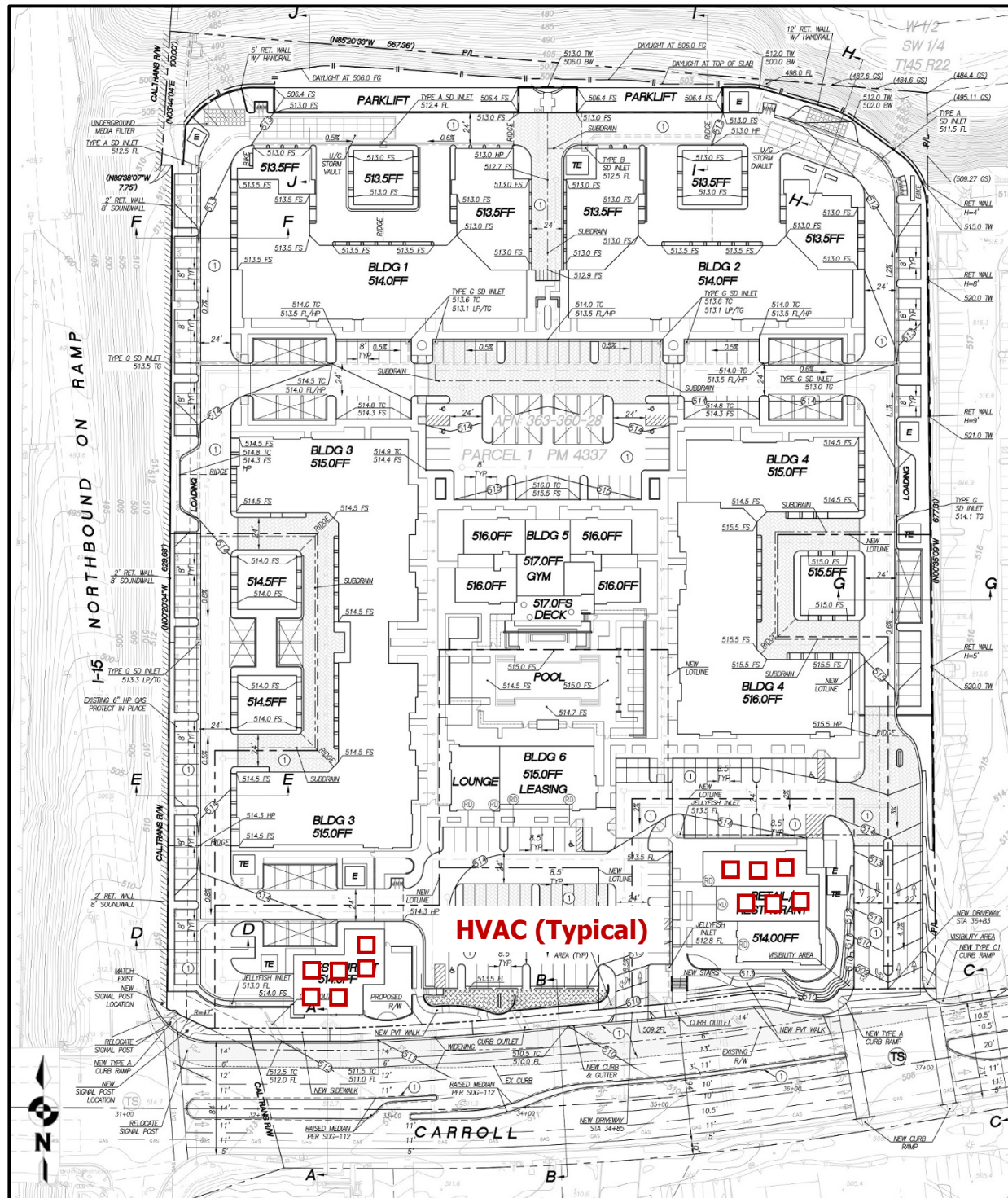


Figure 5.7-3. Reference Noise Source Locations

A cumulative noise level analysis with associated distances, noise reductions, and calculations of the proposed sources is provided below along with tables showing the individual noise sources and their associated property line noise levels. Additionally, the commercial buildings on site would have small (step side or box trucks) arriving during normal business hours to bring deliveries. Therefore, truck noise is anticipated to be lower than the City's noise standards and no impacts were found.

#### ***Air Conditioning Units (HVAC) – Offsite***

Rooftop HVAC units would be installed on the proposed commercial use buildings. In order to evaluate the HVAC noise impacts, the analysis utilized reference noise level measurements taken at a Shopping Center in Encinitas, California, in 2010 for the commercial and retail buildings. The unshielded noise levels for these smaller HVAC units were measured to be 65.9 dBA Leq at a distance of six feet.

To predict the worst-case future noise environment, a continuous reference noise level of 65.9 dBA Leq at six feet was used to represent the roof-top mechanical ventilation system for the commercial and retail use buildings. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition of continuous operation. In addition, these units are designed to provide cooling during the peak summer daytime periods, and it is unlikely that all the units would be operating continuously.

The noise levels associated with the mechanical ventilation system would be limited with the proposed parapet walls on each building that would vary in height but would be roughly as high if not higher than the HVAC units to shield them both visually and acoustically based upon the architectural plans. To be conservative, no noise level reductions from the parapet walls were accounted for in this noise analysis. The number of HVAC units that are proposed for each building is provided below. The noise level reductions due to distance from the property lines to the east, south, and north are provided in Tables 5.7-4, *Project HVAC Noise Levels (Eastern Property Line)*, 5.7-5, *Project HVAC Noise Levels (Southern Property Line)*, and 5.7-6, *Project HVAC Noise Levels (Northern Property Line)*, respectively. The existing uses beyond the western property line are located farther from the site, across I-15; and no impacts are anticipated due to the increased distances.

**Table 5.7-4. Project HVAC Noise Levels (Eastern Property Line)**

<b><i>Building</i></b>	<b><i>Distance To Observer Location (Feet)</i></b>	<b><i>Hourly Reference Noise Level (dBA Leq)</i></b>	<b><i>Noise Source Reference Distance (Feet)</i></b>	<b><i>Noise Reduction Due To Distance (dBA)</i></b>	<b><i>Noise Level At Property Line Single Unit (dBA Leq)</i></b>	<b><i>Quantity</i></b>	<b><i>Property Line Cumulative Noise Level (dBA Leq)*</i></b>
Restaurant	445	65.9	6	-37.4	28.5	6	36.3
Rest/Retail	130	65.9	6	-26.7	39.2	8	48.2
Retail	95	65.9	6	-24.0	41.9	6	49.7
Gym	285	65.9	6	-33.5	32.4	5	39.4
Lounge/Lease	430	65.9	6	-37.1	28.8	4	34.8
<b>Cumulative Noise Level from ALL HVAC Units</b>							<b>52.4*</b>

\*Complies with the nighttime Noise Standard of 60 dBA.



**Table 5.7-5. Project HVAC Noise Levels (Southern Property Line)**

<b>Building</b>	<b>Distance To Observer Location (Feet)</b>	<b>Hourly Reference Noise Level (dBA Leq)</b>	<b>Noise Source Reference Distance (Feet)</b>	<b>Noise Reduction Due To Distance (dBA)</b>	<b>Noise Level At Property Line Single Unit (dBA Leq)</b>	<b>Quantity</b>	<b>Property Line Cumulative Noise Level (dBA Leq)*</b>
Restaurant	145	65.9	6	-27.7	38.2	6	46.0
Rest/Retail	175	65.9	6	-29.3	36.6	8	45.6
Retail	325	65.9	6	-34.7	31.2	6	39.0
Gym	450	65.9	6	-37.5	28.4	5	35.4
Lounge/Lease	290	65.9	6	-33.7	32.2	4	38.2
<b>Cumulative Noise Level from ALL HVAC Units</b>							<b>49.8*</b>

\*Complies with the nighttime Noise Standard of 60 dBA.

**Table 5.7-6. Project HVAC Noise Levels (Northern Property Line)**

<b>Building</b>	<b>Distance To Observer Location (Feet)</b>	<b>Hourly Reference Noise Level (dBA Leq)</b>	<b>Noise Source Reference Distance (Feet)</b>	<b>Noise Reduction Due To Distance (dBA)</b>	<b>Noise Level At Property Line Single Unit (dBA Leq)</b>	<b>Quantity</b>	<b>Property Line Cumulative Noise Level (dBA Leq)*</b>
Restaurant	850	65.9	6	-43.0	22.9	6	30.7
Rest/Retail	615	65.9	6	-40.2	25.7	8	34.7
Retail	460	65.9	6	-37.7	28.2	6	36.0
Gym	370	65.9	6	-35.8	30.1	5	37.1
Lounge/Lease	535	65.9	6	-39.0	26.9	4	32.9
<b>Cumulative Noise Level from ALL HVAC Units</b>							<b>41.8*</b>

\*Complies with the nighttime Noise Standard of 60 dBA.

The proposed HVAC operational noise levels are in compliance with the City's most restrictive nighttime 60 dBA Leq property line standard at the adjacent commercial uses. No impacts are anticipated, and no mitigation is required. Additionally, the HVAC units would be shielded from the property lines from the roof parapets, and the HVAC noise is anticipated to be lower.

#### **Air Conditioning Units (HVAC) – On-site**

In order to evaluate the HVAC noise impacts to the proposed on-site uses, the analysis used the same reference noise levels as stated above from the Shopping Center in Encinitas, California, in 2010. The unshielded noise levels for these smaller HVAC units were measured to be 65.9 dBA Leq at a distance of six feet. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition of continuous operation. The noise levels associated with the roof-top mechanical ventilation system would be limited with the proposed parapet walls on each building. Hence, the parapet wall would block the line-of-sight and reduce the noise levels at the adjacent property lines. To be conservative, no noise level reductions from the parapet walls were accounted for in this noise analysis. The number of HVAC units that are proposed for each building is provided below.

The worst-case on-site noise levels from the proposed HVAC for the residential units would occur at the upper level balconies of Residential Buildings 3 and 4 having direct line of sight to the units

(please refer to the Figure 3-5, *Carroll Canyon Mixed-Use Vesting Tentative Map*, for more details). The noise level reductions due to distance at the worst-case on-site locations are provided in Tables 5.7-7, *On-site HVAC Noise Levels (Building 3)*, and 5.7-8, *On-site HVAC Noise Levels (Building 4)*, for Buildings 3 and 4, respectively. The anticipated unshielded noise levels are below the most restrictive 55 dBA Leq standard. Therefore, no impacts are anticipated and no mitigation is required.

**Table 5.7-7. On-site HVAC Noise Levels (Building 3)**

<b>Building</b>	<b>Distance To Observer Location (Feet)</b>	<b>Hourly Reference Noise Level (dBA Leq)</b>	<b>Noise Source Reference Distance (Feet)</b>	<b>Noise Reduction Due To Distance (dBA)</b>	<b>Noise Level At Property Line Single Unit (dBA Leq)</b>	<b>Quantity</b>	<b>Property Line Cumulative Noise Level (dBA Leq)*</b>
Restaurant	95	65.9	6	-24.0	41.9	6	49.7
Rest/Retail	265	65.9	6	-32.9	33.0	8	42.0
Retail	305	65.9	6	-34.1	31.8	6	39.6
Gym	110	65.9	6	-25.3	40.6	5	47.6
Lounge/Lease	70	65.9	6	-21.3	44.6	4	50.6
<b>Cumulative Noise Level from ALL HVAC Units</b>							<b>54.6*</b>

\*Complies with the nighttime Noise Standard of 55 dBA.

**Table 5.7-8. On-site HVAC Noise Levels (Building 4)**

<b>Building</b>	<b>Distance To Observer Location (Feet)</b>	<b>Hourly Reference Noise Level (dBA Leq)</b>	<b>Noise Source Reference Distance (Feet)</b>	<b>Noise Reduction Due To Distance (dBA)</b>	<b>Noise Level At Property Line Single Unit (dBA Leq)</b>	<b>Quantity</b>	<b>Property Line Cumulative Noise Level (dBA Leq)*</b>
Restaurant	310	65.9	6	-34.3	31.6	6	39.4
Rest/Retail	140	65.9	6	-27.4	38.5	8	47.6
Retail	70	65.9	6	-21.3	44.6	6	52.3
Gym	115	65.9	6	-25.7	40.2	5	47.2
Lounge/Lease	165	65.9	6	-28.8	37.1	4	43.1
<b>Cumulative Noise Level from ALL HVAC Units</b>							<b>54.9*</b>

\*Complies with the nighttime Noise Standard of 55 dBA.

### **Transportation Noise Levels**

#### ***On-Site Transportation Related Noise Levels***

To determine the future noise environment and impact potentials, the Caltrans Sound32 noise model was utilized. The critical model input parameters to determine the projected traffic noise levels, including vehicle travel speeds, the percentages of automobiles, medium trucks and heavy trucks in the roadway volume, the site conditions (hard or soft), and the peak hour traffic volume.

For purposes of evaluating future land use compatibility, peak hour traffic volumes were developed based on the maximum hourly traffic volume provided by the *Transportation Impact Analysis* performed by LOS Engineering, Inc (2015). The traffic mix used in the modeling for I-15 was developed from Caltrans truck traffic data. The typical vehicle mix observed in the City was used along Carroll Canyon Road. Table 5.7-9, *Traffic Parameters*, presents the roadway parameters used in the analysis including the average daily traffic volumes, vehicle speeds, and the hourly traffic flow

distribution (vehicle mix) for the future conditions. The vehicle mix provides the hourly distribution percentages of automobiles, medium trucks, and heavy trucks for input into the noise model. The modeled Observer locations for the sampled units of the proposed project are presented in Figure 5.7-4, *Modeled Receptor Locations*.

Additionally, the project is proposing the construction of an 8-foot noise wall along the western property line. The proposed wall has been incorporated into this analysis and represented in Figure 5.7-4.

**Table 5.7-9. Traffic Parameters**

Source	Roadway Type	Average Daily Traffic (ADT) <sup>1</sup>	Vehicle Speeds (MPH)	Vehicle Mix %		
				Auto	Medium Trucks	Heavy Trucks
Interstate 15	Freeway	308,9000	65	96.1 <sup>2</sup>	2.3	1.6
Carroll Canyon Road	4 Lane	27,600	40	96.0 <sup>3</sup>	2.0	2.0

<sup>1</sup> Source: Project Traffic Study, LOS Engineering 2015.

<sup>2</sup> Caltrans 2012 Annual Average Daily Truck Traffic on the California State Highway System.

<sup>3</sup> Typical City vehicle mix data.

The required coordinate information necessary for the Sound32 traffic noise prediction model input was taken from the Site Plan (see Figure 3-7). To predict the future noise levels, the Site Plan was used to identify the pad elevations, the roadway elevations, and the relationship between the noise source(s) and the receptor areas. Traffic was consolidated into a single lane for each directional flow of the roadways and the roadway segments were extended beyond the observer locations.

The buildout analysis was modeled utilizing the roadway parameters for the future conditions. The common outdoor use areas at the project site are located at the swimming pool area in the center of the site. Receptors were modeled five feet above grade level and coincide with potential exterior use areas associated with the proposed project. The modeling results are quantitatively shown in Table 5.7-10, *Future Residential Exterior Noise Levels*.

Figure 5.7-5, *Future Traffic Noise Contours*, shows the future noise contours for the first floor as a solid line. The upper floor contours are relatively the same and the worst case noise level contours are depicted as a single dashed line. Based upon these findings, no exterior noise mitigation would be necessary for compliance with the City of San Diego's Noise Standard of 65 dBA CNEL at 75 percent of the private use areas or for the common use area which is set back from the major roadways. The commercial uses were found to be below the City compatibility threshold of 75 dBA CNEL at the proposed outdoor use areas. Noise contours were developed based upon the traffic modeling to determine compatibility with the proposed uses.

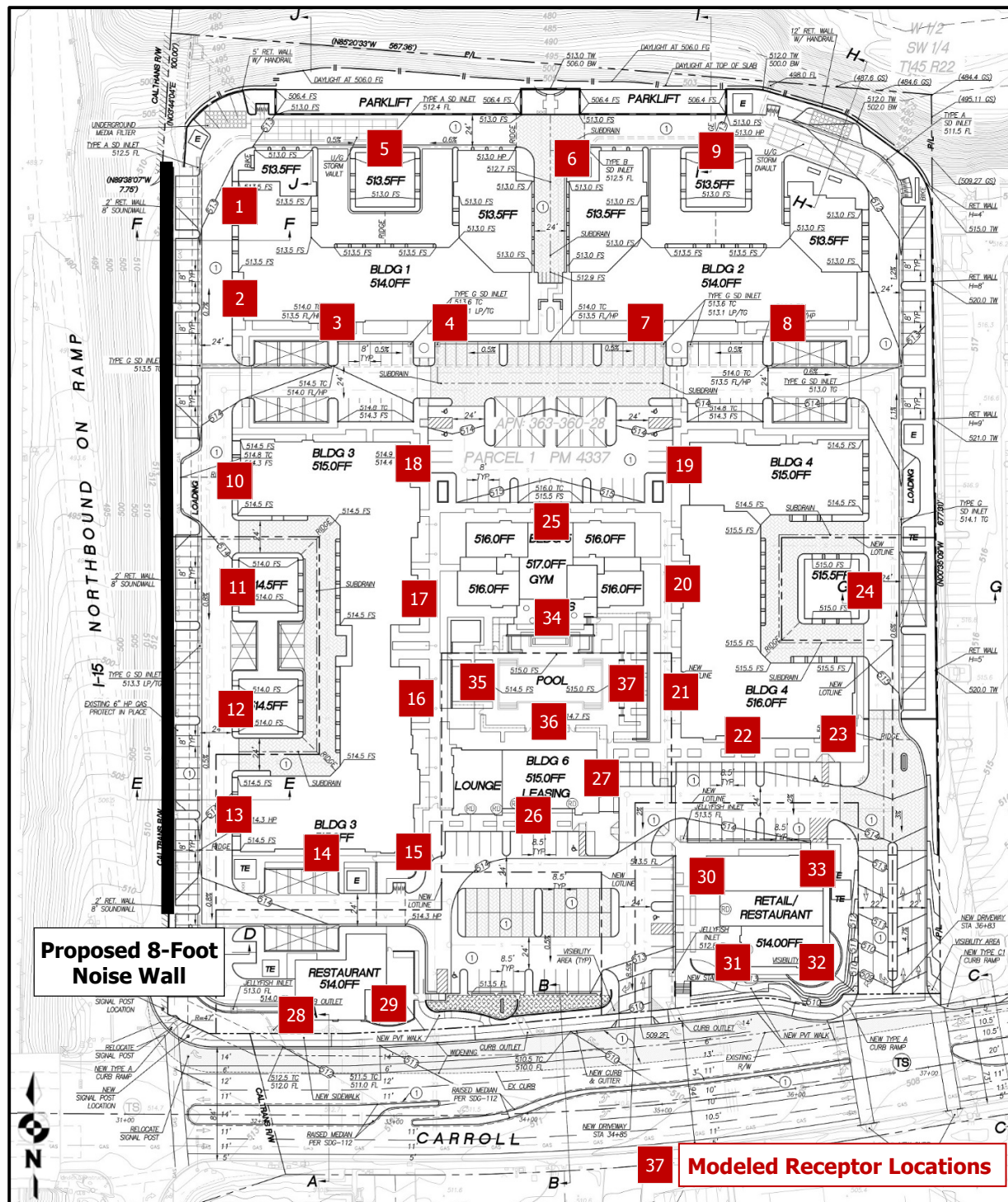


Figure 5.7-4. Modeled Receptor Locations

**Table 5.7-10. Future Residential Exterior Noise Levels**

Receptor Number <sup>1</sup>	Receptor Location	First Floor Noise Level (dBA CNEL)	Second Floor Noise Level (dBA CNEL)	Third Floor Noise Level (dBA CNEL)	Fourth Floor Noise Level (dBA CNEL)
1	Building 1	71.9	76.3	78.4	78.4
2	Building 1	68.9	74.0	78.5	78.4
3	Building 1	62.9	66.9	69.6	72.4
4	Building 1	59.3	61.4	63.7	66.1
5	Building 1	67.1	68.7	70.4	70.7
6	Building 2	68.2	68.2	68.2	68.4
7	Building 2	56.7	57.8	59.2	61.3
8	Building 2	55.2	56.0	57.2	59.4
9	Building 2	67.1	67.1	67.2	57.3
10	Building 3	68.8	74.2	78.6	78.5
11	Building 3	68.4	73.9	78.5	78.5
12	Building 3	68.3	73.9	78.5	78.5
13	Building 3	68.8	74.1	78.5	78.4
14	Building 3	67.0	70.6	72.3	73.9
15	Building 3	65.9	67.6	69.6	71.7
16	Building 3	58.7	59.2	59.8	62.9
17	Building 3	57.9	58.1	58.5	61.6
18	Building 3	56.9	57.1	57.5	61.0
19	Building 4	57.1	58.1	59.7	61.5
20	Building 4	57.7	58.5	59.8	61.5
21	Building 4	60.0	61.3	62.7	64.7
22	Building 4	64.8	65.2	66.2	67.0
23	Building 4	66.1	66.3	66.5	67.0
24	Building 4	59.7	60.0	60.4	61.3
25	Building 5	57.0	--	--	--
26	Leasing Office	64.8	--	--	--
27	Leasing Office	62.1	--	--	--
28	Restaurant	76.2	--	--	--
29	Restaurant Patio	73.4	--	--	--
30	Restaurant 2	67.8	--	--	--
31	Restaurant 2	71.1	--	--	--
32	Restaurant 2	71.8	--	--	--
33	Restaurant 2	67.5	--	--	--
34	Gym Deck	56.7	--	--	--
35	Pool	57.7	--	--	--
36	Pool	58.4	--	--	--
37	Pool	59.4	--	--	--

<sup>1</sup> Interior Noise Study required if noise level is above 60 dBA CNEL per City Guidelines.  
<sup>2</sup> Commercial interior Noise Levels are anticipated to meet the 50 dBA CNEL standard.



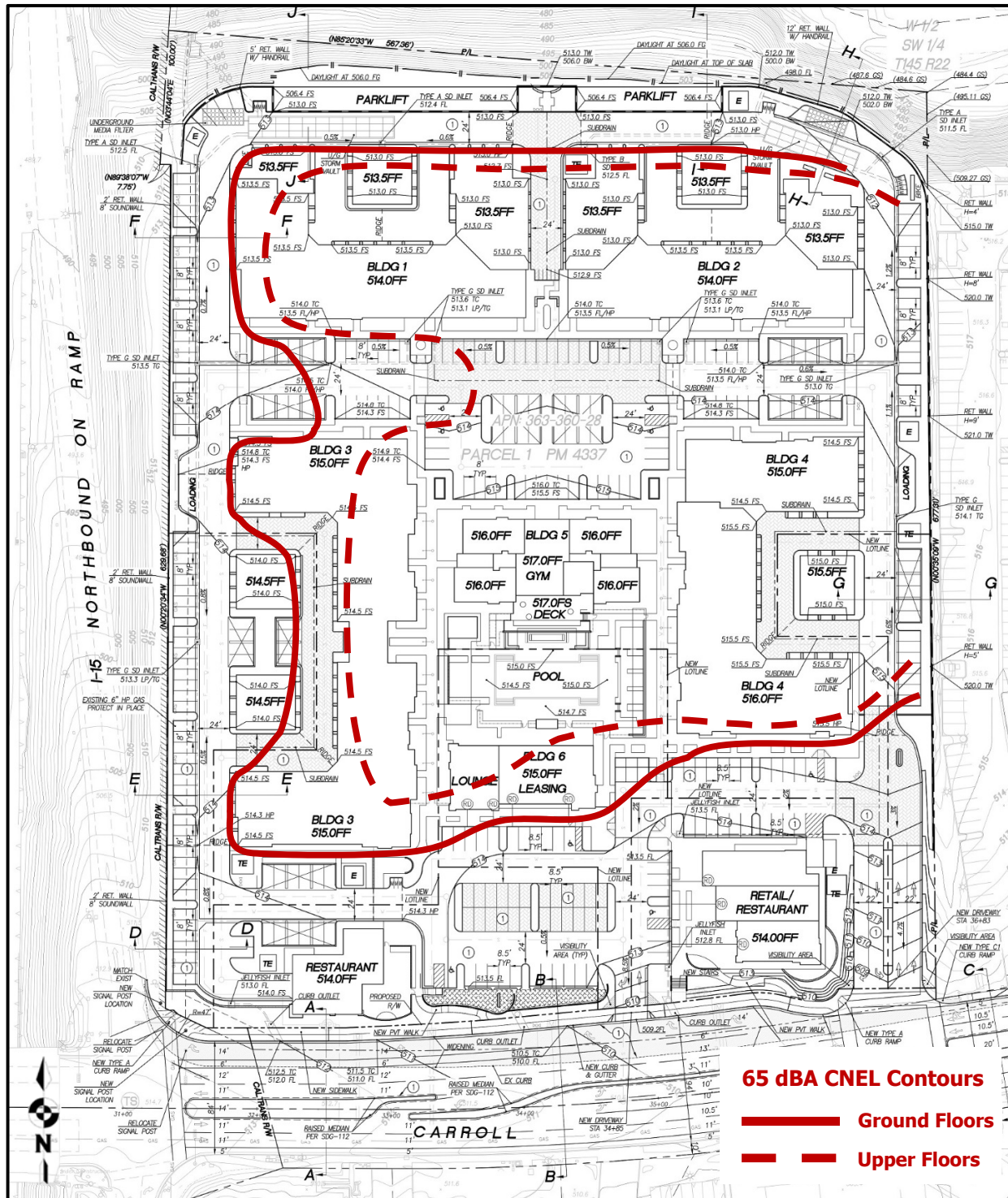


Figure 5.7-5. Future Traffic Noise Contours

The City of San Diego as part of its noise guidelines also states, consistent with Title 24 of the California Code of Regulations (CCR), a project is required to perform an interior assessment on the portions of a project site where building façade noise levels are above the normally compatible noise level in order to ensure that acceptable interior noise levels can be achieved. The City of San Diego's Noise Compatibility Guidelines require interior noise levels in residential structures to be reduced to 45 dBA CNEL and office buildings be reduced to 50 dBA CNEL as shown in Table 5-7.1.

Basic calculations show that a windows open condition will only reduce the interior noise levels 12 to 15 dBA CNEL and not provide adequate interior noise mitigation. A windows closed condition will typically reduce the interior noise levels 20 to 25 dBA CNEL, if the windows are dual pane and have a minimum sound transmission class (STC) rating of 26. An interior noise assessment is required for the residential units prior to the issuance of the first building permit once the architectural floor plans are available. This final report would identify the interior noise requirements to meet the City's established interior noise limit of 45 dBA CNEL. It should be noted that an allowed closed window condition would require a means of mechanical ventilation (e.g. air conditioning) along with upgraded windows for all sensitive rooms (e.g. bedrooms and living spaces).

To meet the 50 dBA CNEL interior noise standard at the commercial uses, an interior noise level reduction of minimum 18 dBA CNEL is needed for the proposed project. Therefore, the incorporation of a minimum STC 26 rated dual pane windows and mechanical ventilation would achieve the necessary interior noise reductions to meet the City's 50 dBA CNEL standard. Office spaces shall be provided with a continuously running fan to comply with indoor air quality per ASHRAE 62.2-2007. The project would be conditioned to require an acoustical analysis be performed at the time of building permits to ensure interior noise reductions to meet the City's 50 dBA CNEL standard.

#### ***Off-Site Project Related Transportation Noise Levels***

The off-site project-related roadway segment noise levels were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. The noise contours are then established by iterating the equivalent noise level over many distances until the distance to the desired noise contour(s) are found.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore, the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt, and hard pack dirt, while soft site conditions exist in areas having slight grade changes, landscaped areas, and vegetation. Hard site conditions, to be conservative, were used to develop the identified noise contours and analyze noise impacts along all roadway segments. The future traffic noise model utilizes a typical, conservative vehicle mix of 96 percent autos, two percent medium trucks, and two percent heavy trucks for all analyzed roadway segments. The vehicle mix provides the hourly distribution percentages of

automobile, medium trucks, and heavy trucks for input into the FHWA Model.

Community noise level changes greater than 3 dBA are often identified as audible and considered potentially significant, while changes less than 1 dBA will not be discernible to local residents. In the range of 1 to 3 dBA, residents who are very sensitive to noise may perceive a slight change. There is no scientific evidence available to support the use of 3 dBA as the significance threshold; community noise exposures are typically over a long time period rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely greater than 1 dBA, and 3 dBA appears to be appropriate for most people. For the purposes of this analysis, a direct roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dBA CNEL and if the project increases noise levels above an unacceptable noise level per the City's General Plan in the area adjacent to the roadway segment.

To determine if direct off-site noise level increases associated with the development of the project would create noise impacts, the noise levels for the existing conditions were compared with the noise level increase projected for when the project is fully built. Utilizing the project's traffic assessment, noise contours were developed for the following traffic scenarios:

- Near Term: Traffic projections at the time the proposed project would open without project traffic.
- Near Term Plus Project: Projected Near Term conditions plus the added noise from the proposed project related traffic.
- Near Term vs. Near Term Plus Project: Comparison between the Near Term conditions without the project and Near Term traffic with the project

The noise levels and reference distances to the 65 dBA CNEL contours for the roadways in the vicinity of the project site are given in Table 5.7-11, *Near Term Noise Levels without Project*, for the Near Term Scenario, and in Table 5.7-12, *Near Term + Project Noise Levels*, for the Near Term Plus Project Scenario. Table 5.7-13, *Near Term vs. Near Term + Project Noise Levels*, presents the comparison of the Near Term Scenario with and without project related noise levels. The overall roadway segment noise levels would have a less than 0.1 dBA CNEL increase with the development of the project. The project does not create a direct noise increase of more than 3 dBA CNEL on any roadway segment. Therefore, the project's direct contributions to off-site roadway noise increases would not cause any significant impacts to any existing or future noise sensitive land uses.

**Table 5.7-11. Existing Noise Levels without Project**

<i>Roadway Segment</i>	<i>ADT<sup>1</sup></i>	<i>Vehicle Speeds (MPH)<sup>1</sup></i>	<i>Noise Level at 50 Feet (dBA CNEL)</i>	<i>65 dBA CNEL Contour Distance (Feet)</i>
<b>Carroll Canyon Road</b>				
I-15 to Project Access	19,889	40	71.1	643
Project Access to Businesspark Avenue	19,889	40	71.1	643

<sup>1</sup> Source: Project Transportation Impact Analysis prepared by LOS Engineering, 2015



**Table 5.7-12. Existing + Project Noise Levels**

<i>Roadway Segment</i>	<i>ADT<sup>1</sup></i>	<i>Vehicle Speeds (MPH)<sup>1</sup></i>	<i>Noise Level @ 50- Feet (dBA CNEL)</i>	<i>65 dBA CNEL Contour Distance (Feet)</i>
<b>Carroll Canyon Road</b>				
I-15 to Project Access	20,089	40	71.1	650
Project Access to Businesspark Avenue	20,889	40	71.1	650

<sup>1</sup> Source: Project Transportation Impact Analysis prepared by LOS Engineering, 2015

**Table 5.7-13. Existing vs. Existing + Project Noise Levels**

<i>Roadway Segment</i>	<i>Existing Noise Level at 50 Feet (dBA CNEL)</i>	<i>Existing Plus Project Noise Level at 50 Feet (dBA CNEL)</i>	<i>Project Related Direct Noise Level Increase (dBA CNEL)</i>
<b>Carroll Canyon Road</b>			
I-15 to Project Access	71.1	71.1	0.0
Project Access to Businesspark Avenue	71.1	71.1	0.0

### **Significance of Impacts**

None of the proposed project's noise sources directly or cumulatively exceed the City's most restrictive 60 dBA property line standards at any of the adjacent property lines. Therefore, the proposed development-related operational noise levels comply with the noise standards. No off-site impacts are anticipated, and no mitigation is required.

Additionally, none of the proposed project's noise sources directly or cumulatively exceed the City's most restrictive 55 dBA standards at the proposed onsite residential uses. Therefore, the proposed development-related operational noise levels comply with the noise standards. No impacts to on-site users are anticipated, and no mitigation is required.

Based upon the findings, no exterior noise mitigation would be necessary for compliance with the City of San Diego's Noise Standard of 65 dBA CNEL at 75 percent of the private use areas or for the common use areas, most of which are shielded from the roadways with the proposed buildings. The future noise levels at the outdoor commercial retail uses areas were found to be below the City of San Diego 75 dBA CNEL exterior noise level standard. Therefore, no impacts are anticipated and no mitigation is required.

The project does not create a direct impact of more than 3 dBA CNEL on any roadway segment. Therefore, the project's direct contributions to off-site roadway noise increases would not cause any significant impacts to any existing or future noise sensitive land uses. No mitigation is required.

### **Mitigation Measures**

The proposed project would not result in significant operational noise impacts. No mitigation measures are required.

### **Significance of Impacts Following Implementation of Mitigation Measures**

The proposed project would not result in significant operational noise impacts. No mitigation measures are required.

**Issue 2**

*Would the project result in the exposure of people to noise levels which exceed the City's adopted noise ordinance or are incompatible with the City's Land Use-Noise Compatibility guidelines?*

Issue 2 addresses the following significance threshold:

- Generate noise levels which exceed the compatible level for the land use as listed in the City of San Diego Noise Compatibility Guidelines identified in Table 5.7-1.

**Impact Analysis**

As evaluated under *Issue 1*, the proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. The future noise levels at the outdoor areas would be below the City's 75 dBA CNEL standards for commercial retail uses, shown in Table 5.7-1. Therefore, the proposed project would be consistent with the City's General Plan and compatible with land use regulations relative to noise.

The proposed project is near MCAS Miramar overflight area, but is not within any of the noise contours due to infrequent aircraft over flights and the altitude the aircraft are operating at when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL and therefore no mitigation to any structures or sensitive land uses due to aircraft.

The project does not create a direct impact of more than 3 dBA CNEL on any roadway segment. Therefore, no significant noise impacts would result.

**Significance of Impacts**

The proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. No significant noise impacts would occur.

**Mitigation Measures**

The proposed project would not result in significant noise impacts. No mitigation measures are required.

**Significance of Impacts Following Implementation of Mitigation Measures**

The proposed project would not result in significant noise impacts. No mitigation measures are required.

**Issue 3**

*Would the project cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?*

Issue 3 addresses the following significance threshold:

- Exceed the City's Significance Thresholds for determining airport noise impacts presented in Table K-3 of the City's CEQA Significance Determination Thresholds.

**Impact Analysis**

As evaluated under *Issue 1*, the project does not create a direct impact of more than 3 dBA CNEL on any roadway segment. The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan. Therefore, no significant noise impacts would result.

As shown in Figure 2-9, *MCAS Miramar – Airport Influence Area Map*, the Carroll Canyon Mixed-Use project area is located within the AIA identified in the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar. The project site is within Review Area 1. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Relative to noise concerns, Review Area 1 encompasses locations exposed to noise levels of CNEL 60 dB or greater. As shown in Figure 5.1-4, *MCAS Miramar Compatibility Policy Map: Noise*, the project site is within the 60 to 65 dB CNEL Noise Exposure Contour for MCAS Miramar. The project site is not within any of the noise contours due to infrequent aircraft over flights and the altitude at which the aircraft are operating when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL and therefore no mitigation to any structures or sensitive land uses due to aircraft are required.

The project proposes community-serving commercial retail uses and residential development. As shown in Table 5.7-1, *City of San Diego Noise Compatibility Guidelines*, the project is compatible with noise levels of 60 to 65 dB CNEL. Therefore, the project would be compatible with the ALUCP noise regulations, and no impacts would result due to aircraft noise from operations at MCAS Miramar.

**Significance of Impacts**

The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan. Therefore, no significant noise impacts would result.

**Mitigation Measures**

The proposed project would not result in significant noise impacts. No mitigation measures are required.

**Significance of Impacts Following Implementation of Mitigation Measures**

The proposed project would not result in significant noise impacts. No mitigation measures are required.

**Issue 4**

*Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?*

**Impact Analysis**

Issue 4 addresses the following significance threshold:

- Conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12–

hour period from 7 AM to 7 PM.

Relative to the proposed project, a potential or periodic increase in ambient noise levels would be associated with construction that would occur with the project. Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders, and scrapers and can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Division 4 of Article 9.5 of the City of San Diego Municipal Code addresses the limits of disturbing or offensive construction noise. The Municipal Code states that with the exception of an emergency, it should be unlawful to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 AM to 7:00 PM.

The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor, and reduced to 63 dBA at 200 feet from the source.

Using a point-source noise prediction model, calculations of the expected construction noise levels were completed. The essential model input data for these performance equations include the source levels of the equipment, source to receiver horizontal and vertical separations, the amount of time the equipment is operating in a given day (also referred to as the duty-cycle), and any transmission loss from topography or barriers.

Based on the EPA noise emissions, empirical data, and the amount of equipment needed, worst-case noise levels from the construction equipment operations that would occur during the base operations (grading/site preparation). The construction schedule identifies that grading activities would occur in a single phase all at the same time, with anticipated equipment including two dozers, two backhoes, several haul trucks, a roller compactor, and a water truck. Due to physical constraints and normal site preparation operations, most of the equipment would be spread out over the site. Based upon the proposed Site Plan (see Figure 3-7), the majority of the grading operations would occur more than 300 feet from the nearest property lines, with the exception of the minor grading needed for the proposed southern portions of the site where grading would occur at an average distance as close as 110 to 180 feet from the existing uses to the south. Therefore, the worst-case noise condition would occur when the construction equipment is working in close proximity to each other at an average distance of approximately 100 feet from the southern property line.

Table 5.7-14, *Construction Noise Levels*, lists typical equipment that would be used during construction and associated noise levels. The amount of time the equipment would be utilized over an eight-hour period at this distance from the property line is also given and factored into the average noise level

calculations. This is referred to as the duty-cycle.

**Table 5.7-14. Construction Noise Levels**

Construction Equipment	Quantity	Source Level @ 50-Feet (dBA)*	Duty Cycle (Hours/Day)	Cumulative Noise Level @ Property Line (dBA)
Haul Truck	4	75	4	78.0
Dozer	2	72	6	73.8
Backhoe	2	74	6	75.8
Roller Compactor	1	73	6	71.8
Water Truck	1	70	6	68.8
<b>Cumulative Noise Levels @ 50-Feet (dBA)</b>				<b>81.7</b>
<b>Nearest Average Distance (Feet)</b>				<b>110</b>
<b>Anticipated Property Line Noise Level @ 110-Feet (dBA)</b>				<b>74.8</b>

\*Source: U.S. Environmental Protection Agency (U.S. EPA), 1971 and Empirical Data

As can be seen in Table 5.7-14, with the equipment working closely together, the cumulative noise levels at an average distance of 110 feet would be 74.8 dBA at the nearest property line. Therefore, the average noise level would be below the 75 dBA threshold, and no impacts are anticipated.

### ***Significance of Impacts***

The construction equipment would be spread out over the project site from average distances of more than 300 feet from the nearest property lines with the exception of the minor grading needed for the proposed southern portions of the site where grading would occur at an average distance as close as 110 to 180 feet from the existing uses to the south. Based upon the calculations of the noise levels when construction equipment is located near the property line, the average noise levels are anticipated not to exceed the 75-dBA standard; no impacts would occur. No mitigation measures are required.

### ***Mitigation Measures***

The proposed project would not result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project. No mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project. No mitigation measures are required.

## 5.8 Biological Resources

The project site has been graded and fully developed as a 76,241-square-foot office development encompassing two office buildings, surface parking, and landscaping. ~~BLUE Consulting Group prepared a *Biological Assessment Report* (August 4, 2016), which evaluated~~ the potential for impacts to biological resources associated with the Carroll Canyon Mixed-Use project. The Carroll Canyon Mixed-Use project site was surveyed on July 3, 2012 and February 11, 2015, ~~by BLUE biologists.~~ Additionally, general and rare biological resource surveys were conducted. The *Biological Assessment Report* is summarized in this section, and the entire report is included as Appendix F to this EIR.

### 5.8.1 Existing Conditions

The proposed Carroll Canyon Mixed-Use project site consists of approximately 9.52 gross acres of land developed as an existing office complex. Table 5.8-1, *Biological Resources On-Site*, provides a list of on-site biological resources. I-15 borders the western edge of the project; commercial development is located immediately south of the project site; industrial land uses are located south, southeast, and east of the project site. Open space drainage occurs north of the project site.

**Table 5.8-1. *Biological Resources On-Site***

Habitat	Existing (acres)
Urban/Eucalyptus (Tier IV)	2.09
Developed Area (Tier IV)	7.43
TOTAL	9.52

Since the site has been previously graded and developed, a majority of the on-site and off-site conditions consists of non-native habitat and developed lands. The property currently supports Developed and Urban Disturbed/Eucalyptus Landscaping. Figure 5.8-1, Existing Vegetation, shows the existing vegetation occurring on the project site.

### SURROUNDING LAND USE

The approximately 9.52-gross acre (9.28 net acres) property is bordered on all sides by development. To the north is Scripps Ranch High School (separated by a canyon supporting an ephemeral USGS dashed blue-line stream), to the east is a business park center, to the west is I-15 and an north bound on-ramp, and immediately to the south is Carroll Canyon Road, an office complex, and commercial center.

### TOPOGRAPHY AND SOILS

At the southern property line there is an uphill driveway to reach the main existing pad. This central portion of the property was previously graded and is generally flat. The northern portion of the property supports a partially manufactured slope leading into a small canyon.

Elevations onsite are 518 feet Above Mean Sea Level (AMSL) in the center of the property (developed pad) and a low of 495 feet AMSL at the northern property line. The elevation at the entrance of the property off of Carroll Canyon Road is 508 feet AMSL.

The soil classifications present within the majority of the property limits is comprised of Redding gravelly loam (RdC), two to nine percent slopes. At the northern property line the soils are Redding cobbly loam, nine to 30 percent slopes.

## BOTANY

No natural vegetation communities were identified within the property limits. Developed area and urban disturbed/eucalyptus landscaping habitat was observed onsite. The observed communities are as follows: 2.09 acres of disturbed/eucalyptus landscaping habitat (Tier IV) and 7.43 acres of previously developed area.

Table 5.8-1, presents the acreages of each community within the property limits. The property acreage totals approximately 9.52 acres. Figure 5.8-1, *Existing Vegetation*, illustrates the locations of the plant communities on-site. A total of 16 plant species were identified on the site (see Table 5.8-2, Plant Species Observed On-Site). Of this total, five (31 percent) are species native to southern California and 11 (69 percent) are introduced species.

**Table 5.8-2. Plant Species Observed On-Site**

Species Name	Common Name	Habitat	Origin
<i>Atriplex semibaccata</i> R.Br.	Austrialian saltbrush	Developed, Urban/Disturbed	I
<i>Avena</i> sp.	Wild oats	Developed, Urban/Disturbed	N
<i>Brassica nigra</i> (L.) Koch.	Black mustard	Developed, Urban/Disturbed	I
<i>Bromus diandrus</i> Roth.	Ripgut grass	Developed, Urban/Disturbed	I
<i>Bromus madritensis</i> L. ssp. <i>rubens</i> (L.) Husnot	Foxtail chess	Developed, Urban/Disturbed	I
<i>Carpobrotus edulis</i>	Hottentot fig	Developed, Urban/Disturbed	I
<i>Centaurea melitensis</i> L.	Tocolote, star-thistle	Developed, Urban/Disturbed	I
<i>Chamaesyce albomarginata</i> (Torrey & A. Gray) Small	Rattlesnake weed	Developed, Urban/Disturbed	N
<i>Adenostoma fasciculatum</i> Hook. & Arn.	Chamise	Urban/Disturbed	N
<i>Chrysanthemum</i> sp.	Chrysanthemum	Developed, Urban/Disturbed	I
<i>Eriogonum fasciculatum</i> Benth. var. <i>fasciculatum</i>	California buckwheat	Developed, Urban/Disturbed	N
<i>Eucalyptus</i> spp.	Eucalyptus	Developed, Urban/Disturbed	I
<i>Heteromeles arbutifolia</i> (Lindley) Roemer	Toyon, Christmas berry	Urban/Disturbed	N
<i>Melilotus</i> sp.	Sweet clover	Developed, Urban/Disturbed	I
<i>Salsola tragus</i> L.	Russian thistle, tumbleweed	Developed, Urban/Disturbed	I
<i>Sisymbrium</i> sp.	Mustard	Developed, Urban/Disturbed	I

### ORIGIN

N = Native to locality

I = Intriduced species from outside locality

**Figure 5.8-1. Existing Vegetation**



*Previously Developed*

Much of the peripheral study area is comprised of existing structures, a paved parking lot, abandoned previously graded areas and planters dominated by non-native/exotic vegetation, eucalyptus woodland, and urban/disturbed habitat.

*Disturbed Habitat/Eucalyptus Landscaping; Tier IV*

Disturbed urban and semi-urban areas contain numerous plantings located within planters and as perimeter screening. These older, urbanized portions of the City, tall exotic plantings, such as eucalyptus trees (*Eucalyptus* sp.) with allelopathic toxins that tend to inhibit understory growth, form well developed, and dense woodlands. Occasionally, other planted woodlands such as introduced pines, ash, and elm are present. Disturbed areas are typically located adjacent to urbanization and contain a mix of primarily weedy species, including non-native forbs, annuals, and grasses, usually found pioneering on recently disturbed soils. Characteristic weedy species include prickly sow thistle (*Sonchus asper*), common sow thistle (*Sonchus oleraceus*), bristly ox-tongue (*Picris echioides*), Russian thistle (*Salsola tragus*), giant reed, hottentot-fig (*Carpobrotus edulis*), wild lettuce (*Lactuca serriola*), tree tobacco (*Nicotiana glauca*), castor-bean (*Ricinus communis*), pampas grass, smooth cat's-ear (*Hypochoeris glabra*), red-stem filaree (*Erodium cicutarium*), short-beak filaree (*Erodium brachycarpum*) and white-stem filaree (*Erodium moschatum*). These urban lands do not typically contain native vegetation or provide essential habitat connectivity; and therefore, tend to have reduced biological value.

On-site, the property is fenced along the northern, easterly, and western property lines. Within the fenced property there are a few native chaparral shrub species persisting on the un-impacted slope but due to the preponderance of eucalyptus trees and their duff, there is little to no understory and where there is one, it is dominated by weedy exotic species.

The non-native disturbed habitat located offsite, to the north of the Project property on the existing north facing slope, is punctuated by a few native chaparral shrub species persisting on the slope, but due to the preponderance of eucalyptus trees and their duff, there is little to no understory and where there is one, it is dominated by weedy exotic species.

**ZOOLOGY**

Overall, the property provides a very low value habitat for wildlife species. The portion of the site that supports the landscaping and urban disturbed habitat provides little cover, water, and foraging habitat for native wildlife species. While no active nests were observed, the mature eucalyptus trees are potentially viable nesting sites for raptors, etc.

A complete list of the wildlife species detected is provided in Table 5.8-3, *Wildlife Species Observed On-Site*. A total of two birds and one mammal species were observed. No sensitive species were observed on-site.

**Table 5.8-3. Wildlife Species Observed On-Site**

Common Name	Species Name	Occupied Habitat	Evidence of Occurrence
<b>Birds</b>			
American crow	<i>Corvus brachyrhynchos</i>	Developed Area	O, F
House finch	<i>Carpodacus mexicanus frontalis</i>	Developed Area	O, F
<b>Mammals</b>			
California ground squirrel	<i>Spermophilus beecheyi</i>	Developed Area	O, B

## EVIDENCE OF OCCURRENCE

F = Flying overhead

O = Observed

B = Burrow

*Birds*

Bird species observed on-site are typical for the existing habitat types and surrounding development. The tall eucalyptus trees on-site offer areas for cover, foraging, and potential nesting. No sensitive species were observed on-site. (Species observed and/or detected on-site are listed in Attachment 2 to the Biological Assessment Report included as Appendix F to this EIR.)

*Mammals*

Ruderal habitat typically provides cover and foraging opportunities for a variety of common mammal species. Many mammal species are nocturnal and must be detected during daytime surveys by observing their sign, such as tracks, scat, and burrows. (Species observed and/or detected on-site are listed in Attachment 2 to the Biological Assessment Report included as Appendix F to this EIR.)

## SENSITIVE BIOLOGICAL RESOURCES

*Sensitivity Criteria*

The project site is located within the City's Multiple Species Conservation Program (MSCP) area and outside of the Coastal Overlay Zone and Multi-Habitat Planning Area (MHPA) boundary. The sensitive resources on-site shall be protected, preserved, and where damaged, restored according to the Environmentally Sensitive Lands (ESL) Regulations. The proposed project has been designed to meet or exceed those regulations.

State and Federal agencies regulate sensitive species and require an assessment of their presence or potential presence to be conducted on-site prior to the approval of any proposed development on a property. Species will be considered sensitive if they are: (1) listed or proposed for listing by state or federal agencies as threatened or endangered; (2) on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California; (3) within the Multiple Species Conservation Program (MSCP) list of species evaluated for coverage or list of narrow endemic plant species; or (4) considered fully protected, sensitive, rare, endangered, or threatened by the State of California and Natural Diversity Data Base (NDDb), or other local conservation organizations or specialists. California fully protected is a designation adopted by the State of California prior to the creation of the State Endangered Species Act and is intended as protection from harm or harassment.

Noteworthy plant species are considered to be those which are on List 3 (more information about the plant's distribution and rarity needed) and List 4 (plants of limited distribution) of the CNPS Inventory. Sensitive habitat types are those identified by the NDDB, Holland (1986), and/or those considered sensitive by other resource agencies. Determination of the potential occurrence for listed, sensitive, or noteworthy species are based upon known ranges and habitat preferences for the species; species occurrence records from the NDDB; and species occurrence records from other sites in the vicinity of the project site.

#### *Sensitive Plant Communities and Habitats*

No sensitive plant communities or habitats were observed on-site. The off-site canyon, within 100 feet of the northern property line, supports an ephemeral drainage and southern willow scrub.

#### *Sensitive Plants*

##### Observed

No sensitive plant communities and habitats was observed on-site or expected to occur due to the degraded nature of the habitat.

##### Not Observed

Several other sensitive species are known to occur in the vicinity of the project site. However, due to the developed and urban/disturbed nature of the property these species are not considered as potentially occurring on-site based on the lack of supporting native vegetation communities.

#### *Sensitive Wildlife*

##### Observed

No sensitive wildlife was observed or expected to occur on-site.

##### Not Observed

Several other sensitive animals are either known to occur in the vicinity or have a potential to be present on-site. Overall, there is no potential for sensitive species on-site due to the pre-existing developed nature of the property; no native habitat is present.

#### *Wildlife Movement Corridors*

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies. This property is not adjacent to any significant areas of high quality habitat or corridor system and would not affect any identified corridors.

### 5.8.2 Impact Analysis

#### **Thresholds of Significance**

The City of San Diego *Development Services Department Significance Determination Thresholds* (City of San Diego 2011) is used to determine whether the project could have a significant impact on biological resources. A project could result in significant biological impacts if it would result in:

- A substantial adverse impact, either directly or through habitat modifications, on 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 California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS);
- A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS;
- A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites;
- A 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;
- Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects;
- A conflict with any local policies or ordinances protecting biological resources; or
- An introduction of invasive species of plants into a natural open space area.

#### **Issue 1**

*Would the project result in:*

- *Substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?*
- *A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDWG or USFWS?*
- *A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?*
- *Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?*

- *Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects?*
- *A conflict with any local policies or ordinances protecting biological resources?*
- *An introduction of invasive species of plants into a natural open space area?*

### ***Impact Analysis***

Issues 1 addresses the following threshold of significance:

- A substantial adverse impact, either directly or through habitat modifications, on 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 California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS).
- A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS;
- A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites.
- Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects.
- A conflict with any local policies or ordinances protecting biological resources.
- An introduction of invasive species of plants into a natural open space area.

### ***Plant Communities***

The proposed project involves the demolition of existing office buildings and the construction of buildings and associated parking lots, driveways, and landscaping on the previously developed site. Of the property's approximately 9.52 acres, approximately 9.22 acres of disturbed/eucalyptus and developed habitat would be impacted. All of the area located within BMZ 1 and a portion of the BMZ 2 area (approximately 0.14 acres) are within the area proposed to be graded for the project. BMZ 1 totals approximately 0.53 acres and has a width ranging between 32 to 50 feet. BMZ 2 totals approximately 0.44 acres and has a varying width of approximately 10 to 65 feet. Impacts to on-site vegetation would not be considered significant. No off-site impacts would occur.

Table 5.8-4, *Summary of Impacts*, summarizes the project's impacts to biological resources occurring on the project site. Figure 5.8-2, *Project Impacts to Biological Resources*, depicts the project's impacts.

**Table 5.8-4. Summary of Impacts to Existing Habitats**

Habitat Type	Total On-Site	Grading & BMZ 1 Impacts	BMZ 2 (Impact Neutral*)	Total Impact
Disturbed/Eucalyptus Landscaping (Tier IV)	2.09	1.79	0.3	1.79
Developed	7.43	7.43	0.0	7.43
<b>TOTAL</b>	<b>9.52</b>	<b>9.22</b>	<b>0.3</b>	<b>9.22</b>

\*Not included in impact total

### **Wildlife**

Due to the existing developed condition of the property and the off-site slope to the north, while unlikely, some impacts to general wildlife associated with the property may occur through implementation of the proposed project. Birds have a high mobility and will most likely be displaced off the site during grading. Small mammals, amphibians, and reptiles with low mobility may be inadvertently killed during demolition of the existing structures, parking lots and re-grading of the site. Impacts on general wildlife are considered less than significant.

Typical potential indirect impacts to habitat and species associated with project implementation (in this case outside of the northern property limit) which includes a potential increase in night lighting, traffic, and litter and pollutants into adjacent wildlife habitat are not expected due to the previously existing active development onsite. Therefore, these potential indirect impacts are not expected to reduce the wildlife populations of the area below self-sustaining levels and are thus considered less than significant.

### **Environmentally Sensitive Lands Regulations (ESL)**

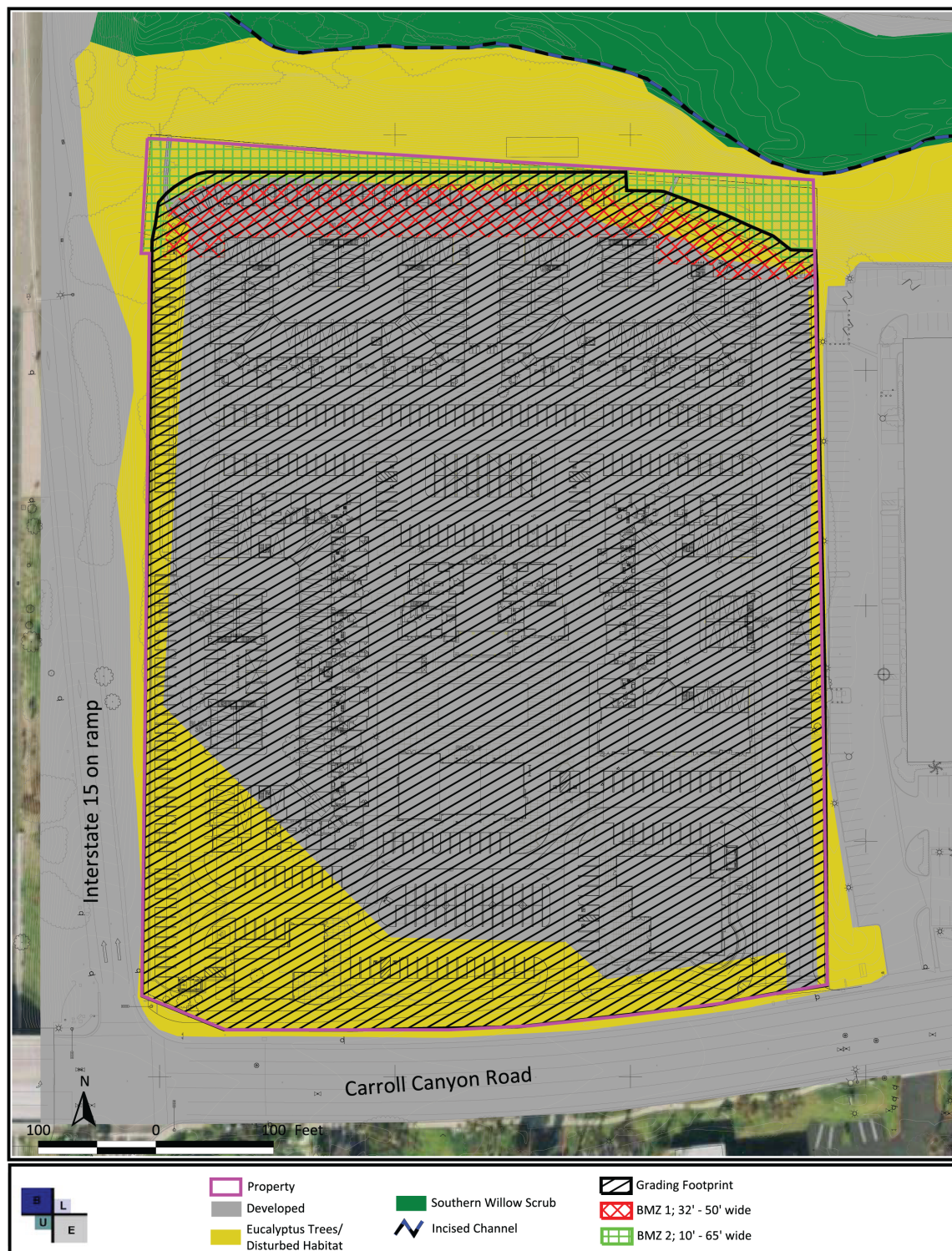
#### **Multiple Species Conservation Program**

The Multiple Species Conservation Program (MSCP) is designed to identify lands that shall conserve habitat for federal and state endangered, threatened, or sensitive species, including the California gnatcatcher. The MSCP is a plan and a process for the local issuance of permits under the federal and state Endangered Species Acts for impacts to threatened and endangered species. Also included in the MSCP are implementation strategies, preserve design, and management guidelines. The City of San Diego prepared a subarea preserve plan to guide implementation of the MSCP Plan within its corporate boundaries. The City of San Diego adopted the MSCP in March 1997.

#### **Sensitivity Criteria**

The assessment of the sensitivity of plant communities and species follows the guidelines presented in the MSCP. The Multi-Habitat Planning Area (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. The MHPA lands are considered by the City to be a sensitive biological resource.

Under the MSCP, upland plant communities have been divided into four tiers of sensitivity. Upland plant communities that are classified as Tier I, Tier II, or Tier III are considered sensitive by the City. Tier IV plant communities are not considered sensitive. A total of 85 sensitive plant and wildlife



**Figure 5.8-2. Project Impacts to Biological Resources**

species are considered to be adequately protected within MHPA lands. These sensitive species are MSCP covered species and are included in the Incidental Take Authorization issued to the City by federal and state governments as part of the City's MSCP Subarea Plan.

There are 15 plants that are considered to be "narrow endemic species" based on their limited distributions in the region. These narrow endemics are sensitive biological resources. All 15 narrow endemic plants are also MSCP covered species and some are state or federally listed as threatened or endangered species.

All species listed by State or Federal agencies as rare, threatened, or endangered or proposed for listing are considered to be sensitive biological resources. The habitat that supports a listed species or a narrow endemic species is also a sensitive biological resource.

Species that are not MSCP covered species, but are on Lists 1B or 2 of the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California*, California fully protected species, and California species of special concern are also considered sensitive. Impacts to these species, if considered significant, may require mitigation according to CEQA guidelines.

Assessments for the potential occurrence of sensitive species are based upon known ranges, habitat preferences for the species, species occurrence records from the NDDDB, and species occurrence records from other sites in the vicinity of the project site.

The proposed project, which lies outside of any MHPA boundary, fully complies with the requirements of ESL. The site is physically suited to support the proposed development and as designed, the project would not disturb any environmentally sensitive lands and species.

### ***Sensitive Plant Communities***

The proposed project would not impact sensitive habitat.

### ***Sensitive Plants***

The proposed project would not impact sensitive plant species.

### ***Sensitive Wildlife***

The proposed re-development project would not impact sensitive wildlife species. The proposed project site contains eucalyptus trees, most of which would be removed. While no active nests were observed during the survey, there is a potential for raptors to nest in these and other suitable on-site trees during the nesting season of January 31 to September 15. Avian species observed on-site are protected under the Migratory Bird Treaty Act (MBTA; Code Section 16 U.S.C. 703-712; Chapter 128; July 13, 1918; 40 Statute 755). This federal statute prohibits, unless permitted by regulations, the pursuit, hunting, taking, capture, killing, possession, sale, purchase, transport, or export of any migratory bird or any part, nest or egg of that bird. Project compliance with the MBTA shall preclude any direct impacts. Noise impacts to nesting raptors shall be avoided during the breeding season through preconstruction surveys and adherence to appropriate noise buffer zone restrictions.

Presently, there are no old or active raptor nesting sites on the project site. Existing noise from the surrounding high intensity uses (including the freeways, high school, prior active use of the property, etc.) appears to be the reason why no old or active raptor nests were observed on-site during any of



the surveys; and it is not expected that raptors would begin to nest on-site. However, if grading is scheduled to occur during the raptor breeding season (February 1-September 15), there is a potential that indirect impacts to active nesting sites could occur.

**Impact 5.8-1 Project construction noise may result in indirect impacts to nesting raptors, which would be considered a potentially significant impact.**

#### **Jurisdictional and ESL Wetlands**

No jurisdictional and/or ESL wetlands were observed onsite. The proposed re-development does not impact the observed off-site jurisdictional and ESL wetlands. In order to protect the jurisdictional habitat, the project has incorporated, at a minimum, an approximately 60 foot buffer between the limit of the project (BMZ 2 maintained areas) and the existing drainage channel/Southern Willow Scrub (SWS) habitat offsite to the north.

#### **Potential Indirect Impacts**

Biological resources located adjacent to the proposed development (north of the property) could be indirectly impacted by both construction and post-construction activities associated with the proposed Carroll Canyon Mixed-Use project. Potential indirect impacts include an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects and pollutants (fugitive dust). As described below, potential indirect impacts resulting from the proposed re-development are unlikely to occur and, therefore, would not be considered significant, as described below.

#### **Water Quality**

The project site is located proximate to an ephemeral drainage and would continue to partially drain into it, within the existing concrete brow ditches which drain into the canyon and the existing ephemeral drainage. Water quality has the potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of the project; however, BMPs shall be implemented that shall reduce potential impacts to below significance. Therefore, the project is not expected to decrease water quality or affect vegetation, aquatic animals, or terrestrial wildlife that depends upon the water resources.

#### **Habitat Disturbance**

Development of residential, commercial, and/or restaurant uses typically lead to an increase in human presence on and around project sites. However, this is a re-development project which is predominantly within the pre-existing developed envelope. Therefore, while there may be an increase in total human activity in the area, the area has already absorbed the biological loss to function and value, and it is unlikely that the project could lead to further fragmentation of habitat and the degradation of sensitive habitat if people or pets wandered outside the developed area. Additionally, illegal dumping of green waste, trash, and other refuse, which currently negatively impacts the adjacent habitat in the canyon, would be curtailed.

#### **Edge Effects**

Edge effects occur when blocks of habitat are fragmented by development. These edges make it easier for non-native plant species to invade native habitats. Edge effects can also make it easier for both native and non-native predators to access prey that may have otherwise have been protected

within large, contiguous blocks of habitat. In addition, the disruption of predator-prey, parasite-host, and plant-pollinator relations can occur.

The proposed project would not lead to significant edge effects. The project's proposed landscape plan does not include any invasive plant species. Steep slopes that rim development areas are within the BMZ 1 and 2 and would be landscaped in Fire Marshal approved native and naturalized plant material and serve as a buffer to native habitat to the north of the project site. Additionally, the project does not affect contiguous blocks of habitat.

### ***Night-Time Lighting***

Development of the project site would introduce night-time lighting in the form of street and parking lights, car headlights, and residential lights. Night-time lighting on native habitats can provide nocturnal predators with an unnatural advantage over their prey. This could cause an increased loss in native wildlife that could be a significant impact unless mitigated. Nighttime lighting shall be consistent with the City's lighting requirements and, therefore, would not cause significant impacts on wildlife habitat.

### ***Fugitive Dust***

Fugitive dust produced by construction could disperse onto vegetation. Effects on vegetation due to airborne dust could occur adjacent to construction. A continual cover of dust may reduce the overall vigor of individual plants by reducing their photosynthetic capabilities and increasing their susceptibility to pests or disease. This, in turn, could affect animals dependent on these plants (e.g., seed eating rodents or insects or browsing herbivores). Fugitive dust impacts would not be considered significant, because the project would be required to implement mandatory dust control requirements that ensure dust control and significant impacts would not occur.

### ***Wildlife Movement Corridors***

Due to the developed nature and current use of the property, the property does not maintain an identified wildlife corridor. The proposed project would not significantly impact a wildlife movement corridor.

### ***Cumulative Impacts***

No natural habitat is proposed to be impacted. The proposed project would impact a total of 9.22 acres of habitat; 1.79 acres of urban disturbed/eucalyptus landscaping habitat as well 7.43 acres of previously developed area (within the pre-existing ~~PSA~~ development footprint). No listed/sensitive species were observed or are expected to occur within the proposed development footprint; none are proposed to be impacted. The proposed project would conform with the MSCP and its' implementing ordinances (July 2002 Biology guidelines and ESL regulations); therefore, the project would not result in a significant cumulative impacts for those biological resources adequately covered by the MSCP.

### ***Significance of Impacts***

The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. This would be regarded as a potentially significant indirect

impact. Additionally, potential indirect impacts include an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust). However, none of these indirect impacts would be significant.

### **Mitigation Measures**

No significant direct impacts to sensitive biological resources are expected to occur from the proposed project.

There is a potential for indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees. Therefore, the following measures shall be implemented to reduce indirect impacts to below a level of significance.

**MM 5.8-1 Raptor Noise Mitigation (Indirect Impact).** To avoid any direct impacts to raptors and/or any native/migratory birds, 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, a Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) 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 precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds 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 DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, 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. If nesting birds are not detected during the precon survey, no further mitigation is required.

### **Significance of Impacts following Implementation of Mitigation Measures**

Implementation of MM 5.8-1 would mitigate indirect impacts to below a level of significance.

### **Issue 2**

*Would the project result in a 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?*

### **Impact Analysis**

Issues 2 addresses the following threshold of significance:

- A 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.

Figure 5.1-3, *Multi-Habitat Planning Area*, shows the project site's location relative to the MHPA. As shown in Figure 5.1-3, the proposed project is not within or adjacent to the MHPA, as part of the MSCP. The project would not conflict with the provisions of the ESL, MSCP, or other approved local, regional, or State habitat conservation plan.

### ***Significance of Impacts***

The project would not conflict with the provisions of the ESL, MSCP, or other approved local, regional, or State habitat conservation plan.

### ***Mitigation Measures***

The project would not conflict with the provisions of the ESL, MSCP, or other approved local, regional, or State habitat conservation plan. No mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The project would not conflict with the provisions of the ESL, MSCP, or other approved local, regional, or State habitat conservation plan. No mitigation measures are required.

## 5.9 Geologic Conditions

~~GEOCON Inc. conducted a~~ The results of the *Preliminary Geotechnical Investigation* for the Carroll Canyon Mixed-Use project. ~~The results of that investigation~~ are presented in this section. The complete *Preliminary Geotechnical Investigation*, dated October 12, 2015, is included in Appendix G to this EIR.

### 5.9.1 Existing Conditions

The project site encompasses approximately 9.52 gross acres (9.28 net acres). Two mostly vacant commercial buildings, totaling 76,241 square feet, with associated paved parking lots and infrastructure occur on the project site. The project site is generally flat, with drainage to the southwest. A small natural drainage occurs north of the project site. North-facing slopes, ranging from approximately 20 to approximately 50 feet in height, descend into this area at an estimated inclination of 1.5 to 1.0 (horizontal to vertical). Native soils were encountered at grade when borings were performed at the top of the slope along the northern property boundary. The slope is a native slope comprised of very dense terrace deposits and formational bedrock.

### SOIL AND GEOLOGIC CONDITIONS

The project site is underlain by surficial deposits and sedimentary bedrock. The surficial soil types and geologic unit are described below.

#### *Undocumented Fill (Qudf)*

Approximately 1.5 feet of undocumented fill was encountered on the project site. The undocumented fill was likely placed for landscaping purposes. Isolated areas of fill associated with utility trenches for the existing building may also exist.

#### *Very Old Paralic Deposits (Qop)*

Geologic maps show Pleistocene-aged Very Old Paralic Deposits (formerly Lindavista Formation) underlie the site. This deposit on-site consists of very dense clayey sand to very stiff/hard sandy clay with varying amounts of gravel and cobbles. Laboratory test results indicate this deposit has a low to medium expansion potential, with the clayey portions having a moderate potential for swell when saturated. The Very Old Paralic Deposits are considered suitable for support of structural fill and settlement-sensitive structures.

#### *Stadium Conglomerate (Tst)*

The Tertiary-age Stadium Conglomerate Formation was encountered beneath the Very Old Paralic Deposits. The Stadium Conglomerate consists of weakly to well cemented, yellow, fine to medium grained, cobble conglomerate in a silty/clayey sand matrix. Generally, the majority of this formation consists of a cobble conglomerate with discontinuous beds of sandstone. The Stadium Conglomerate is suitable for support of structural fill and/or loading in either a natural or properly compacted conditions.

### GROUNDWATER

Groundwater was not encountered during the geotechnical investigation for the project. Based on the conclusions of the Preliminary Geotechnical Investigation, groundwater is not expected to pose a constraint to the proposed development.

## SEISMIC AND GEOLOGIC CONDITIONS

*Geologic Hazard Category*

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults, Map Sheet 35 defines the site with a Hazard Category 52: *other level areas – gently sloping to steep terrain, favorable geologic structure, low risk.*

*Seismic Hazard Analysis*

Based on a review of published geologic maps and reports, the site is not located on any known active, potentially active, or inactive fault traces. An active fault is defined by the California Geological Survey (CGS) as a fault showing evidence for activity within the last 11,000 years. The site is not located within a State of California Earthquake Special Study Zone.

According to the computer program *EZ-FRISK (Version 7.62)*, six known active faults are located within a search radius of 50 miles from the property. Using the 2008 USGS fault database that provides several models and combinations of fault data to evaluate the fault information, the Newport-Inglewood/Rose Canyon and Rose Canyon Fault Zones, located approximately nine miles west of the site, are the nearest known active faults and are the dominant source of potential ground motion. Earthquakes that might occur on the Newport-Inglewood/Rose Canyon and Rose Canyon Fault Zones or other faults within the southern California and northern Baja California area are potential generators of significant ground motion at the site. The estimated maximum earthquake magnitude and peak ground acceleration for the Newport-Inglewood/Rose Canyon Fault are 7.5g and 0.28g, respectively. Table 5.9-1, *Deterministic Spectra Site Parameters*, lists the estimated maximum earthquake magnitude and peak ground acceleration for the most dominant faults in relation to the site location.

**Table 5.9-1. Deterministic Spectra Site Parameters**

Fault Name	Distance From Site (Miles)	Maximum Earthquake Magnitude (Mw)	Peak Ground Acceleration		
			Boore- Atkinson 2008 (G)	Campbell- Bozorgnia 2008 (G)	Chiou- Youngs 2008 (G)
Newport-Inglewood/Rose Canyon	9	7.5	0.25	0.22	0.28
Rose Canyon	9	6.9	0.21	0.20	0.22
Coronado Bank	22	7.4	0.14	0.11	0.12
Palos Verdes/Coronado Bank	22	7.7	0.16	0.12	0.15
Elsinore	30.	7.8	0.14	0.10	0.12
Earthquake Valley	36.	6.8	0.07	0.06	0.05.

In the event of a major earthquake on the referenced faults or other significant faults in the southern California and northern Baja California area, the site could be subjected to moderate to severe ground shaking. With respect to this hazard, the site is considered comparable to others in the general vicinity.

A site-specific probabilistic seismic hazard analysis was performed for the project site using the computer program EZ-FRISK. Geologic parameters not addressed in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of

earthquakes on each mapped Quaternary fault is proportional to the faults slip rate. The program accounts for earthquake magnitude as a function of fault rupture length, and site acceleration estimates are made using the earthquake magnitude and distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from considered earthquake sources, the program calculates the total average annual expected number of occurrences of site acceleration greater than a specified value. Using acceleration-attenuation relationships suggested by Boore-Atkinson (2008), Campbell-Bozorgnia (2008) and Chiou-Youngs (2008) in the analysis, Table 5.9-2, *Probabilistic Seismic Hazard Parameters*, presents the site-specific probabilistic seismic hazard parameters including acceleration-attenuation relationships and the probability of exceedence.

**Table 5.9-2. Probabilistic Seismic Hazard Parameters**

Probability of Exceedence	Peak Ground Acceleration		
	Boore-Atkinson, 2008 (g)	Campbell-Bozorgnia, 2008 (g)	Chiou-Youngs, 2008 (g)
2% in a 50 Year Period	0.37	0.36	0.40
5% in a 50 Year Period	0.27	0.26	0.27
10% in a 50 Year Period	0.20	0.19	0.20

The CGS provides a program for calculating the ground motion for a 10 percent of probability of exceedence in a 50-year period based on an average of several attenuation relationships. Table 5.9-3, *Probabilistic Site Parameters for Selected Faults*, presents the calculated results from the Probabilistic Seismic Hazards Mapping Ground Motion Page from the CGS website.

**Table 5.9-3. Probabilistic Site Parameters For Selected Faults  
(California Geologic Survey)**

Calculated Acceleration (g) Firm Rock	Calculated Acceleration (g) Soft Rock	Calculated Acceleration (g) Alluvium
0.24	0.26	0.30

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site. Seismic design of the structures should be performed in accordance with the 2013 California Building Code (CBC) guidelines currently adopted by the City of San Diego.

### *Liquefaction*

Liquefaction typically occurs in saturated, cohesionless soils with relative densities less than about 70 percent. If these criteria are met, strong ground motion could result in a rapid increase in pore-water pressure resulting in a significant loss in soil bearing capacity and settlement. Seismically induced settlement can occur with or without liquefaction. The risk associated with liquefaction hazard is low.

### *Landslides*

Based on examination of stereoscopic aerial photographs, the site-specific geologic reconnaissance, and review of available geotechnical and geologic reports for the site vicinity, landslides are not present at the property or at a location that could impact the site. The risk associated with landsliding hazard is low.

### *Tsunamis and Seiches*

The site is approximately eight miles from the Pacific Ocean at an elevation over 400 feet above MSL. The risk associated with inundation hazard due to tsunamis is low.

The site is located approximately 0.8 mile from Miramar Lake; however, there is no direct drainage path between the site and the reservoir. The risk associated with inundation hazard associated with seiche is low.

## **5.9.2 Impact Analysis**

### ***Thresholds of Significance***

Based on the City of San Diego's *Significance Determination Guidelines under the California Environmental Quality Act* for impacts to geology, a project may result in a significant impact if it meets one or more of the following criteria:

- If the project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- If the project would result in substantial soil erosion or the loss of topsoil.
- If the project is 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- If the project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- If the project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. *Note: This significance threshold does not apply to the proposed project. The project would be served by sewer and does not propose use of septic tanks or alternative wastewater disposal systems.*

### ***Issue 1***

*Would the proposed project expose people or property to geologic potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?*



**Impact Analysis**

Issue 1 addresses the following threshold of significance:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.

The project proposes to develop a mixed-use development on a project site that has been graded and fully developed. Two mostly vacant commercial buildings, totaling 76,241 square feet, with associated paved parking lots and infrastructure occur on the project site. The project proposes redevelopment of the site with up to 260 multi-family residential units and approximately 10,700 square feet of retail commercial uses. The proposed project would not result in exposure of people or property to geologic conditions that would result in potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards.

Based on a review of published geologic maps and reports, the site is not located on any known active, potentially active, or inactive fault traces. In the event of a major earthquake on the referenced faults or other significant faults in the southern California and northern Baja California area, the site could be subjected to moderate to severe ground shaking. With respect to this hazard, the site is considered comparable to others in the general vicinity. Additionally, seismic design of the proposed structures would be performed in accordance with the 2013 CBC guidelines currently adopted by the City of San Diego.

The project site is not subject to saturated, cohesionless soils with relative densities less than about 70 percent. Therefore, the risk associated with liquefaction hazard is low.

Landslides are not present at the property or at a location that could impact the site. Geocon Inc. analyzed stability of the descending slope on the north side of the proposed development and determined the slope is adequately stable. Therefore, the risk associated with landsliding hazard is low.

The site is approximately eight miles from the Pacific Ocean at an elevation over 400 feet above MSL. Therefore, the risk associated with inundation hazard due to tsunamis is low. The site is located approximately 0.8 mile from Miramar Lake; however, there is no direct drainage path between the site and the reservoir. The risk associated with inundation hazard associated with seiche is low.

**Significance of Impacts**

The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. No significant environmental impacts would occur.

**Mitigation Measures**

No significant impacts would occur. Therefore, no mitigation measures are required.

**Significance of Impacts Following Implementation of Mitigation Measures**

The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. No significant environmental impacts would occur. Therefore, no mitigation measures are required.

**Issue 2**

*Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?*

**Impact Analysis**

Issue 2 addresses the following threshold of significance:

- Result in substantial soil erosion or the loss of topsoil.

The project proposes development of the approximately 9.52-acre site with structures, hardscape, driveways, parking lots and parking structures, and extensive landscaping. As presented in Section 5.11, *Hydrology/Water Quality*, drainage for the site would be adequately controlled such that substantial runoff would not occur, and storm drains have been sized to handle storm water runoff. The project site is currently fully developed with buildings, parking areas, and landscaping. Wind erosion does not occur. Proposed development of the project would result in constructing new buildings, a parking structure, and parking areas, and installing landscaping. The project would not result in a substantial increase in wind or water erosion. No significant impacts would occur.

**Significance of Impacts**

The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site. No significant environmental impacts would occur.

**Mitigation Measures**

No significant impacts would occur. Therefore, no mitigation measures are required.

**Significance of Impacts Following Implementation of Mitigation Measures**

The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site. No significant impacts would occur. Therefore, no mitigation measures are required.

**Issue 3**

*Would the project 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?*

**Impact Analysis**

Issue 3 addresses the following thresholds of significance:

- 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

According to the City of San Diego Seismic Safety Study, Geologic Hazards and Faults, the Carroll Canyon Mixed-Use project site is categorized as Zone 52: other level areas – gently sloping to steep terrain, favorable geologic structure, low risk. Previous mass grading of the project site and development with office buildings and associated improvements has created stable slopes and suitable conditions for the construction and support of the proposed development. There are no active faults crossing the site, and the project is not located on a geologic unit or soil that is unstable.

The majority of the site is underlain by Very Old Paralic Deposits (formerly described as Lindavista Formation) and the Stadium Conglomerate Formation. The Very Old Paralic Deposits, in its present state, is suitable for the support of structural fill and settlement-sensitive structures. The Stadium Conglomerate is suitable for support of structural fill and/or loading in either a natural or properly compacted condition. Approximately 1.5 feet of undocumented fill in exploratory boring B-17 along the western boundary of the project site. The undocumented fill was likely placed for landscaping purposes. It is expected that isolated areas of fill associated with utility trenches for the existing building may also exist. Where encountered within structural improvement areas, the fill should be removed and recompacted.

Construction of the project would require that high expansive soils are placed below a depth of at least three feet below finish pad grade or outside of structural improvement areas. Undocumented fill and residual soil within structural improvement areas would be removed and recompacted. These measures, as well as other recommendations of the consulting geotechnical engineer, would ensure that undocumented fill and expansive soils are appropriately remedied prior to building construction.

The project would involve only minor slopes cut and fill slopes, five feet high or less in height. Proposed cut and fill slopes are considered stable with respect to gross and surficial stability. Along the north side of the project site, a retaining wall would be constructed in the slope to extend the development pad. Additionally, cuts into the northern slope would be made to construct the proposed parking lifts in the garage structure.

Slope stability analyses were performed on the existing native cut slopes along the north and west sides of the property utilizing the proposed grades. Based on the Preliminary Geotechnical Analysis, existing native slopes on the north and west sides of the property have calculated factors of safety of at least 1.5 under static conditions for both deep-seated failure and shallow sloughing conditions. A factor of safety of 1.5 or greater is the standard of care in San Diego County with respect to slope instability.

Therefore, the proposed grading would not result in the potential to create unstable soils. The project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

***Significance of Impacts***

The project would include appropriate grading measures to ensure stability of soils for the proposed development. The project does not have the potential to create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No significant impacts would result.

***Mitigation Measures***

No significant impacts associated with the site's geologic conditions would result. No mitigation measures are required.

***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with the site's geologic conditions would result. No mitigation measures are required.

### 5.10 Paleontological Resources

The analysis presented in this section evaluates the potential for impacts to paleontological resources based on existing geologic formations that underlay the project site. Refer to Section 5.9, *Geologic Conditions*, for a discussion of the geologic formations that could be affected by the project.

#### 5.10.1 Existing Conditions

Paleontological resources, or fossils, are the remains and/or traces of prehistoric plant and animal life. Fossils provide direct evidence of ancient organisms and document the patterns of organic evolution and extinction that have characterized the history of life. Fossil remains, such as bones, teeth, shells, and wood, are found in the geologic deposits (sedimentary rock formations) within which they were originally buried in deep bedrock layers of sandstone, mudstone, or shale. Paleontological resources contain not only the actual fossil remains, but also the localities where those fossils are collected and the geologic formations containing the localities.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. For this reason, knowledge of the geology of a particular area and the paleontological resource sensitivity of particular rock formations make it possible to predict where fossils will or will not be encountered.

Paleontological resource sensitivity is typically rated from high to zero depending upon the impacted formations. The sensitivity of the paleontological resource determines the significance of a paleontological impact. The specific criteria applied for each sensitivity category are summarized below.

- **High Sensitivity** - High sensitivity is assigned to geologic formations known to contain paleontological localities with rare, well-preserved, critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleobiology and evolutionary history (phylogeny) of animal and plant groups. Generally speaking, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- **Moderate Sensitivity** - Moderate sensitivity is assigned to geologic formations known to contain paleontological localities with poorly preserved, common elsewhere, or stratigraphically unimportant fossil material. The moderate sensitivity category is also applied to geologic formations that are judged to have a strong, but unproven potential for producing important fossil remains (Bay Point Formation).
- **Low Sensitivity** - Low sensitivity is assigned to geologic formations that, based on their relatively youthful age and/or high-energy depositional history, are judged unlikely to produce important fossil remains. Typically, low sensitivity formations produce poorly-preserved invertebrate fossil remains in low abundance (Quaternary Alluvium).
- **Zero Sensitivity** - Zero sensitivity is assigned to geologic formations that are entirely igneous in origin and therefore have no potential for producing fossil remains. Artificial fill materials are also placed in this category.

As described in Section 5.9, *Geologic Conditions*, of this EIR, the project area is underlain by Very Old Paralic Deposits (formerly Lindavista Formation), Undocumented Fill, and Stadium Conglomerate Formation. The sensitivity for each of these geologic formations that may contain important paleontological resources is described below.

#### UNDOCUMENTED FILL (QUDF)

Approximately 1.5 feet of undocumented fill was encountered on the project site. The undocumented fill was likely placed for landscaping purposes. Isolated areas of fill associated with utility trenches for the existing building may also exist. Undocumented Fill is not a native geologic unit and, therefore, has no potential for paleontological resources.

### VERY OLD PARALIC DEPOSITS (QOP)

Geologic maps show Pleistocene-aged Very Old Paralic Deposits (formerly Lindavista Formation) underlie the site. For purposes of evaluating paleontological resources, this formation is broadly correlated with the Lindavista Formation. The Lindavista Formation has a high potential for paleontological resources in the Mira Mesa and Tierrasanta areas of the City. In all other areas, the resource potential is considered moderate.

### STADIUM CONGLOMERATE (TST)

The Tertiary-age Stadium Conglomerate Formation was encountered beneath the Very Old Paralic Deposits. The Stadium Conglomerate consists of weakly to well cemented, yellow, fine to medium grained, cobble conglomerate in a silty/clayey sand matrix. Generally, the majority of this formation consists of a cobble conglomerate with discontinuous beds of sandstone. The Stadium Conglomerate is suitable for support of structural fill and/or loading in either natural or properly compacted conditions. The Stadium Conglomerate Formation has a high potential for paleontological resources.

#### 5.10.2 Impact Analysis

##### Impact Threshold

The City of San Diego's *California Environmental Quality Act Significance Thresholds* provides guidance to determine potential significance to paleontological resources. Based on the City's *California Environmental Quality Act Significance Thresholds*, a project could result in significant impacts to paleontological resources if it requires:

1. Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit.
2. Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit.

The City of San Diego has compiled the *Paleontological Determination Matrix* (Table 5.10-1, below) to support the City's Significance Thresholds. Additionally, the Significance Thresholds provide the following two guidelines to assist in determining significance:

1. If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils.
2. If there are granitic or volcanic rocks such as those found in the inland areas, they usually will not contain fossils

**Table 5.10-1. Paleontological Determination Matrix**

<b>Geological Deposit/ Formation/ Rock Unit</b>	<b>Potential Fossil Localities</b>	<b>Sensitivity Rating</b>
Alluvium (Qsw, Qal, or Qls)	All communities where unit occurs	Low
Ardath Shale (Ta)	All communities where unit occurs	High
Bay Point/Marine Terrace (Qbp) <sup>1</sup>	All communities where unit occurs	High
Cabrillo Formation (Kcs)	All communities where unit occurs	Moderate
Delmar Formation (Td)	All communities where unit occurs	High
Friars Formation (Tf)	All communities where unit occurs	High
Granite/Plutonic (Kg)	All communities where unit occurs	Zero
Lindavista Formation (Qln, Qlb) <sup>2</sup>	Mira Mesa/Tierrasanta	High
	All other areas	Moderate
Lusardi Formation (Kl)	Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe	High
	All other areas	Moderate
Mission Valley Formation (Tmv)	All communities where unit occurs	High

## 5.0 ENVIRONMENTAL ANALYSIS 5.10 Paleontological Resources

<b>Geological Deposit/ Formation/ Rock Unit</b>	<b>Potential Fossil Localities</b>	<b>Sensitivity Rating</b>
Mt. Soledad Formation (Tmv)	Rose Canyon	High
	All other areas where unit occurs	Moderate
Otay Formation (To)	All communities where unit occurs	High
Point Loma Formation (Kp)	All communities where unit occurs	High
Pomerado Conglomerate (Tp)	Scripps Ranch/Tierrasanta	High
	All other areas	
River/Steam Terrace Deposits (Qt)	South Eastern/Chollas Valleys/ Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro	Moderate
	All other areas	Low
San Diego Formation (Qsd)	All communities where unit occurs	High
Santiago Peak Volcanics (Jsp) Metasedimentary	Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/ Peñasquitos	Moderate
Santiago Peak Volcanics (Jsp) Metavolcanic	All other areas	Zero
Scripps Formation (Tsd)	All communities where unit occurs	High
Stadium Conglomerate (Tst)	All communities where unit occurs	High
Sweetwater Formation	All communities where unit occurs	High
Torrey Sandstone (Tf)	Black Mountain Ranch/Carmel Valley	High
	All other areas	Low

Sensitivity Rating      Grading Thresholds for Required Monitoring

High                      =      >1,000 cubic yards and 10 feet+ deep

Moderate                =      >2,000 cubic yards and 10 feet+ deep

Zero-Low                =      Monitoring not required

Baypoint<sup>1</sup> – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.

Lindavista<sup>2</sup> – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.

Notes:      \*Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps.

             \*\*Monitoring may be required for shallow grading (i.e., <10ft) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

             \*\*\*Monitoring is not required when grading documented or undocumented artificial fill.

### **Issue 1**

*Would the project result in the loss of paleontological resources of known significance?*

### **Impact Analysis**

Issues 1 addresses the following threshold of significance:

- Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit.
- Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit.

The project area is underlain by Very Old Paralic Deposits, Undocumented Fill, and Stadium Conglomerate Formation. Of these, only the Very Old Paralic Deposits and Stadium Conglomerate Formation have the potential for paleontological resources. For purposes of evaluating paleontological resources, the Very Old Paralic Deposits formation is broadly correlated as the Lindavista Formation. In the Scripps Ranch area of the City, the Lindavista Formation has a moderate potential for paleontological resources. Stadium Conglomerate has a high potential for paleontological resources.

The proposed Carroll Canyon Mixed-Use project would result in approximately 39,000 cubic yards of cut and 4,500 cubic yards of fill. The maximum depth of cut would be nine feet, and the maximum fill depth would be nine feet. According to the City of San Diego's *California Environmental Quality Act Significance Thresholds*, implementation

of a proposed project would have the potential to significantly impact paleontological resources, if grading of geologic formations that occurs in a moderate resource potential geologic deposit/formation/rock unit – such as the Lindavista Formation that underlies most of the project sit – exceeds 2,000 cubic yards. The proposed project would meet this threshold. Also, it was noted during geological explorations that there are sensitive and moderately sensitive formations (Lindavista and Stadium Conglomerate) in some locations of the project site as shallow as one foot deep. Additionally, the City of San Diego's *California Environmental Quality Act Significance Thresholds* state that if grading of geologic formations that occurs in a high resource potential geologic deposit/formation/rock unit – such as the Stadium Conglomerate Formation that underlies of the project site – exceeds 1,000 cubic yards, then a potentially significant impact to paleontological resources would result. Because the project would result in grading that could potentially affect the Lindavista Formation (Very Old Paralac Deposits) and Stadium Conglomerate Formation, potentially significant impacts to paleontological resources would occur.

**Impact 5.10-1:                   The proposed project has the potential to result in significant impacts to paleontological resources.**

### ***Significance of Impacts***

The Carroll Canyon Mixed-Use project has the potential to impact paleontological resources. Therefore, potentially significant impacts to paleontological resources may occur.

### ***Mitigation Measures***

The following mitigation measures have been identified for the Carroll Canyon Mixed-Use project. Paleontological monitoring is required and shall apply to areas of the project site where undisturbed Lindavista Formation could be encountered grading for the project. These measures shall not apply to areas of fill on the site, unless grading of the fill areas results in grading into undisturbed formational material. With implementation of these mitigation measures, the project's impacts would be reduced to below a level of significance.

#### **MM 5.5-1**

##### **I. Prior to Permit Issuance**

- A. Land Development Review (LDR) Plan Check
  - 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, 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 Precon 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.**
  2. 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.
  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 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.
- 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 by 9 am 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 am the following morning 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. Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) 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.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

Implementation of the mitigation measure MM 5.10-1 would reduce paleontological impacts to below a level of significance.

## 5.11 Hydrology and Water Quality

A *Drainage Study* (dated February 2015) has been prepared for the project by Pasco Laret Suiter and Associates. This report has been included in Appendix M of this report. A *Storm Water Quality Management Plan* (dated August 2016) has been prepared for the project by Pasco Laret Suiter and Associates. This report has been included in Appendix H of this report.

### 5.11.1 Existing Conditions

#### HYDROLOGY

This project site is located within the Miramar Reservoir Hydrologic Area (HA 906.10) within the Penasquitos Hydrologic Unit. The site is tributary to Carroll Canyon Creek, Soledad Canyon, and the Los Penasquitos Lagoon. The site is not located within a Federal Emergency Management Agency (FEMA) flood hazard zone.

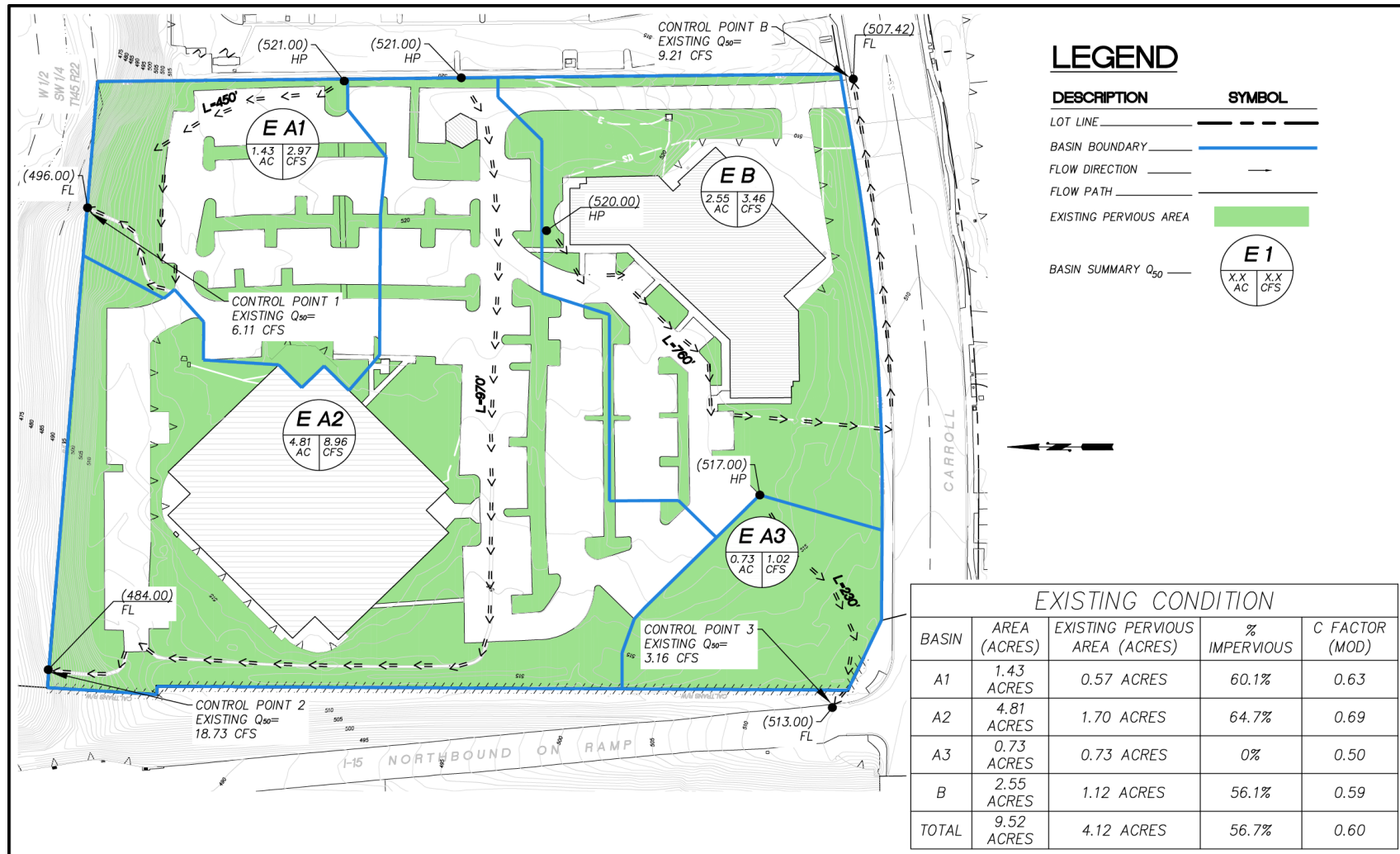
The Los Penasquitos Hydrologic Units is comprised of the Los Penasquitos Creek Watershed, coastal tributaries, and the Mission Bay Watershed. These watersheds drain a highly urbanized region located almost entirely west of the I-15 in coastal San Diego County. Collectively and individually, the watersheds support a variety of water supply, economic, recreational, and habitat-related beneficial uses. The major receiving waters, Los Penasquitos Lagoon and Mission Bay, are both fragile systems that support diverse native fauna and flora. Both water bodies are especially sensitive to the effects of pollutants due to restricted or intermittent tidal flushing.

Los Penasquitos Creek watershed encompasses a land area of approximately 100 square miles, including portions of the cities of San Diego, Poway, and Del Mar. The watershed is highly urbanized with a population of approximately 400,000 residents. The creek discharges to the 0.6-square mile Los Penasquitos Lagoon.

#### DRAINAGE

The existing site topography is mostly flat with grades between one percent and five percent, except for a two-to-one slope near the northerly property line which slopes down to an existing drainage corridor/canyon to the north. The southern portion of the site slopes south toward Carroll Canyon Road. The site is developed with approximately 60 percent impervious areas, including two office buildings, parking areas, and hardscape.

Figure 5.11-1, *Hydrology – Existing Conditions*, depicts the project site's existing drainage condition. The project site includes two major drainage basins based on downstream confluence points. Basin A consists of 6.97 acres of the northern and western areas of the project site. This area drains north and west and confluence near the existing Caltrans box culvert northwest of the project site. The box culvert conveys runoff from the drainage/canyon located to the north of the project site and surrounding areas west under I-15. Basin B consists of 2.55 acres in the southeast portion of the site and drains south toward Carroll Canyon Road. Carroll Canyon Road drains east via curb and gutter flow.



**Figure 5.11-1. Hydrology – Existing Conditions**

*Existing Basin A*

Basin A includes three sub-basins denoted as Basins A1, A2, and A3 which confluence at the Caltrans box culvert to the northwest of the project site. These three sub-basins were delineated based upon the discharge location from the project site. Basin A1 slopes to the north and drains into the drainage/canyon located north of the project site via a concrete ditch. Basin A2 drains west toward an existing graded ditch, and north toward the off-site drainage/canyon. Discharge from Basin A2 is conveyed into the off-site drainage/canyon via a concrete ditch. Basin A3 includes a portion of landscaped area near the southwest corner of the site. Runoff from this area drains to a sump prior to overtopping into the Caltrans right-of-way. Discharge from Basin A3 is conveyed north along I-15 on-ramp where it is captured via a Caltrans catch basin and conveyed toward the box culvert.

*Existing Basin B*

Basin B includes the southeastern portions of the site which discharge to the curb and gutter of Carroll Canyon Road. A series of catch basins capture and convey runoff via underground storm drain toward two curb outlets which discharge to Carroll Canyon Road. The southerly portions of Basin B slope south and drain over the curb into Carroll Canyon Road. The confluence point for Basin B is in the curb and gutter of Carroll Canyon Road near the southeast corner of the property.

Calculations were performed to determine the existing condition discharge during a storm event. The 50-year design storm was selected in accordance with the City of San Diego Drainage Design Manual, Section 1-102.2.3.B. Table 5.11-1, *Existing Hydrology Summary*, summarizes the peak discharge at the major points of concentration.

**Table 5.11-1. Existing Hydrology Summary**

<b>Basin</b>	<b>Point of Concentration</b>	<b>Area (ac)</b>	<b>Average Runoff Coefficient</b>	<b>Time of Concentration (min)</b>	<b>Q50 (cfs)</b>
A1	CP 1	1.43	0.63	10.13	2.97
A2	CP 2	4.81	0.69	14.71	8.96
A3	CP 3	0.73	0.50	13.62	1.02
A (Total)		6.97	--	--	--
B	CP B	2.55	0.59	21.39	3.46

**WATER QUALITY**

Los Penasquitos Creek and Los Penasquitos Lagoon both have 303(d) listed impacts. There are no Total Maximum Daily Loads (TMDLs) for any of the receiving waters from the project site. (A Total Maximum Daily Load, or TMDL, is a calculation of the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards.) According to the California 2006 303(d) list published by the State Water Quality Control Board (SWQCB), Los Penasquitos Creek and Los Penasquitos Lagoon are beneficial impaired water bodies. Los Penasquitos Creek is impaired for Phosphate and Total Dissolved Solids. Los Penasquitos Lagoon is impaired for Sedimentation/Siltation.

### 5.11.2 Impact Analysis

#### **Thresholds of Significance**

The City of San Diego's *California Environmental Quality Act Significance Thresholds* provides guidance to determine potential significance associated with hydrology and water quality. Based on the City's thresholds, for impacts to hydrology, a project may result in a significant impact if it meets one or more of the following criteria:

- If a project would result in increased flooding on- or off-site, there may be significant impacts on upstream or downstream properties and to environmental resources.
- If a project would result in decreased aquifer recharge there may be significant impacts on hydrologic conditions and well-water supplies because the area available for aquifer recharge is reduced. When a substance water source fails to be recharged by rainfall, its volume will be reduced. Reduced groundwater elevation can impact landholders who are dependent on well water, vegetation, and surface water replenishment. In addition, if a project would result in extraction of water from an aquifer, impacts on hydrologic conditions would be significant if there would be a net deficit in the aquifer volume or a reduction in the local groundwater table.
- If a project would grade, clear, or grub more than 1.0 acre of land, especially into slopes over a 25 percent 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, archaeological resources, etc.

Relative to water quality, compliance with the Water Quality Standards is assured through permit conditions. Adherence to the City's Storm Water Standards, therefore, is the Water Quality threshold.

#### **Issue 1**

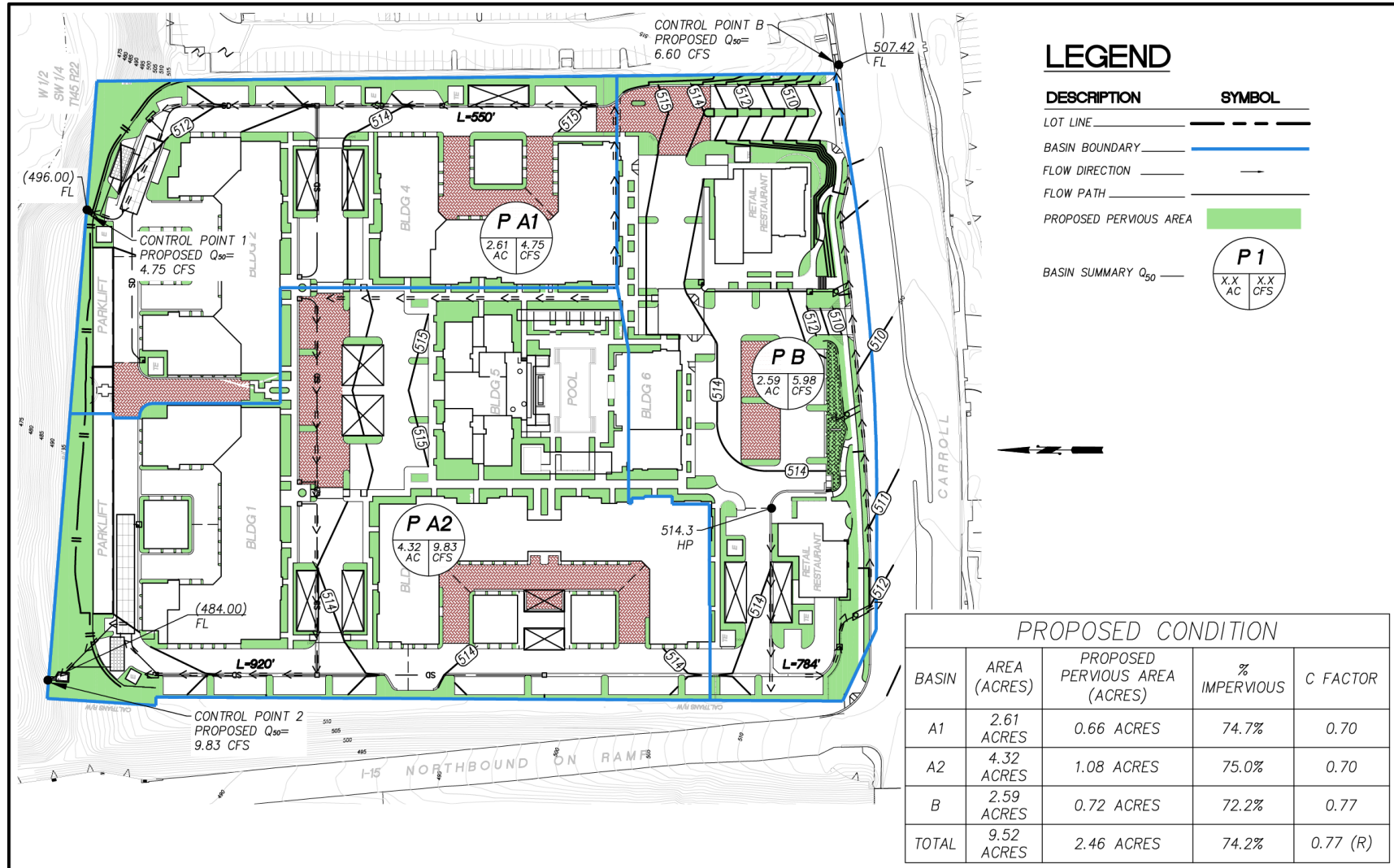
*Would the project cause a substantial increase in impervious surfaces and associated increased in runoff?*

#### **Impact Analysis**

Issue 1 addresses the following threshold of significance:

- Grading, clearing, or grubbing more than 1.0 acre of land, especially into slopes over a 25 percent grade, where uncontrolled runoff would drain into a sensitive water body or stream resulting in erosion and subsequent sedimentation of downstream water bodies.

The proposed project involves the development of a mixed-use project with residential, commercial retail, and restaurant uses, along with resident amenities. The project includes surface parking, carports, and garages with car lifts. The project would develop the site with restaurant(s), retail shop(s), and multi-family residential units, landscaping, and hardscape areas. Figure 5.11-2, *Hydrology – Proposed Condition*, shows the resultant drainage with proposed development of the



**Figure 5.11-2. Hydrology – Proposed Condition**



project site as the Carroll Canyon Mixed-Use project.

The proposed project would result in an increase in impervious areas due to the new buildings, hardscape, and parking areas. Pervious pavements would be utilized in lieu of standard pavement where feasible to diminish a portion of the increased impervious areas. The impervious area would be increased from 56.7 percent of the project site in the existing conditions to 74.2 percent of the project site with the proposed project, after accounting for pervious pavements in select parking areas. Stormwater detention and Hydromodification Management Plan (HMP) facilities would be implemented to accommodate the potential increase in stormwater runoff rates due to the proposed increase in impervious areas. The HMP facilities would accommodate potential increases in stormwater runoff rates due to the proposed increase in impervious areas for the two-and ten-year storm events.

#### *Proposed Basin A*

The proposed total acreage of Basin A would match the existing acreage. However, the sub-basin areas would be modified from existing conditions. The acreage of Basin A1 would be increased from existing conditions. The proposed acreage of Basin A2 would be decreased from existing conditions. The existing Basin A3 which previously discharged into the Caltrans right-of-way would be eliminated, and this area would be re-routed into Basins A1 and B. Any increases in peak flow discharge from Basin A1 would be managed through the implementation of on-site detention. The net effect on downstream drainage facilities of change to the sub-basin areas would be negligible, since these sub-basins confluence near the Caltrans box culvert.

Basin A1 would consist of the northeast portion of the site and discharge to Control Point 1. Runoff from this basin would be captured by a storm drain system and routed through a detention system below grade. The detention system outlet would discharge into the existing easterly concrete ditch which drains north into the canyon. Basin A2 would consist of the north and western portions of the site and discharge to Control Point 2. Runoff from Basin A2 would be captured and conveyed via an underground storm drain system to the detention system at the northwest corner of the site. The detention system outlet would discharge to the existing westerly concrete ditch which discharges north into the canyon.

#### *Proposed Basin B*

The proposed acreage of Basin B would match the existing acreage. Basin B would consist of the southern portion of the site and include the retail buildings and parking areas. Runoff from Basin B area would be captured by a series of storm drain inlets and conveyed via surface and underground storm drains to water quality BMPs and a detention facility. The detention system would outlet to Carroll Canyon Road via a curb outlet. The southerly portions of Basin B, including some landscaping areas and driveway entrances which are not feasible for capture would bypass the storm drain detention system and discharge directly into Carroll Canyon Road.

Calculations were performed to determine the proposed condition discharge during a storm event. The 50-year design storm was selected in accordance with the City of San Diego Drainage Design Manual, Section 1-102.2.3.B. Table 5.11-2, *Proposed Hydrology Summary*, summarizes the peak discharge at the major points of concentration.

**Table 5.11-2. Proposed Hydrology Summary**

<b>Basin</b>	<b>Point of Concentration</b>	<b>Area (ac)</b>	<b>Average Runoff Coefficient</b>	<b>Time of Concentration (min)</b>	<b>Q50 (cfs) (undetained)</b>	<b>Q50 (cfs) (detained)</b>
A1	CP 1	2.61	0.70	16.48	4.75	2
A2	CP 2	4.32	0.70	9.58	9.83	1
A (Total)		6.93	--	--		--
B	CP 3	2.59	0.77	17.37	5.98	2.5

As shown above, the proposed project would result in an undetained increase in peak runoff rates for all basins if not properly mitigated. Therefore, a detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm to match the existing conditions. For information on the detention system please see *Issue 2*, below. With implementation of the detention system, significant impacts would not occur.

### ***Significance of Impacts***

The proposed project would introduce impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm to match the existing conditions, as discussed in *Issue 2*. No significant impacts would result.

### ***Mitigation Measures***

No significant impacts associated with storm water runoff would occur. Therefore, no mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with storm water runoff would occur. Therefore, no mitigation measures are required.

### ***Issue 2***

*Would the project cause substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?*

### ***Impact Analysis***

Issue 2 addresses the following threshold of significance:

- Result in modifications to existing drainage patterns that may cause significant impacts on environmental resources such as biological communities, archaeological resources, etc.

The proposed project would result in an increase in impervious surfaces from existing conditions. This would potentially result in an increase in stormwater runoff rate and volume, if left unmanaged. The project would be required to detain the increase in runoff to minimize impacts to public

drainage facilities. In addition, the project would be required to comply with the HMP requirements as described in the City of San Diego Stormwater Standards Manual.

To fulfill the HMP requirements, the project has been designed so that runoff rates and durations are controlled to maintain or reduce pre-project downstream erosion conditions and protect stream habitat. The project would manage the increase in runoff by implementing a series of stormwater BMPs and detention facilities which have been specifically designed for Hydromodification Management.

In addition to hydromodification management, the proposed detention facilities would control increases in peak flow, where necessary. As shown in Tables 5.11-1 and 5.11-2, the 50-year peak flow rate would increase from existing to proposed conditions in all basins. Therefore, the detention facilities in these basins have also been sized to provide peak detention to match the existing 50-year flow rates. The detention facilities have been designed for the six-hour 50-year storm. The detention facilities would have a multi-stage outlet structure, with a combination of a low-flow orifice sized for hydromodification mitigation, a weir, and/or an outlet orifice. The following table lists the flow rates and outlet configuration for each detention basin.

<b><i>Basin</i></b>	<b><i>Node</i></b>	<b><i>Q50 (Undetained)</i></b>	<b><i>Q50 (Detained)</i></b>	<b><i>Hydromod. Orifice</i></b>	<b><i>Peak Detention Outlet</i></b>
Ai	CP 1	4.75 cfs	2 cfs	2 in.	6-inch and 4-inch
A2	CP 2	9.83 cfs	1 cfs	2 in.	12-inch and 4-inch
B	CPB	5.98 cfs	2.5 cfs	2 in.	2 8-inch and 1 2-inch

### ***Significance of Impacts***

The proposed project would introduce additional impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm to match the existing conditions. No significant impacts associated with hydrology would occur.

### ***Mitigation Measures***

No significant impacts associated with hydrology would occur. Therefore, no mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with hydrology would occur. Therefore, no mitigation measures are required.

***Issue 3***

*Would the project result in an increase in pollutant discharge to receiving waters during construction or operation?*

***Impact Analysis***

Issue 3 addresses the following threshold of significance:

- Results in increased flooding on- or off-site, there may be significant impacts on upstream or downstream properties and to environmental resources.

The Los Penasquitos Hydrologic Unit consists of the Los Penasquitos Creek watershed, coastal areas, and the Mission bay watershed. The major receiving water for this project, the Los Penasquitos Lagoon, is a fragile system that supports diverse native wildlife. This lagoon is sensitive to the effects of pollution due to tidal flushing.

According to the State Water Resources Control Board 2010 Integrated Report, the following receiving water bodies are impaired segments:

<b><i>Receiving Water</i></b>	<b><i>303(d) Impairment(s)</i></b>
Carroll Canyon	None
Soledad Canyon	<ul style="list-style-type: none"> <li>• Sediment Toxicity</li> <li>• Selenium (Heavy Metals)</li> </ul>
Los Penasquitos Lagoon	<ul style="list-style-type: none"> <li>• Sediment</li> </ul>

The anticipated and potential pollutants generated by similar projects based on Residential, Parking Lot, and Restaurant land uses are as follows:

<b><i>Anticipated Pollutants</i></b>	<b><i>Potential Pollutants</i></b>	<b><i>Most Significant Pollutants of Concern</i></b>
<ul style="list-style-type: none"> <li>• Heavy Metals</li> <li>• Trash and Debris</li> <li>• Oil and Grease</li> <li>• Oxygen Demanding Substances</li> <li>• Bacteria and Viruses</li> </ul>	<ul style="list-style-type: none"> <li>• Sediment (landscaping)</li> <li>• Nutrients (landscaping)</li> <li>• Pesticides (landscaping)</li> <li>• Organic Compounds (parking)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Sediment</b></li> <li>• <b>Heavy Metals</b></li> <li>• <b>Organic Compounds</b></li> </ul>

The most significant pollutants of concern are those that are both “anticipated” and are a “concern for the receiving water”. Therefore, the most significant pollutants of concern for this project are Sediment, Heavy Metals, and Organic Compounds. The Site Design and Source Control BMPs designed for this project would limit the potential for all anticipated and potential pollutants from contaminating stormwater runoff. The treatment control BMPs would target and remove potential and anticipated pollutants from stormwater runoff, with special attention to the most significant pollutants of concern.

The project proposes to utilize portions of areas which are designated for landscaping or other softscape for Low Impact Development (LID) storm water treatment. In addition, landscaped islands within to the private roadway/driveways would be used in the treatment of runoff prior to entering the storm drain system. These LID BMPs would also function to slow down site runoff, increase

times of concentration, improve downstream hydrologic conditions, and treat storm water as compared to the existing condition.

Additionally, pervious concrete/asphalt is proposed for applicable areas on-site, including overflow parking and pavement areas that are not anticipated to carry a high traffic volume. Pervious pavement allows for storm water to filter down through the pavement surface rather than running off into storm drain inlets. The drainage would eventually be conveyed via a perforated pipe system, flowing treatment through the subsurface medium.

As a result of the recommended low impact development, source control measures, and treatment control measures, water quality exceedances are not anticipated, and pollutants are not expected within project runoff that would adversely affect beneficial uses in downstream receiving waters. The project would implement controls designed to limit discharges to the appropriate standard. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit.

#### ***Significance of Impacts***

As a result of the recommended LID, source control measures, and treatment control measures, water quality exceedances are not anticipated; and pollutants are not expected within project runoff that would adversely affect beneficial uses in downstream receiving waters. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit. No significant impacts are anticipated.

#### ***Mitigation Measures***

The proposed project includes design features that would ensure that an increase in pollutant discharge to receiving waters during construction or operation would not occur. No mitigation measures beyond those required for the project are necessary.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project includes design features that would ensure that an increase in pollutant discharge to receiving waters during construction or operation would not occur. No mitigation measures are required.

#### ***Issue 4***

*Would the project violate any water quality standards or waste discharge requirements?*

#### ***Impact Analysis***

Issue 4 addresses the following threshold of significance:

- Compliance with the Water Quality Standards and adherence to the City's Storm Water Standards

As a result of the recommended site design, source control measures, and treatment control measures, water quality exceedances are not anticipated, and pollutants are not expected within

project runoff that would adversely affect beneficial uses in downstream receiving waters. The project plans to institute controls designed to limit discharges to the appropriate standard. The project would comply with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit. As presented under *Issue 1*, above, the project would implement a detention system to ensure that the project is in compliance with all water quality standards and waste discharge requirements. With implementation of these measures, significant impacts would be avoided.

#### ***Significance of Impacts***

The proposed project would not violate any water quality standards or waste discharge requirements. The project would implement LIDs and BMPs to control and treat urban runoff. No significant impacts relative to water quality would occur.

#### ***Mitigation Measures***

With implementation of the project's proposed water quality control measures, the proposed project would not result in significant impacts to water quality. No mitigation measures are required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

With implementation of the project's proposed water quality control measures, the proposed project would not result in significant impacts to water quality. No mitigation measures are required.

#### ***Issue 5***

*Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

#### ***Impact Analysis***

Issue 5 addresses the following significance threshold:

- Results in decreased aquifer recharge or extraction of water from an aquifer on hydrologic conditions and well-water supplies because the area available for aquifer recharge is reduced

Groundwater recharge in the area would not be significantly affected due to the fact that the existing rough graded project site consists of soil with low permeability and shallow bedrock. In the post construction condition, no pumping of groundwater is anticipated. During the construction phase, a very low/no amount of construction dewatering is expected to be required. Therefore, the proposed project would not have a substantial impact on groundwater.

#### ***Significance of Impacts***

The proposed project would not have a substantial impact on groundwater.

#### ***Mitigation Measures***

The proposed project would not have a substantial impact on groundwater. No mitigation measures are required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not have a substantial impact on groundwater. No mitigation measures are required.

## 5.12 Health and Safety

The analysis in this section evaluates the potential for human health/public safety/hazardous materials impacts associated with the proposed project.

### 5.12.1 Existing Conditions

The Carroll Canyon Mixed-Use project site is characterized by an existing office development and associated surface parking and landscaping. The primary source of air quality degradation on-site comes from vehicle trips to the office buildings, as well as occasional heavy trucks for deliveries.

## REGULATIONS

### State Regulations

Obnoxious uses are regulated under Section 41700 of the State Health and Safety Code, under the "Nuisance Rule." For the project site, this would be enforced by the County Department of Environmental Health. The regulation states that *"a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property."* The number of people in the area that are affected is not limited to a specific distance from the source of the nuisance, as long as it can be proven that the business is the true source. In other words, there is no direct distance relationship between an obnoxious source and its impact on a sensitive receptor.

Hazardous materials regulation is discussed under Section 25532(g) of the State Health and Safety Code. The regulation states that facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532(g) in excess of threshold quantities shall prepare a risk management plan for determination of risk to the community. As identified in the California Health and Safety Code, Section 25532(g), the term, "regulated substances" is defined as any substance that is comprised of the following:

1. A regulated substance that is listed in Section 68.130 of Title 40 of the Code of Federal Regulations pursuant to paragraph (3) of subsection (r) of Section 112 of the Clean Air Act (42 U.S.C. Sec. 7412(r)(3)).
2. An extremely hazardous substance listed in Appendix A of Part 355 of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations that is any of the following:
  - a. A gas at standard temperature and pressure
  - b. A liquid with a vapor pressure at standard temperature and pressure equal to or greater than ten millimeters mercury
  - c. A solid that is (a) in solution or in molten form, (b) in powder form with a particle size less than 100 microns, or (c) reactive with a National Fire Protection Association rating of 2, 3, or 4.
3. On or before June 30, 1997, the office shall, in consultation with the Office of Environmental Health Hazard Assessment, determine which of the extremely hazardous substances listed in Appendix A of Part 355 of Subchapter J of Chapter I of Title 40 of the Code of Federal



Regulations do either of the following:

- a. May pose a regulated substances accident risk, with consideration of the factors specified in subdivision (g) of Section 25543.1, and should remain on the list of regulated substances until completion of the review conducted pursuant to subdivision (a) of Section 25543.3.
- b. The office shall adopt, by regulation, a list of the extremely hazardous substances identified pursuant to clause (i). Extremely hazardous substances placed on the list are regulated substances for the purpose of this article.

Facilities which handle, store, or use any quantity of toxic or highly toxic gas as defined by the most recent Uniform Fire Code (UFC), which are also regulated substances as defined in the California Health and Safety Code Section 25532(g), shall prepare an off-site consequence analysis (OCA). This analysis shall be performed in accordance with Title 19 of the California Code of Regulations Section 2750.2 and Section 2750.3. If the OCA demonstrates that toxic release could potentially impact the residential community, the facility will not store, handle, or use the material in those quantities. If a decrease in quantity of material reduces the distance to toxic endpoint to where the community is not impacted, the facility shall be able to utilize the material in that specified quantity.

Facilities that handle, store, or use any quantity of toxic or highly toxic gas need to prepare an OCA. According to Section 2750.2, the OCA parameters consist of assessing toxic endpoints stated in Section 2770.5, Table 1 and Table 3, which include, but are not limited to the following hazardous materials: Acrolein, Acrylonitrile, Ammonia, Arsine, Boron-Tetrachloride, Boron-Tetrafluoride, Bromine, Carbon-Disulfide, Chlorine, Chloroform, Diborane, Fluorine, Formaldehyde, Furan, Hydrazine, Hydrochloric Acid, Hydrogen-Chlorine, Methyl-Chlorine, Methyl-Hydrazine, Nickel-Carbonyl, Nitric-Acid, Nitric Oxide, Oleum, Phosphine, Phosphorus, Piperidine, Sulfur-Dioxide, Sulfur-Tetrafluoride, and Vinyl Acetate. Regulated flammable substances are stated in Table 2 of Section 2770.5, and include, but are not limited to the following flammable materials: Butane, 1-Butene, 2-Butene, Carbon Oxysulfide, Chlorine Monoxide, Cyanogen, Cyclopropane, Ethane, Hydrogen, Methane, Propane, Silane, Tetramethylsilane, Vinyl Acetate, and Vinyl Fluoride. Flammable endpoints vary according to the following issues: (a) explosion, (b) radiant heat/exposure time, (c) lower flammability limit, (d) wind/speed/atmospheric stability class, (e) ambient temperature/humidity, (f) height of release, (g) surface roughness, (h) dense or neutrally buoyant gases, and (h) temperature of released substances.

Section 2750.3 of the California Code of Regulations identifies the worst-case release scenario analysis. Based on the consequences of hypothetical toxic and hazardous release, worst-case scenarios comprise toxic gas release, toxic liquids, and flammables. Worst-case scenarios regarding toxic gases include temperature conditions and the potential source of the toxic gases as well as release rates. Worst-case scenarios pertaining to toxic liquids involve temperature, liquid source, area of potential contamination, and release rate. Worst-case scenarios pertaining to flammable materials include vaporization, determination of distance to endpoints as stated in Section 2750.2, potential passive mitigation, pressure and temperature as well as potential source of flammable material.

*County Department of Environmental Health (DEH)*

The County DEH, Hazardous Materials Management Division (HMMD) administers the above State program and issues Unified Facility Program Permits to regulate businesses that may impact public health and safety. These include businesses that use hazardous materials, dispose of hazardous wastes, have underground storage tanks, and/or generate medical waste. The goal of the HMMD is to protect human health and the environment by ensuring hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed. This is determined on a project specific basis.

All applications for businesses which use, handle, or store hazardous materials, including hazardous waste, must be reviewed by DEH, HMMD. The purpose of this review is to determine if a Hazardous Materials Business Plan or a Risk Management and Prevention Plan (RMPP) is required to be submitted or updated by the business, and if a DEH permit is required. If a business meets any of the following, a Hazardous Materials Business Plan will be required to be completed prior to final occupancy:

1. The quantity of hazardous materials at any one time is equal to or greater than a total weight of 500 pounds, or a total volume of 55 gallons, or 200 cubic feet at standard temperature and pressure for a compressed gas; or
2. The quantity of any Acutely Hazardous Material (AHM) will be equal or greater than its Threshold Planning Quantity (TPQ); or
3. Any amount of the material is a carcinogen, reproductive toxin, a hazardous gas with a Threshold Limit Value-Time Weighted Average (TLV-TWA) or Threshold Limit Value-Short Term Exposure Limit (TLV-STEL) of 110 ppm or less.

In addition, if the business handles any quantity of an AHM, the business must submit an AHM Registration Form to the Department of Environmental Health prior to issuance of the construction permit. If the business will use or store any AHMs in excess of specified quantities (TPQs), the DEH is required to conduct a site-specific computer screening prior to issuance of the construction permit. The purpose of this screening is to determine if an off-site consequence would likely result from the sudden release of the Acutely Hazardous Materials. If the probability of a release exists, the business must prepare a Risk Management and Prevention Plan.

*San Diego Air Pollution Control District*

Per the California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588), toxic air emissions in the region are regulated by the San Diego Air Pollution Control District (SDAPCD). A toxic air contaminant is defined as an "air pollutant that may increase a person's risk of developing cancer and/or other serious health effects." Approximately 800 chemical compounds have been identified as having potential adverse health effects.

Hazardous air polluters in San Diego include the following types of businesses: chromium electroplating and anodizing; dry cleaning; aerospace manufacturing and rework facilities; shipbuilding and repair operations; halogenated solvent cleaning; ethylene oxide sterilizing; and miscellaneous organic chemicals process. Other types of businesses are considered hazardous air polluters; however, they are not expected to be major contributors in San Diego. These include:

gasoline distribution (bulk terminals), wood furniture manufacturing, boat manufacturing, printing and publishing, research and development facilities, and off-site waste and recovery operations.

The SDAPCD requires a review of businesses which may emit air contaminants from non-vehicular sources. The purpose of this review is to determine whether an Authority to Construct and Permit to Operate are required for certain equipment at the business. In addition, the review will determine whether notification is required for demolition and renovation projects involving asbestos. Permits and notifications help San Diego County protect the public health by attaining and maintaining ambient air quality standards and preventing public nuisance.

There are no set initial limitations or prohibited types of business in relation to closeness to sensitive receptors; however, during the permitting process some issues may arise that would need to be addressed or changed in order for standards to be met, though these are on a case specific basis. The only exception to this rule is, should the business dealing with hazardous materials be in the vicinity of a school (K-12), it must be a minimum distance of 1,000 feet away from the school. Notification of such use to the parents of each child in the school is also required.

### *City of San Diego*

At the local level, the San Diego Fire Department screens inventories of substances and inspects sites. All businesses applying for a permit which use, handle, or store any quantity of hazardous materials shall be reviewed by the San Diego Fire Department through the completion and submittal of the Fire Department's Hazardous Materials Information form. The purpose of this review is to classify the building occupancy in accordance with the California Building Code.

Proper maintenance of plants and other flammable materials around the project site can reduce future wildfire impacts on the property. Proper maintenance can also avoid creating other hazards such as soil erosion and potential slope failures. The City of San Diego Fire Department requires the equivalent of a combined brush management Zone One and Two dimension of 100 feet, measured from the exterior of the structure towards the native/naturalized vegetation. Zone 1 and Zone 2 are described below. Additional references include the San Diego Municipal Code Section 55.5001, Very High Severity Zone (2012), and Fire Prevention Bureau Policy B-08-1 (revised May 4, 2010).

Zone One – 35 feet – is to be planted immediately adjacent to the project's southern boundary. This zone limits the use of highly flammable plant materials. Trees should not be located any closer to a structure than a distance equal to the tree's mature spread. All plantings are to be maintained in a succulent condition. Non-irrigated plant groupings over six inches in height may be retained provided they do not exceed 100 square feet in area and their combined coverage does not exceed ten percent of the total Zone One area.

Zone Two – 65 feet – is to be located between Zone One and the open space area north of the project site. This zone requires that new non-irrigated plantings have a low growing spreading habit and are self regenerating, drought resistant, and effective in erosion control and slope stabilization. Within Zone Two, 50 percent of the plants over 24 inches in height shall be reduced to a height of six inches. Non-native plants shall be reduced in height before native plants are reduced in height. Within Zone Two, all plants remaining after 50 percent are reduced in height, shall be pruned to reduce fuel loading in accordance with the Landscape Standards in the Land Development Manual.

Non-native plants shall be pruned before native plants are pruned. New plants shall be low-growing with a maximum height at maturity of 24 inches. Single specimens of native trees and tree-form shrubs may exceed this limitation if they are located to reduce the chance of transmitting fire from native or naturalized vegetation to habitable structures and if the vertical distance between the lowest branches of the trees and the top of adjacent plants are three times the height of the adjacent plants to reduce the spread of fire through ladder fueling. All new Zone Two plantings shall be irrigated temporarily until established to the satisfaction of the City Manager. Only low-flow, low-gallage spray heads may be used in Zone Two. Overspray and runoff from the irrigation shall not drift or flow into adjacent areas of native or naturalized vegetation. Temporary irrigation systems shall be removed upon approved establishment of the plantings. Permanent irrigation is not allowed in Zone Two.

### 5.12.2 Impact Analysis

#### **Thresholds of Significance**

The City of San Diego has adopted its *Significance Determination Thresholds* (City of San Diego 2011). According to the Significance Determination Thresholds, a project would have a significant environmental impact if:

- The project site is location on or near known contamination sources may result in a significant impact.
- The project site meets 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.
  - Located in Centre City San Diego, Barrio Logan, or other areas known or suspected to contain contamination sites. *Note: This significance threshold does not apply to the proposed project. The project site is not located in Centre City, Barrio Logan, or other areas know to contain contamination sites.*
  - Located on or near an active or former landfill. Hazards associated with methane gas migration and leachates should be considered. *Note: This significance threshold does not apply to the proposed project. The project site is not located on or near an active or former landfill.*
  - Properties historically developed with industrial or commercial uses which involved dewatering (the removal of groundwater during excavation), in conjunction with major excavation in an area with high groundwater (such as downtown). *Note: This significance threshold does not apply to the proposed project. The project site was not historically developed with industrial or commercial uses which involved dewatering (the removal of groundwater during excavation), in conjunction with major excavation in an area with high groundwater (such as downtown).*
  - Projects located in a designated airport influence area and where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460-1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in the Code of Federal Regulations (CFR) Title 14 §77.13.

- Located on a site presently or previously used for agricultural purposes.
- Located in a brush fire hazard area, hillside, or an area with inadequate fire hydrant services or street access.

***Issue 1***

*Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?*

***Issue 2***

*Would the project be located on a site which 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 and would the project expose people to potential hazards?*

***Impact Analysis***

Issues 1 and 2 address the following threshold of significance:

- Location on or near known contamination sources.
- 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.

The Carroll Canyon Mixed-Use project proposes the redevelopment of an existing mostly vacant office complex with a mixed-use project. The project involves the demolition of 76,241 square feet of existing light industrial office development and the construction of up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail uses, to include retail space and restaurants. Scripps Ranch High School is located within one-quarter mile of the Carroll Canyon Mixed-Use project site. The proposed mixed-use project's uses are not anticipated to result in hazardous emissions or handle hazardous or acutely hazardous materials.

The project site is not located on a list of hazardous materials site. An EnviroFacts search conducted on August 20, 2012, yielded one facility with toxic substances (RD Instruments, Inc.) and no facilities with radiation within one-quarter mile of the project site. There are eight facilities that have reported hazardous waste activities, the closest being KJM Enterprises, Inc., located at 9885 Carroll Canyon Road, located just south of the project site. None of these facilities pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project.

A Phase I Environmental Site Assessment (ESA) was conducted for the project site in 2010 (URS, August 6, 2010). (See Appendix P.) The Phase 1 ESA concluded that there are no recognized environmental conditions associated with the project site. The Phase I ESA acknowledges an emergency generator and former flight simulator hydraulic equipment that exist as part of the structures remaining on-site from the original use (an airlines reservation call center, flight training classes, and flight simulator) pose a potential environmental concern. Additionally, the Phase I ESA notes that the existing buildings contain asbestos.

Site development that involves demolition of structures must adhere to regulations in place that ensure adequate treatment and disposal of hazardous materials, as well as appropriate protection of workers to avoid potential health risks. Demolition of the existing buildings and improvements and disposal of any hazardous materials would be conducted in accordance with state and local regulations. The Asbestos National Emission Standard for Hazardous Air Pollutants (NESHAP), as specified under Rule 40, CFR 61, Subpart M, applies to asbestos removal and demolitions and is enforced locally by the San Diego Air Pollution Control District, under authority, per Regulation XI, Subpart M Rules 361.145 and 361.150. No health risks will occur. Prior to demolition, both friable and various nonfriable asbestos-containing materials (ACMs), if present, would be removed from the structures per NESHAPS, Title 40 Code of Federal Regulations Part 61. In addition, all applicable laws and regulations would be followed, including provisions requiring notification of tenants, employees, maintenance and custodial personnel, and outside contractors, of the location of these materials, if present.

### ***Significance of Impacts***

The proposed project does not include uses that would handle hazardous materials or result in hazardous emissions. Scripps Ranch High School is located within one-quarter mile of the project site. Because no hazardous materials or emissions are expected on site, no significant impacts would result.

The project site is not listed on a hazardous materials sites list. Sites that report hazardous waste activities within proximity of the project site do not pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project. There are no impacts relative to hazardous materials. Demolition of existing buildings and improvements and disposal of any hazardous materials would be conducted in accordance with state and local regulations. Demolition and construction would adhere to all applicable laws and regulations regarding removal and handling of asbestos and other hazardous materials, including provisions requiring notification of tenants, employees, maintenance and custodial personnel, and outside contractors, of the location of these materials, if present.

### ***Mitigation Measures***

The project has no significant hazardous materials impacts. No mitigation is required.

### ***Significance of Impact Following Implementation of Mitigation Measures***

The project has no significant hazardous materials impacts. No mitigation is required.

### ***Issue 3***

*Would the project expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?*

### ***Impact Analysis***

Issue 3 addresses the following threshold of significance:

- Located on a site presently or previously used for agricultural purposes.

The project has potential to emit TACs. Emissions of TACs are attributable to temporary emissions from construction emissions, and minor emissions associated with diesel truck traffic used for deliveries at the site. Truck traffic may result in emissions of diesel particulate matter, which is characterized by the State of California as a TAC. Certain types of projects are recommended to be evaluated for impacts associated with TACs. A mixed-use residential and retail development such as the Carroll Canyon Mixed-Use project would not attract a disproportionate amount of diesel trucks and would not be considered a source of TAC emissions. Based on CalEEMod (see Section 5.5, *Global Climate Change*, for a discussion of this model), heavy-duty diesel trucks would account for only 0.9 percent of the total trips associated with the project. Impacts to people from TAC emissions would therefore be less than significant.

***Significance of Impacts***

The project has the potential to expose people to toxic substances through the emission of TACs. However, this exposure would be minimal and would result in a less than significant impact.

***Mitigation Measures***

Project impacts to people are less than significant. No mitigation is required.

***Significance of Impacts Following Implementation of Mitigation Measures***

The project has the potential to expose people to toxic substances through the emission of TACs. However, this exposure would be minimal and would result in a less than significant impact. No mitigation is required.

***Issue 4***

*Would the project impair implementation of, or physically interfere with, an adopted emergency response plan?*

***Issue 5***

*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?*

***Impact Analysis***

Issues 4 and 5 address the following threshold of significance:

- Located in a brushfire hazard area. Hillside, or an area with inadequate fire hydrant services or street access.

The proposed project is located within the developed community of Scripps Miramar Ranch and on a previously developed site. The circulation network is in place, as is an emergency response plan. The project site has existing access to the circulation network and emergency services. The proposed project does not recommend revisions to the existing circulation network. As such, the project would not impair implementation or an adopted emergency response plan, nor would the project interfere with such a plan.

The proposed project would provide brush management zones along the northern portion of the project. (See Figure 5.12-1, *Carroll Canyon Mixed-Use Project Brush Management Plan*.) Zone One would vary in width from 37 feet to 50 feet. The majority of Zone Two would be on average ten feet.

The project site is bordered on the north by an existing existing drainage channel corridor. On-site revegetation adjacent to this area shall consist of Brush Management Zone One and erosion control plantings to include a 10-foot transitional buffer at the interface of the native/naturalized vegetation. The transitional buffer shall be planted with non-invasive, drought-tolerant species that are both compatible with the adjacent habitat areas and are able to capture any potential irrigation run-off to avoid impacts to adjacent habitat areas.

Zone One has a width ranging from 37 to 50 feet. The required Zone One width shall be provided between native or naturalized vegetation and any structure and shall be measured from the exterior of the structure to the vegetation. Zone One shall contain no habitable structures, 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 Brush Management Zone One shall be of noncombustible construction. Plants within Zone One shall be primarily low-growing and less than four feet in height with the exception of trees. Plants shall be low-fuel and fire-resistive. Trees within Zone One shall be located away from structures to a minimum distance of ten feet as measured from the structures to the drip line of the tree at maturity in accordance with the Landscape Standards of the Land Development Code.

Permanent irrigation is required for all planting areas within Zone One except when planting areas contain only species that do not grow taller than 24 inches in height or when planting areas contain only native or naturalized species that are not summer-dormant and have a maximum height at plant maturity of less than 24 inches. Zone One irrigation over-spray and runoff shall not be allowed into adjacent areas of native or naturalized vegetation. Zone One shall be maintained on a regular basis by pruning and thinning plants, controlling weeds, and maintaining irrigation systems.

### ***Significance of Impacts***

The proposed project would not impair implementation of, or physically interfere with, an emergency response plan. Additionally, brush management zones incorporated into project design features would effectively minimize exposure to wildland fire risk. Project impacts are less than significant.

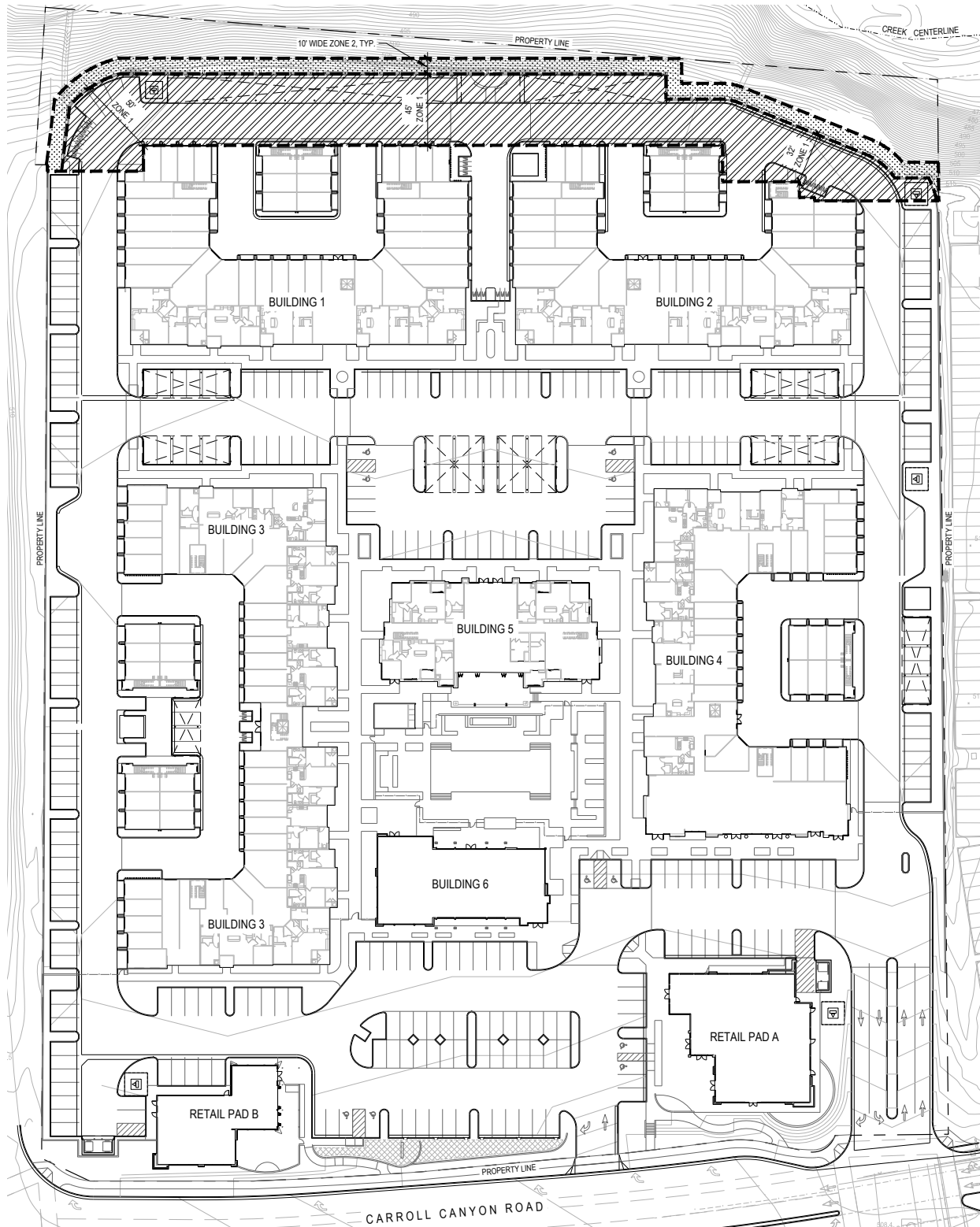
### ***Mitigation Measures***

Project impacts related to risk of wildland fires are less than significant. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

Project impacts related to risk of wildland fires are less than significant. No mitigation is required.





**Figure 5.12-1. Carroll Canyon Mixed-Use Project Brush Management Plan**

**Issue 6**

Would the project:

- *Result in a safety hazard for people residing or working in a designated airport influence area?*
- *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?*

***Impact Analysis***

Issue 6 addresses the following threshold of significance:

- Projects located in a designated airport influence area and where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460- 1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in the Code of Federal Regulations (CFR) Title 14 §77.13.

As discussed in Section 5.1, *Land Use*, of this EIR, the project site is located within MCAS Miramar's AIA. The AIA is "*the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.*" To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the AIA is divided into Review Area 1 and Review Area 2.

The project site is located within Review Area 1. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Relative to safety concerns, as shown in Figure 5.1-5, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones. No impacts would result. Therefore, the project would not create a safety hazard for people working within a designated airport influence area. While the proposed project would result in residential development, the project is not located within any safety hazard zones and, therefore, the project would not create a safety hazard for people residing in a designated airport influence area.

The project site is not located 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. Therefore, the project would not 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.

***Significance of Impacts***

The project would not result in a safety hazard for people residing or working in a designated airport influence area. The project site is not located 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; therefore no impacts would occur.

***Mitigation Measures***

Project impacts related to risk of safety hazards associated with a nearby airport are less than significant. No mitigation is required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

Project impacts related to risk of safety hazards associated with a nearby airport are less than significant. No mitigation is required.

### 5.13 Public Services and Facilities

Public services and facilities are those functions that serve development on a community-wide basis. These functions include police, fire and emergency response services, parks and recreation, schools, and libraries. The following discussion is based on correspondence and telephone conversations with service providers (see Appendix I) and evaluates the potential impacts the proposed project would have upon existing services. Figure 5.13-1, *Location of Public Services*, shows the location of the fire station and police stations that serve the project site.

#### 5.13.1 Existing Conditions

##### POLICE PROTECTION

Police protection for the Carroll Canyon Mixed-Use project is provided by the San Diego Police Department (SDPD). The SDPD is divided into nine divisions. The project site is serviced by the Northeastern Division. The Northeastern Division, located at 13396 Salmon River Road, serves the neighborhoods of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs and Scripps Miramar Ranch. The Northeastern Division serves a population of 227,590 people and encompasses 103.9 square miles. This police station is located approximately five miles north of the project site.

##### FIRE PROTECTION AND EMERGENCY SERVICES

Fire protection and emergency services are provided by the San Diego Fire-Rescue Department (SDFD). SDFD is a multi-faceted organization that provides City residents with fire and life-saving services including fire protection, emergency medical services, and lifeguard protection at San Diego beaches. Two fire stations serve the project site. Station Number 37 is located at 11640 Spring Canyon Road, approximately four miles northeast of the project site. Station 37 is equipped with an engine, brush rig, and paramedic unit. Station Number 44 is located at 10011 Black Mountain Road, approximately one mile southwest of the project site. Station 44 is equipped with an engine, truck, battalion chief rig, and two hazmat rigs.

##### SCHOOLS

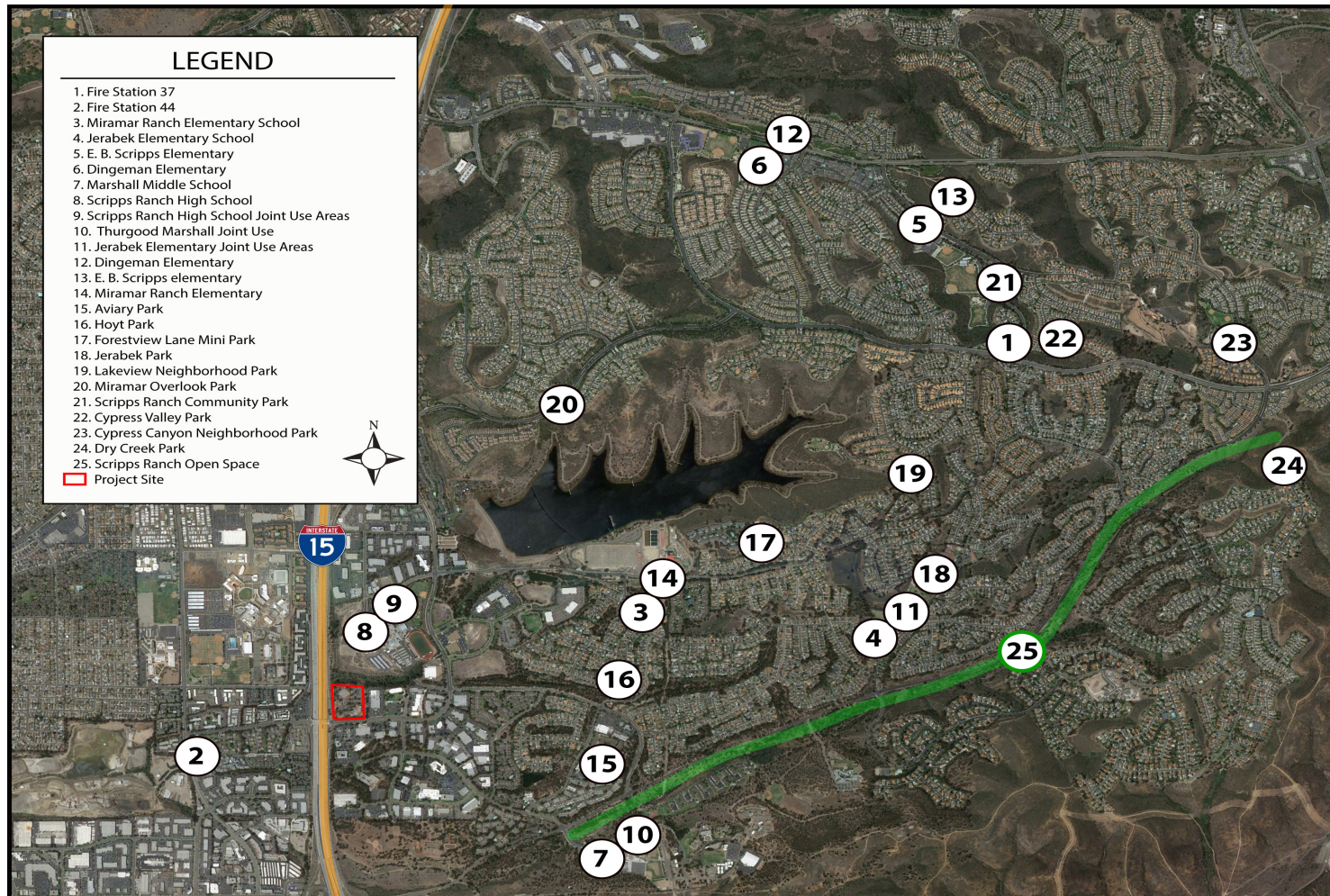
Public school service within the project area is provided by San Diego Unified School District (SDUSD). The project site would be served by schools within the Scripps Ranch High School Cluster, to include the following:

##### *Elementary Schools*

Miramar Ranch Elementary, located at 10770 Red Cedar Drive  
Jerabek Elementary School, located at 10050 Avenida Magnifica  
E.B. Scripps Elementary, located at 11778 Cypress Canyon Road  
Dingeman Elementary, located at 11840 Scripps Creek Drive

##### *Middle School*

Marshall Middle, located at 9700 Avenue of Nations



**Figure 5.13-1. Location of Public Services**

#### *High School*

Scripps Ranch High, located at 10410 Treena Street

#### LIBRARIES

Library services are provided by the San Diego Public Library (SDPL). 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.

#### RECREATION

The Scripps Miramar Ranch community is served by a number of recreational facilities. The Scripps Ranch Recreation Center, located at 11454 Blue Cypress Road, provides indoor and outdoor recreational facilities, to include an indoor gymnasium, multi-purpose room with kitchen, classrooms, two lighted ball fields, one joint-use field, lighted outdoor basketball courts, large turf area, covered picnic shelters, and barbeques with hot coal bins. Additional recreation and park facilities include:

- Scripps Ranch High School Joint Use Areas
- Thurgood Marshall Joint Use
- Jerabek Elementary Joint Use Area
- Dingeman Elementary
- Ellen Browning Scripps Elementary
- Miramar Ranch Elementary
- Aviary Park
- Hoyt Park
- Forestview Lane Mini Park
- Jerabek Park
- Lakeview Neighborhood Park
- Miramar Overlook Park
- Scripps Ranch Community Park
- Cypress Valley Park
- Cypress Canyon Neighborhood Park
- Dry Creek Park
- Scripps Ranch Open Space

#### **5.13.2 Impact Analysis**

##### ***Thresholds of Significance***

The City of San Diego's *California Environmental Quality Act Significance Thresholds* (January 2011) provides guidance to determine potential significance associated with public services and facilities. Based on the City's thresholds, for impacts to public services and facilities, a project may result in a significant impact if the proposed project would:



- Result in the need for new or expanded public facilities, including fire protection, police protection, health, social services, emergency medical, libraries, schools, and parks;
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreation facilities, which might have an adverse physical effect on the environment.

**Issue 1**

*Would the proposed project result in the need for new or expanded public facilities, including fire protection, police protection, health, social services, emergency medical, libraries, schools, and parks? If so, what physical impacts would result from the construction of these facilities?*

**Impact Analysis**

Issue 1 addresses the following threshold of significance:

- Result in the need for new or expanded public facilities, including fire protection, police protection, health, social services, emergency medical, libraries, schools, and parks.

**POLICE PROTECTION**

Police protection for the Carroll Canyon Mixed-Use would be provided by the San Diego Police Department. The Miramar Ranch North community is served by the Northeastern Division police facility, on beat 233, located at 13396 Salmon River Road. The Northeastern Division provides police services the communities of San Pasqual, Rancho Bernardo, Carmel Mountain, Rancho Peñasquitos, Sabre Springs, Mira Mesa, Miramar Ranch North, Rancho Encantada, Scripps Ranch, and Miramar.

According to correspondence with Police Lieutenant Ken Hubbs of the SDPD, the Northeastern Division is currently staffed with 96 sworn personnel and one civilian employee. The current patrol strength is 73 uniformed patrol officers. Officers work ten-hour shifts. Staffing is comprised of three shifts which operate from 6:00 a.m. to 4:00 p.m. (First Watch), 2:00 p.m. to midnight (Second Watch), and from 9:00 p.m. to 7:00 a.m. (Third Watch). Using the Department's recommended staffing guidelines, Northeastern Division currently deploys a minimum of nine patrol officers on First Watch, 11 patrol officers on Second Watch, and seven patrol officers on Third Watch. The goal citywide is to maintain 1.45 officers per 1,000 population ratio.

The project site is located in the City of San Diego within the boundaries of police beat 246. The 2011 average response times for beat 246 are 7.7 minutes for Priority E calls, 15.2 minutes for Priority 1 calls, 21.2 minutes for Priority 2 calls, 44.8 minutes for Priority 3 calls, and 51.7 minutes for Priority 4 calls. The department's response time goals are:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 14 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 27 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 70 minutes.
- Priority 4 Calls (minor requests for police service) within 70 minutes.

The citywide average response times, for the same period, were 6.3 minutes for Priority calls, 11.1 minutes for Priority 1 calls, 22.8 minutes for Priority 2 calls, 62 minutes for Priority 3 calls, and 67.8 minutes for Priority 4 calls – all within the Department’s response time goals. The Department strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

The Police Department has not identified any impacts associated with the Carroll Canyon Mixed-Use project. Police response times in this community will continue to increase with the build-out of community plans and the increase of traffic generated by new growth. However, there are no current plans for additional police sub-stations in the immediate project area; and the proposed project would not result in the need to construct new facilities. Impacts associated with police protection would not be significant.

#### FIRE PROTECTION AND EMERGENCY SERVICES

Relative to fire protection services, two City of San Diego Fire-Rescue stations located near the Miramar Ranch North community would serve the proposed project: Station Number 37 located at 10750 Scripps Lake Drive, and Station Number 44 located at 10011 Black Mountain Road. In order to best serve the community, San Diego Fire-Rescue has established the response time objectives based on national standards. According to correspondence with Assistant Fire Marshal Lawrence Trame, to treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911-call in fire dispatch. This equates to one-minute dispatch time, 1.5 minutes/seconds company turnout time, and five minutes drive time in the most populated areas. To confine fires near the room of origin, to stop wildland fires to under three acres when noticed promptly, and to treat up to five medical patients at once, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes/seconds from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to one-minute dispatch time, 1.5 minutes/seconds company turnout time, and eight minutes drive time spacing for multiple units in the most populated areas.

Brush management is considered an integral, key component of an overall Fire Preparedness and Management Plan. For the Carroll Canyon Mixed-Use project, brush management is addressed in Section 5.12, *Health and Safety*.

San Diego Fire-Rescue has not identified any impacts associated with the Carroll Canyon Mixed-Use project. Existing facilities would serve the Carroll Canyon Mixed-Use project, and the construction of new facilities is not required. Therefore, the project’s impacts on fire protection would not be significant.

#### SCHOOLS

Public school service within the project area is provided by SDUSD. Correspondence with SDUSD Demographer Sarah Hudson (see Appendix I) provided the following information relative to school services.



The project site would be served by Miramar Ranch Elementary School, Marshall Middle School, and Scripps Ranch High School. Table 5.13-1, *Public School Capacities and Enrollments*, shows the estimated capacity and enrollments at these schools. Currently, SDUSD shows Marshall Middle School as at capacity.

**Table 5.13-1. Public School Capacities and Enrollments**

School Name	Address	Estimated Program Capacity	2014-2015 Enrollment	2015-16 Projected Enrollment
Miramar Ranch Elementary	10770 Red Cedar Drive San Diego, CA 92131	910	761	784
Marshall Middle	9700 Avenue of Nations San Diego, CA 92131	At capacity	1616	1591
Scripps Ranch High	10410 Trenea Street San Diego, CA 92131	2385	2238	2263

Student generation rates vary based on the type of project, number of units, bedroom mix, neighborhood, and other factors; there are no district standard rates. In order to estimate the number of students generated by the Carroll Canyon Mixed Use project, students generated by the project were based on students generated from existing similar residential developments in the vicinity of the proposed project. Estimated student generation rates for the proposed project are shown in Table 5.13-2, *Estimated Generation Rates for the Carroll Canyon Mixed Use Project*.

**Table 5.13-2. Estimated Generation Rates for the Carroll Canyon Mixed Use Project**

School Level	Students per Unit	Number of Students
K-5	0.079 – 0.158	21 – 41
6-8	0.053 – 0.105	14 – 27
9-12	0.090 – 0.180	23 – 47
<b>K – 12</b>	<b>0.222 – 0.443</b>	<b>58 - 115</b>

Schools serving the project area are operating at between 80 percent and 100 percent of their capacity. The proposed Carroll Canyon Mixed Use project has the potential to result in the need for additional school facilities, particularly at the middle and high school levels.

SB50, also known as the “Class Size Reduction Bill,” was enacted in 1998. While SB50 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 SB50 are “deemed to be

full and complete mitigation” (California Government Code Section 65995 *et seq.*). SB50 also prohibits local agencies from denying land use approvals on the basis of inadequate school facilities, so long as the project proposed pays the developer fees if required to do so. The project would not impact the District’s ability to comply with SB50, and the project would be required to pay school fees in compliance with CGC Section 65995 *et seq.* With payment of the school facilities fee, impacts would be less than significant as stipulated by California Government Code Section 65996.

#### LIBRARIES

Scripps Miramar Ranch is served by the Scripps Ranch Branch of the SDPL, located at 10301 Scripps Lake Drive, approximately one mile northeast of the project site. Per the Library System Improvements Program, the population of a given community may reach 18,000 to 20,000 residents before a permanent library facility is warranted, with anticipated growth to be at least 27,000 to 30,000 residents after twenty years. The maximum radius of a branch service area should be approximately two miles. Scripps Ranch Branch Library falls within that two-mile radius. No impacts would occur.

#### RECREATION

The City's General Plan guidelines recommend a three- to 13-acre neighborhood park for every 5,000 residents located within a one-mile service radius or a minimum 13-acre community park (this equates to 2.8 acres per 1,000 persons) and a recreation center for every 25,000 residents located within three-mile service radius, whichever is less. For every 50,000 residents, a community swimming pool is recommended within a six-mile service radius. The proposed project would be required to provide for the population-based park acreage on-site or pay for population-based parks through the current per-unit Facilities Benefit Assessment (FBA) is to be paid at the time of building permit issuance.

The project is consistent with the Scripps Miramar Ranch Community Plan and would not result in a significant impact on public services and facilities; no mitigation is required. The project would pay Development Impact Fees (DIF), collected at building permit issuance, to contribute to the future construction of public facilities in the Scripps Miramar Ranch Community.

#### ***Significance of Impacts***

The project would not result in significant impacts to facilities.

#### ***Mitigation Measures***

No significant impacts associated with public facilities would occur. Therefore, no mitigation measures are required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with public facilities would occur. Therefore, no mitigation measures are required.

**Issue 2**

*Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**Impact Analysis**

Issue 2 addresses the following threshold of significance:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

SANDAG's 2050 Regional Growth Forecast (adopted October 2011) projects that the persons per household ratio would be 3.00 in the year 2020, the closest forecasted year to project opening. Based on a unit could of 260, the project would generate approximately 780 residents.

The *Recreation Element* provides "Parks Guidelines" to address Open Space, Resource-Based Parks, Population-Based Parks. Open Space and Resource-Based Parks serve the larger regional and/or visitor population. Population-based parks (commonly known as Neighborhood and Community Parks) are facilities and services that are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, these parks adjoin schools in order to share facilities and are ideally within walking distance of the residences within their service area. Community Parks are intended to meet a minimum standard of providing 2.8 acres per 1,000 population. The service requirements for population-based parks are included in the table below:

Park Type	Guidelines	Typical Components
<i>Community Parks – Qualify to meet 2.8 ac/1,000 population minimum standard</i>		
Major Park	<ul style="list-style-type: none"> <li>• 20 acres minimum; approximately 30 acres typical</li> <li>• Serves single or multiple community plan area(s) population(s)</li> <li>• Parking provided</li> </ul>	<ul style="list-style-type: none"> <li>• Specialized facilities that serve larger populations</li> <li>• Passive and active recreation facilities</li> <li>• Facilities found in Community Parks</li> <li>• Could include facilities found in Special Activity Parks</li> <li>• Community cultural facilities</li> <li>• Also called "Great Parks" or "Grand Parks"</li> </ul>
Community Park	<ul style="list-style-type: none"> <li>• 13 acre minimum (consistent with program and facilities on-site)</li> <li>• Serves population of 25,000</li> <li>• Typically serves one community plan area but depending on location, may serve multiple community planning areas</li> <li>• Parking provided</li> </ul>	<ul style="list-style-type: none"> <li>• Passive and active recreation facilities</li> <li>• Facilities found in Neighborhood Parks</li> <li>• Could include facilities found in Special Activity Parks</li> <li>• Community cultural facilities</li> <li>• Recreation centers</li> <li>• Aquatic complexes</li> <li>• Multi-purpose sports fields</li> </ul>
<i>Neighborhood Parks – Qualify to meet 2.8 ac/1,000 population minimum standard</i>		
Neighborhood Park	<ul style="list-style-type: none"> <li>• 3 acres – 13 acres</li> <li>• Serves population of 5,000 within approximately 1 mile</li> <li>• Accessible primarily by bicycling and walking</li> <li>• Minimal parking as necessary, one if 5 acres or more</li> </ul>	<ul style="list-style-type: none"> <li>• Picnic areas, children's play areas, multi-purpose courts, multi-purpose turf areas, comfort stations, walkways and landscaping</li> <li>• Also called "Greens" in urban settings</li> </ul>

Mini Park	<ul style="list-style-type: none"> <li>• 1 acre – 3 acres</li> <li>• Serves population within ½ mile</li> <li>• Accessible by bicycling and walking</li> <li>• No on-site parking, except for disabled access</li> <li>• May require funding source for extraordinary maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Picnic areas, children's play areas, small multi-purpose courts, multi-purpose turf areas, walkways and landscaping</li> <li>• Also called "Squares" in urban settings</li> </ul>
Pocket Park or Plaza	<ul style="list-style-type: none"> <li>• Less than 1 acre</li> <li>• Serves population within ¼ mile</li> <li>• Accessible by bicycling and walking</li> <li>• No on-site parking, except for disabled access</li> <li>• May require funding source for extraordinary maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily hardscape</li> <li>• Picnic areas, children's play area, walkways and landscaping</li> <li>• Multi-purpose courts</li> <li>• Multi-purpose turf areas</li> </ul>

The City's General Plan guidelines recommend a three- to 13-acre neighborhood park for every 5,000 residents located within a one-mile service radius or a minimum 13-acre community park (this equates to 2.8 acres per 1,000 persons) and a recreation center for every 25,000 residents located within three-mile service radius, whichever is less. For every 50,000 residents, a community swimming pool is recommended within a six-mile service radius. According to correspondence with City Park and Recreation staff, the proposed 260 residential units proposed as part of the project require 1.9 useable population-based park acreage to meet the General Plan guidelines. If the population-based park acreage is not provided on site, then the park portion of the current per-unit Facilities Benefit Assessment (FBA) is to be paid at the time of building permit issuance. The project would provide for population-based parks through the payment of applicable impact fees at the time of issuance of building permits. ~~Provision of park space through payment of per unit FBA fees result in a less than~~ No significant impacts to parks would occur.

### ***Significance of Impacts***

The project would not result in significant impacts to parks and recreational facilities.

### ***Mitigation Measures***

No significant impacts associated with parks and recreational facilities would occur. Therefore, no mitigation measures are required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with parks and recreational facilities would occur. Therefore, no mitigation measures are required.

### ***Issue 3***

*Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

### ***Impact Analysis***

Issue 3 addresses the following threshold of significance:

- Include recreational facilities or require the construction or expansion of recreation facilities, which might have an adverse physical effect on the environment.

The proposed project does not include the provision of recreational facilities. The project would pay applicable impact fees prior to the issuance of building permits. ~~As a result, the project and would not require the construction or expansion of recreational facilities.~~

#### ***Significance of Impacts***

The project would not result in significant impacts to recreation facilities.

#### ***Mitigation Measures***

No significant impacts associated with recreational facilities would occur. Therefore, no mitigation measures are required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with recreational facilities would occur. Therefore, no mitigation measures are required.

## 5.14 Public Utilities

Public utilities include water, sewer, storm water drainage, and solid waste disposal on a community-wide basis. These services would be provided to future employees and visitors to the Carroll Canyon Mixed-Use project. (NOTE: Public utilities also include the provision of electricity and natural gas resources which would provide energy to the proposed project. SDG&E will provide electricity and natural gas service to the project. Please see Section 5.6, *Energy*, for a discussion of SDG&E's ability to serve the project and the project's potential impact on energy resources.) Public utilities providers were contacted during preparation of this EIR to identify potential impacts the Carroll Canyon Mixed-Use project would have on utilities.

A *Preliminary Sewer Study* (Sewer Study) was prepared for the project by Fuscoe Engineering (July 2012). The results of the Sewer Study are summarized in this section. An additional analysis was performed by Pasco Laret Suiter to evaluate the existing eight-inch sewer main in Carroll Canyon Road, and a letter report (dated May 26, 2016) was prepared to document the results of that analysis. The *Preliminary Sewer Study* and letter report are included as Appendix L to this EIR.

A *Waste Management Plan* was prepared for the project by KLR Planning (December 2015). The purpose of this Waste Management Plan (WMP) was to provide analysis of the solid waste impacts anticipated for the Carroll Canyon Mixed-Use project and how these impacts would be mitigated. The WMP identifies measures to reduce the potential impacts of the Carroll Canyon Mixed-Use project on solid waste generation. The *Waste Management Plan* has been included as Appendix K of this EIR.

The following discussion is based on the various studies listed above and correspondence with utility company providers.

### 5.14.1 Existing Conditions

#### WATER

**Public Utilities Department.** The Carroll Canyon Mixed-Use project is located within the service area of the City's Public Utilities Department. The Public Utilities Department treats and delivers more than 200,000 acre-feet per year (AFY) of water to more than 1.3 million residents. The water system extends over 404 square miles, including 342 square miles within the City of San Diego. The Public Utilities Department's potable water system serves the City of San Diego and certain surrounding areas, including both retail and wholesale customers. In addition to delivering potable water, the City has a recycled water program. The City's objectives relative to the water system are to optimize the use of local water supplies, lessen the reliance on imported water, and free up capacity in the potable water system. Recycled water provides the City with a dependable, year-round, locally produced, and controlled water resource.

The Public Utilities Department relies on imported water as its major water supply source and is a member public agency of the San Diego County Water Authority (SDCWA). The SDCWA is a member agency of the Metropolitan Water District (MWD). The statutory relationships between the SDCWA and its member agencies, and MWD and its member agencies, respectively, establish the scope of the Public Utilities Department's entitlements to water from these two agencies. The Public Utilities

Department currently purchases approximately 85 to 90 percent of its water from the SDCWA, which supplies the water (raw and treated) through two aqueducts consisting of five pipelines. While the Public Utilities Department imports a majority of its water, it uses three local supply sources to meet or offset potable demands: local surface water, conservation, and recycled water.

**Metropolitan Water District.** The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct, which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the RUWMP and Integrated Water Resources Plan (IWRP) help ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California. MWD's 2010 RUWMP documents the availability of these existing supplies and additional supplies necessary to meet future demands. The 2010 RUWMP includes the resource targets included in the IWRP and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year and multiple-dry year periods. As part of this process, MWD also uses SANDAG's regional growth forecast in calculating regional water demands. In accordance with state law, the RUWMP is updated every five years.

MWD's IWRP identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers. The latest IWRP (2010) includes a planning buffer to mitigate against the risks associated with implementation of local and imported supply programs. The planning buffer identifies an additional increment of water that could potentially be developed if other supplies are not implemented as planned. The planning buffer is intended to ensure that the southern California region, including the City of San Diego, will have adequate water supplies to meet future demands.

**San Diego County Water Authority.** The SDCWA purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 24 member agencies, the SDCWA is the largest member agency in terms of deliveries and purchases about 25 percent of all the water the MWD delivered in fiscal year 2007. As a retail member agency of the SDCWA, the Public Utilities Department purchases water from the SDCWA for retail distribution within its service area.

The SDCWA's 2010 Urban Water Management Plan, in accordance with State law and the RUWMP, contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year and multiple-dry year periods. The UWMP is based on SANDAG's 2050 Regional Growth Forecast, which has been refined to include an economic outlook that factors in the current recession and local jurisdictions' general/specific plan updates. The UWMP documents that no shortages are anticipated within its service area. The SDCWA also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

The SDWCA's 2010 UWMP provides for a comprehensive planning analysis at a regional level and includes water use associated with accelerated forecasted residential development as part of its

municipal and industrial sector demand projections. These housing units were identified by SANDAG in the course of its regional housing needs assessment, but are not yet included in existing general land use plans of local jurisdictions. The demand associated with accelerated forecasted residential development is intended to account for SANDAG's land use development currently projected to occur between 2035 and 2050, but has the likely potential to occur on an accelerated schedule. SANDAG estimates that this accelerated forecasted residential development could occur within the planning horizon (2010 to 2035) of the 2010 UWMP. These units are not yet included in local jurisdiction's general plans, so their project demands are incorporated at a regional level. When necessary, this additional demand increment, termed Accelerated Forecasted Growth, can be used by member agencies to meet demands of development projects not identified in the general land use plans.

The SANDAG Series 12 2050 Regional Growth Forecast (SANDAG Series 12 Forecast) did not include the level of development of the proposed project in the 20-year planning horizon required by SB 610 and SB 221. The difference between the planned and projected water demands of the project can be accounted for in the SDCWA's 2010 UWMP accelerated forecasted growth demand increment. As documented in the SDCWA's 2010 UWMP, SDCWA is planning to meet future and existing demands which include the demand increment associated with the accelerated forecasted growth. SDCWA will also assist its member agencies in tracking the certified EIRs provided by the agencies that include water supply assessment which utilize the accelerated forecasted growth demand increment to demonstrate adequate supplies for the development. In addition, the next update of the demand forecast for the SDCWA 2015 UWMP will be based on SANDAG's most recently updated forecast, which will include the proposed Carroll Canyon Mixed-Use project.

**Challenges to Regional Water Supply.** Water supply for southern California faces many short-term and long-term challenges, including restrictions for endangered species and other environmental protections, droughts, funding shortfalls for new projects, climate change, and others. The Public Utilities Department, SDCWA, and MWD prepare and revise their water supply and management plans as needed to ensure their continuing ability to serve the water supply needs of the region. These agencies continue to adopt measures and develop new programs, policies, and projects to provide a greater degree of certainty during periods of prolonged drought or to offset possible reductions in other sources of supply.

Operation of the State Water Project along with the Central Valley Project in the San Joaquin Valley were challenged in 2007 in efforts to protect endangered species and habitat, resulting in reduction in the water delivery capacity of both projects. In efforts to ensure reliability of the Sacramento-San Joaquin Delta water supply, the MWD adopted a Delta Action Plan as a framework to address water supply risks in the Sacramento-San Joaquin Delta both for the near-, mid-, and long-term. In the near-term, MWD will continue to rely on plans and policies outlined in its RUWMP and IWRP to address water supply shortages and interruptions to meet water demands. Campaigns for voluntary water conservation, curtailment of replenishment water, and agricultural water delivery are some of the actions outlined in the RUWMP. If necessary, reduction in municipal and industrial water use and mandatory water allocation could also be implemented. MWD also entered into a series of agreements to ensure the stability of its Colorado River supplies and to gain substantial storage capacity in years with surplus supplies. As a result, MWD's water supply is anticipated to be restored to previous levels in the future.



At the local level, the SDCWA is in the process of minimizing the amount of water it purchases from MWD by diversifying its water supply portfolio. The SDCWA intends to increase its local water supplies to 40 percent of the region's water supplies by 2020 through conservation programs, recycling, and groundwater development projects.

In addition, the Public Utilities Department emphasizes the importance of water conservation to minimize water demand and avoid excessive water use. In accordance with Municipal Code Section 147.04, all residential, commercial, and industrial buildings, prior to a change in ownership, are required to be certified as having water-conserving plumbing fixtures in place.

Also, in accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects shall implement sustainable landscape design such as planting "deciduous shade trees, evergreen trees, and drought-tolerant native vegetation, as appropriate, to contribute to sustainable development goals" and using "recycled water to meet the needs of development projects to the maximum extent feasible" to aid in water conservation.

The Public Utilities Department's Water Conservation Program, established in 1985, accounts for approximately 32,000 AF of potable water savings per year. These savings have been achieved through creation of a water conservation ethic, and implementation of programs, policies, and ordinances designed to promote water conservation practices, including irrigation management. These programs undergo periodic reevaluation to ensure realization of forecasted savings. The Public Utilities Department also examines new water saving technologies and annually checks progress toward conservation goals, working collaboratively with the MWD and SDCWA to formulate new conservation initiatives.

**Global Climate Change.** The MWD's sources of water supply could be negatively impacted by global climate change and associated challenges, including, but not limited to: reduction in the average annual snow pack; changes in the timing, intensity, location and amount, and variability in precipitation; long-term changes in watershed vegetation and increased incidence of wildfires; rise in sea level; increased water temperatures; and changes in urban and agricultural water demand.

While the impacts of global climate change on MWD's water supply cannot be meaningfully quantified at this time, MWD has taken actions to decrease potential impacts of climate change on the reliability of its water supplies, which are reflected in its IWRP and RUWMP. In addition to policies emphasizing diversification and adaptability of supply sources to manage uncertainties, current MWD water supply planning stresses the importance of local water supplies such as conservation, water reclamation, and groundwater recharge which would be less affected by global climate change. MWD has also entered into agreements to store water in groundwater reservoirs within and outside southern California.

The SDCWA is currently in the planning phase for projects to obtain potable water from ocean desalinization plants, which would relieve pressure on imported water sources and expand the local water supply.

**Water Supply Assessment (WSA) and Verification.** California State SB 221 and SB 610 went into effect January 2002 with the intention of linking water supply availability to land use decisions made

by cities and counties. SB 610 requires water suppliers to prepare a WSA report for inclusion by land use agencies within the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include residential development projects of more than 500 residential units and/or shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space. The project proposes approximately 260 multi-family units and approximately 10,700 square feet of commercial retail/restaurant space, replacing the existing 76,241 square feet of mostly vacant office space. Even when considered in combination, the mix of residential uses and small amount of commercial retail/restaurant space would not meet the thresholds of SB610 and SB221. Therefore, a WSA and verification is not required for the proposed project.

## SEWER

Wastewater treatment service is provided by the San Diego Metropolitan Wastewater Department (MWWDD), which operates the Metropolitan Sewerage System. Facilities in the Metro System include the Point Loma Wastewater Treatment Facility, ocean outfall pipes, pump stations, interconnecting interceptor sewers, and the North City and South Bay Water Reclamation Plants.

The Metropolitan Sewerage System provides wastewater transportation, treatment, and disposal services to the San Diego region. The system serves a population of 2.0 million from 16 cities and districts generating approximately 190 million gallons of wastewater per day (mgd). Planned improvements to the existing facilities will increase wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050. Nearly 340 mgd of wastewater will be generated by that year.

The MWWDD treats the wastewater generated in a 450 square mile area stretching from Del Mar and Poway to the north, Alpine and Lakeside to the east, and south to the Mexican border. The Point Loma Wastewater Treatment Facility currently treats approximately 175 mgd, with a capacity of 240 mgd sewer facilities have been built at the project site to serve the existing development.

## STORM DRAINAGE

This project site is located within the Miramar Reservoir Hydrologic Area (HA 906.10) within the Penasquitos Hydrologic Unit. The site is tributary to Carroll Canyon Creek, Soledad Canyon, and the Los Penasquitos Lagoon. The site is not located within a FEMA flood hazard zone. (See Section 5.11, *Hydrology/Water Quality*, for a detailed discussion of the project's impacts relative to hydrology and water quality.)

As discussed in Section 5.11, the project site consists of two major drainage basins. Basin A consists of 6.4 acres of the northern and western areas of the project site. This box culvert conveys runoff from the canyon and surrounding areas west under I-15. Basin B consists of 2.6 acres of the southeast portion of the site which drains south toward Carroll Canyon Road. Carroll Canyon Road drains east via curb and gutter flow. Runoff from the project site would be captured and conveyed via an underground storm drain system that would be constructed as part of the project. Construction of the storm drain system to serve the project would occur within the area to be graded for the project, which has been fully developed with the existing office buildings and

associated improvements. No additional physical impacts beyond those associated with project grading and construction would occur.

### **SOLID WASTE SERVICES**

Solid waste services in the project area is provided by the combined service of the City of San Diego Environmental Services Department (ESD) and private collectors. The City provides refuse collection for single-family and multi-family residences located on public streets that meet City safe storage and access requirements; collection services for all other developments must be contracted-out by franchised private hauling companies.

ESD pursues waste management strategies that emphasize waste reduction and recycling, composting, and environmentally-sound landfill management to meet the City's long-term management needs. ESD ensures that all Federal, State, and local mandates relating to waste management are met in an efficient and financially sound manner. The State of California mandated (AB 939/PRC 41730 et seq.) in 1989 that all cities reduce waste disposed of in landfills by 25 percent by 1995 and 50 percent by the year 2000 (using 1990 as a base year for waste generation data). Recently signed Assembly Bill 341 has set a new target of 75 percent minimum diversion rate. ESD developed a Source Reduction and Recycling Element (SRRE), as required by the PRC, to reduce wastes deposited in landfills by 50 percent compared to 1990 base year tonnages. The SRRE describes the programs, activities, and strategies the City plans to carry out to achieve the mandated waste reduction and is updated each year in annual reports to CalRecycle. The City of San Diego has achieved a 68 percent diversion rate as of reporting year 2010.

Solid waste generated by the project during the occupancy phase would be hauled away by private collection services from franchised haulers for the City of San Diego. The waste would be taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista.

Waste generated by the project that cannot be reduced, recycled, or otherwise diverted to beneficial use is expected to be transported to and disposed of at the West Miramar Landfill. In 2010, that landfill disposed of 929,849 tons of waste. The landfill is projected to reach capacity in 2022.

Currently, only two other landfills provide disposal capacity within the urbanized region of San Diego: the Sycamore and Otay Landfills. The Sycamore Landfill contains 324 disposal acres on a 491-acre site and is located to the east of Miramar, within the City of San Diego's boundaries. The Otay Landfill contains 230 disposal acres on a 464-acre site and is located within an unincorporated island of County land in the City of Chula Vista. The Sycamore and Otay Landfills are privately owned by Allied Waste Industries, Inc.

The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day. The permitted capacity of the Sycamore landfill is 48,124,462 cubic yards, and its remaining capacity as of September 30, 2006, was 47,388,428 cubic yards. This landfill is projected to cease operation on December 31, 2031. The Otay Landfill is permitted to receive 5,830 tons per day. Its permitted capacity is 62,377,974 cubic yards, with a remaining capacity on November 30, 2006 of 33,070,879 cubic yards. It is estimated that the Otay Landfill will cease operation on April 30, 2021.

The solid waste management system infrastructure provides an essential public service to the citizens of California. There are three basic components in the solid waste management system: collection; processing to remove recyclable and compostable materials; and disposal of waste that cannot be recycled. These three components, coupled with the implementation of waste reduction and recycled material market development programs, ensure that the integrity of the solid waste management system is well maintained for the citizens of California.

**Collection Facilities.** Timely and adequate collection of solid waste protects public health and safety, and the environment. An effective collection system prevents unsightly, vector-propagating, and odorous waste accumulation outside residences and businesses. This also results in minimizing illegal disposal, discharge of waste to surface water bodies, and impacts to ecologically sensitive habitats. The effectiveness of California's recycling efforts begins at the source of generation, at the households and businesses, where many collection companies provide multiple bins that allow source separation of recyclables and green waste from the waste stream. Public education and outreach programs are essential elements of the solid waste management system, which brings awareness to the public in their recycling efforts and the positive outcomes achieved.

**Materials Recovery, Composting, and Processing Facilities.** Processing of waste involves the systematic separation and recovery of valuable recyclable materials and removal of illegally disposed hazardous waste from the waste stream at Materials Recovery Facilities (MRFs), composting facilities, and conventional recycling centers prior to landfilling of residual waste. Processing also includes recovery of energy from the waste streams using waste-to-energy and a variety of conversion technologies, such as anaerobic digestion, gasification, and other technologies.

**Disposal Facilities.** California's landfills are considered among the best in the nation with respect to innovation, technology, and effectiveness in protecting the environment. Due to potential environmental impacts of landfills, the state's disposal system is heavily regulated by a multitude of regulatory agencies. As a result, landfill operators are required to implement best management practices and abide by permit conditions that ensure environmentally safe and sound operation of their landfills now and into the future.

**Policies and Programs.** User fees have been the primary funding source for development of California's solid waste management system infrastructure, for implementation of waste reduction programs, and educational campaigns. The sluggish economy, however, has significantly reduced waste disposal volumes over the last five years, thereby reducing revenues. Lowered revenues, in turn, limits the ability of many local governments and solid waste facility owners to expand operations and implement new recycling programs; and in some cases, has made maintaining existing operations difficult. Moreover, volatile worldwide recycling markets will continue to contribute to financial uncertainty and operational difficulty in local recycling programs. In addition, the solid waste infrastructure continues to be challenged with new regulations and mandates, making it even more costly and difficult to see positive growth. These fiscal constraints, coupled with reduced public acceptance of new solid waste management facilities, will require decision makers to continue finding creative solutions to meet solid waste management needs.

A WMP has been prepared for the proposed project. The purpose of the WMP for the Carroll Canyon Mixed-Use project in the City of San Diego is to provide analysis of the solid waste impacts

anticipated for the Carroll Canyon Mixed-Use project and how these impacts would be mitigated. The goal of the WMP is to identify sufficient mitigation to reduce the potential impacts of the Carroll Canyon Mixed-Use project on solid waste generation. In accordance with Council Policy 900-16, this goal would be met by striving for recycling of 100 percent of inert construction materials and striving for recycling a minimum 75 percent by weight all other materials. The Carroll Canyon Mixed-Use WMP has been approved as part of the project entitlements and would be made a condition of project permits.

### 5.14.2 Impact Analysis

#### **Thresholds of Significance**

The City of San Diego's California Environmental Quality Act Significance Thresholds (January 2011) provides guidance to determine potential significance associated with hydrology and water quality. Based on the City's California Environmental Quality Act Significance Thresholds, for impacts to public utilities, a project may result in a significant impact if it meets one or more of the following criteria:

#### **Water**

- If a project would use excessive amounts of potable water.
- If a project proposes predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes.
- If a project would result in a need for new systems, or require substantial alterations to existing water utilities which would create physical impacts.

#### **Water Supply**

For certain types of large projects, SB 610 requires that the environmental document prepared for each project contain a discussion regarding 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. Prior to approving a project, SB 221 requires the decision-maker to make a finding that the project's water demands for the planning horizon will be met.

The types of projects subject to SB 610 and SB 221 are the following:

- Residential developments of more than 500 units;
- 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;
- Hotels or motels having more than 500 rooms;
- Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people, occupy more than 40 acres of land, or have more than 650,000 square feet of floor space;
- Mixed use projects that include one or more of the above types of projects;
- Projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

The City has determined that the Carroll Canyon Mixed-Use project does not meet one or more of the above thresholds. Therefore, a Water Supply Assessment is not required for this project.

### **Sewer**

- If a project would result in a need for new systems, or require substantial alterations to existing sewer utilities which would create physical impacts.

### **Storm Drains**

- If a project would result in a need for new systems, or require substantial alterations to existing storm drain facilities which would create physical impacts.

### **Solid Waste**

- Projects that include the construction, demolition, or renovation of 1,000,000 square feet or more of building space may generate approximately 1,500 tons of waste or more and are considered to have direct impacts on solid waste facilities.
- Projects that include the construction, demolition, and/or renovation of 40,000 square feet or more of building space may generate approximately 60 tons of waste or more, and are considered to have cumulative impacts on solid waste facilities.

### **Issue 1**

*Would the proposed project result in the need for new systems or require substantial alterations to existing utilities including those necessary for water, sewer, storm drains, and solid waste disposal? If so, what physical impacts would result from the construction of these facilities?*

### **Impact Analysis**

Issue 1 addresses the following thresholds of significance:

- Result in a need for new systems, or require substantial alterations to existing sewer utilities which would create physical impacts.
- Result in a need for new systems, or require substantial alterations to existing storm drain facilities which would create physical impacts.
- The construction, demolition, or renovation of 1,000,000 square feet or more of building space.
- The construction, demolition, and/or renovation of 40,000 square feet or more of building space may generate approximately 60 tons of waste or more, and are considered to have cumulative impacts on solid waste facilities.

### **Water/Sewer**

The Carroll Canyon Mixed-Use project is proposed for a developed site within the Scripps Miramar Ranch community. As such, water facilities have been installed to serve the project and adjacent areas. Development of the proposed Carroll Canyon Mixed-Use project requires the upsizing of the existing eight-inch sewer main to a ten-inch sewer main, which is incorporated into project design. Impacts to existing water facilities would not occur, as the proposed project would improve deficits to sewer facilities with project design.

A Sewer Study has been prepared for the project and is included as Appendix L to this EIR. The project proposes a private sewer system that has been designed in general conformance with the

City of San Diego Sewer Design Guide. The project would result in a reduction of the projected peak sewer flow-rate due to a change in the uses on the project site. The Sewer Study concludes that no impacts relative to sewer service would result.

Additionally, the existing sewer infrastructure in Carroll Canyon Road was evaluated to determine if it would need to be upsized to accommodate sewer flows from the project and the total planned flow in the area. The results of that analysis are included in Appendix M (letter report from Pasco Laret Suiter & Associates; May 26, 2016). The analysis demonstrates that the proposed project would not cause existing sewer mains to exceed City standards. The existing sewer infrastructure located in Carroll Canyon Road would have sufficient capacity to convey the anticipated sewer flows from the proposed project; and no replacement of the existing sewer infrastructure is required.

### **Storm Drains**

This project site is located within the Miramar Reservoir Hydrologic Area (HA 906.10) within the Penasquitos Hydrologic Unit. The site is tributary to Carroll Canyon Creek, Soledad Canyon, and the Los Penasquitos Lagoon. The site is not located within a FEMA flood hazard zone. (See Section 5.11, *Hydrology/Water Quality*, for a detailed discussion of the project's impacts relative to hydrology and water quality.)

As discussed in Section 5.11, the project site consists of two major drainage basins. Basin A consists of 6.97 acres of the northern and western areas of the project site. This box culvert conveys runoff from the canyon and surrounding areas west under I-15. Basin B consists of 2.55 acres of the southeast portion of the site which drains south toward Carroll Canyon Road. Carroll Canyon Road drains east via curb and gutter flow. No impacts to storm drains would result from the Carroll Canyon Mixed-Use project.

### **Solid Waste**

As described in Section 3.0, *Project Description*, the proposed project is comprised of a mix of uses including 260 multi-family residential units and 10,700 square feet of commercial retail uses. The resultant estimate of solid waste to be generated by the project is approximately 332.74 tons per year, as shown in Table 5.15-1, *Estimated Solid Waste Generation from the Carroll Canyon Mixed-Use Project – Occupancy Phase*.

**5.14-1. Estimated Solid Waste Generation from the Carroll Canyon Mixed-Use Project – Occupancy Phase**

Use	Intensity	Waste Generation Rate	Estimated Waste Generated (tons/year)
Commercial - Retail	10,700	0.0017 tons/year/sq ft	20.74
Multi-Family Residential	260 units	1.2 tons/year/unit	312
<b>TOTAL</b>			<b>332.74</b>

The City's threshold for determining if a project would have a significant direct impact associated with solid waste generation is a project that includes the construction, demolition, or renovation of 1,000,000 square feet or more of building space that may generate approximately 1,500 tons of waste or more per year. The proposed project would not generate more than 1,500 tons of solid

waste per year and is under 1,000,000 square feet of building space; therefore, is below the City's threshold of significance for direct impacts on solid waste. Significant direct impacts associated with solid waste would not occur.

The City's threshold for determining if a project would have a significant cumulative impact associated with solid waste generation is a project that includes the construction, demolition, and/or renovation of 40,000 square feet or more of building space that may generate approximately 60 tons of waste or more per year. The project would exceed the City's threshold for cumulative impacts as it would generate more than 60 tons per year of waste with building space in excess of 40,000 square feet and would, therefore, contribute to a significant cumulative impact associated with solid waste.

The project has prepared a WMP, which has been approved by the City's Environmental Services Department. (The approved WMP for the project is included in Appendix K to this EIR). Implementation of the WMP would ensure that the project would reduce waste by a minimum of 75 percent of construction-related waste and would implement waste reduction measures during the occupancy phase of the project. Measures identified in the WMP, when implemented, would ensure that potential impacts to solid waste management facilities, including landfills, materials recovery facilities, and transfer stations, as well as services, including collection, would be below a level of significance.

#### ***Significance of Impacts***

The project would not result in significant impacts to water, sewer, and storm water drainage. Additionally, the project would not result in impacts associated with solid waste.

#### ***Mitigation Measures***

No significant impacts associated with water, sewer, and storm water drainage and solid waste would occur. Therefore, no mitigation measures are required.

#### ***Significance of Impacts Following Implementation of Mitigation Measures***

No significant impacts associated with water, sewer, and storm water drainage and solid waste would occur. Therefore, no mitigation measures are required.



### 6.0 CUMULATIVE EFFECTS

Section 15355 of the State CEQA Guidelines describes “*cumulative impacts*” as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from a project is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The discussion of cumulative impacts for the Carroll Canyon Mixed-Use project considers both existing and future projects in the Carroll Canyon Mixed-Use project vicinity. For this analysis, the project vicinity is defined as the Scripps Miramar Ranch community and the southern portion of the Mira Mesa community. Existing and future projects are based on the following information sources:

- A summary of projections contained in the City’s General Plan and the Scripps Miramar Ranch Community Plan; and
- Past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the City of San Diego. These projects include those which result in or contribute to regional or area-wide conditions.

According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects “...*need not be provided as great a detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.*” The evaluation of cumulative impacts is required by Section 15130 to be based on 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, on in a prior environmental document which had been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.*”

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts which are localized (e.g., traffic and public services), a list of past, approved and pending projects was identified. The location of these projects is illustrated in Figure 6-1, *General Location of Cumulative Projects*.

Provided below is a description of the planning documents used in this analysis of cumulative effects, as well as the development projects which have been individually evaluated for their contribution to cumulative effects.



**Figure 6-1. General Location of Cumulative Projects**



### 6.1 Plans Considered for Cumulative Effects Analysis

#### 6.1.1 General Plan

The proposed project is located within the City of San Diego. The City of San Diego's General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. The current General Plan was adopted in March 2008 and represents a comprehensive update and replacement of the City's 1979 *Progress Guide and General Plan*. The City's General Plan includes incorporation of a Strategic Framework Element, which replaces the previous chapter entitled "Guidelines for Future Development."

San Diego comprises 219,241 acres (approximately 342 square miles), and less than four percent of this land remains vacant and developable. The City expects to reach an estimated population of 1,514,336 by the year 2020 and 1,656,257 by the end of 2030. Future development will require the City to reinvest in existing communities to plan for greater urbanization of infill sites. The City of San Diego General Plan identifies the project site as Industrial Employment. The project proposes a change in land use from Industrial Employment to Multiple Use, requiring a General Plan Amendment. (See Section 3.0, *Project Description*, and Section 5.1, *Land Use*.)

#### 6.1.2 Scripps Miramar Ranch Community Plan

The project site is governed by the Scripps Miramar Ranch Community Plan, which was adopted by the San Diego City Council on March 4, 1978, and was most recently amended in 2011. The Community Plan is intended to serve as a comprehensive guide for residential, industrial, and commercial developments, open space preservation, and development of a transportation network within the plan area. As presented in Section 2.0, *Environmental Setting*, and depicted in Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*, the project site is identified as Industrial Park in the Scripps Miramar Ranch Community Plan. The project requires an amendment to the Community Plan to change the site's land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping, as shown in Figure 3-1, *Scripps Miramar Ranch Community Plan Land Use Plan*.

### 6.2 Projects Considered for Cumulative Effects Analysis

As stated above, the past, present, and probable future projects considered in this cumulative analysis would produce related or cumulative impacts when evaluated in relation to the potential impacts of the proposed Carroll Canyon Mixed-Use project. Descriptions of development projects that have been individually evaluated for their contribution to cumulative effects are provided below.

#### 6.2.1 Casa Mira View I (Project No. 91647)

The Casa Mira View I is a residential project of 1,848 units, of which 800 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard are expected to be occupied by 2016 (about 200 dwelling units per year are anticipated to be built since project inception). The traffic generation for this cumulative project is calculated at 4,800 ADT (for the initial 800 dwelling units anticipated to be occupied by 2014).

An EIR was prepared and certified for the Casa Mira View project in September 2008 (SCH No. 200711109). The EIR evaluated potential impacts associated with the Casa Mira View project, including Land Use; Traffic and Circulation; Air Quality; Public Facilities and Services; Noise; Paleontology; Biological Resources; Aesthetics, Neighborhood Character, and Visual Quality; Hydrology/Water Quality; Geologic Conditions; Energy Conservation; and Cumulative Impacts. Impacts associated with Traffic and Circulation (direct and cumulative), Air Quality (direct and cumulative), Public Facilities and Services (Solid Waste) (cumulative), and Noise (short-term direct) were found to be significant and unmitigated. Impacts associated with all other environmental issue areas addressed in the Casa Mira View EIR were found not to be significant or reduced to below a level of significance with proposed mitigation measures.

### **6.2.2 Casa Mira View II (Project No. 264497)**

The Casa Mira View II project was approved in 2012 and involves the development of a multi-family residential project in the Mira Mesa Community. This is a residential project of 319 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard. The traffic generation for this cumulative project is calculated at 1,914 ADT.

A Mitigated Negative Declaration was prepared for the Casa Mira View II project. Mitigation measures will be incorporated into the project to reduce potentially significant Transportation/Circulation and Paleontological Resources impacts to below a level of significance.

### **6.2.3 Miramar Community College Master Plan**

The Miramar Community College Master Plan project involves an educational institutional site in the Mira Mesa Community. A master plan for the existing Miramar Community College located on a site west of I-15, east of Black Mountain Road, south of Hillery Drive and north of Gold Coast Drive. Due to fluctuations over time in student attendance, a conservative approach was taken in that all of the traffic identified as part of the near term master plan was incorporated in the near-term without project conditions. The near-term traffic generation for this cumulative project is calculated at 980 ADT, based on the 2007 net new ADT for the College.

A Mitigated Negative Declaration was adopted for the Miramar Community College Master Plan project. Mitigation measures were incorporated into the project reduced impacts associated with Biological Resources, Transportation/Circulation, Paleontological Resources, and Human Health/Public Safety/Hazardous Materials to below a level of significance.

### **6.2.4 The Glen at Scripps Ranch**

An approved continuing care retirement community generally located on the southwest corner of Pomerado Road at Chabad Center Road in Scripps Ranch. Traffic generation for this cumulative project is calculated at 1,880 ADT. An EIR was certified February 23, 2016 by the City Council for the Glen at Scripps Ranch project. Issues addressed in that EIR included: land use, traffic circulation, biological resources, noise, historical resources, paleontological resources, visual quality/neighborhood character/landform alteration, health and safety/hazardous materials, air quality, greenhouse gas emissions, public services, utilities, and energy conservation.

### **6.2.5 Stone Creek (Project No. 67943)**

The Stone Creek project involves the development of a mixed-use project in the Mira Mesa Community. This mixed-use project consists of 4,445 residential dwelling units, 174,000 square feet of retail uses, 200,000 square feet of office space, 850,000 square feet of industrial/business park use, 175 room hotel, and 26.2 acres of neighborhood park space. The project also includes an amendment to the existing Conditional Use Permit and Reclamation Plan for the on-going resource extraction occurring on the site. This project is located west of I-15 between Camino Ruiz and Black Mountain Road on both the north and south sides of Carroll Canyon Road. This cumulative project is not planned to be constructed before the Carroll Canyon Mixed-Use project.

The City has determined that an EIR shall be prepared for the Stone Creek project, and a Notice of Preparation was issued on September 16, 2005. As stated in the NOP, the Stone Creek EIR will evaluate the Stone Creek's project potential to result in significant impacts associated with Land Use, Transportation/Traffic Circulation/Parking, Air Quality, Noise, Biological Resources, Health and Safety, Cultural Resources, Hydrology, Geology, Paleontological Resources, Public Services and Facilities, Public Utilities, Landform Alteration/Visual Quality/Community Character, Water Quality, Mineral Resources, Population and Housing/Socioeconomic Impacts, Energy, Growth Inducement, and Cumulative Impacts. The Draft EIR is in preparation and has not yet been circulated for public review.

### **6.2.6 The Watermark (180357)**

The Watermark project involves the development of a commercial project in the Miramar Ranch North Community. This commercial project is located on Scripps Poway Parkway adjacent to I-15. This cumulative project is located approximately 2.3 miles north of the proposed project and is anticipated to add only cumulative traffic to I-15 in the study area. The traffic generation for this cumulative project is calculated at 21,509 ADT.

An EIR was certified for the Watermark project with City Council approval in 2013. The EIR evaluated the Watermark's project potential to result in significant impacts associated with Land Use, Transportation/Traffic Circulation/Parking, Visual Effects and Neighborhood Character, Air Quality, Global Climate Change, Noise, Biological Resources, Historical Resources, Geologic Conditions, Paleontological Resources, Hydrology/Water Quality, Health and Safety, Public Services and Facilities, Public Utilities, and Cumulative Impacts.

### **6.2.7 Carroll Canyon Master Plan (DEP No. 91-0738)**

The Carroll Canyon Master Plan involves development of a mixed-use project in the Mira Mesa Community. This mixed-use project would develop approximately 69 acres of residential and 40 acres of commercial generally located on the east side of Camino Santa Fe north of Carroll Canyon Road. This cumulative project is located approximately 5.5 miles west of the proposed project and is not anticipated to be constructed before the Carroll Canyon Mixed-Use project.

An EIR was certified for the Carroll Canyon Master Plan project in 1994 (SCH No. 92121061). The EIR addressed the potential for the Carroll Canyon Master Plan project to result in environmental impacts associated with Traffic Circulation, Air Quality, Land Use, Biological Resources, Visual Quality, Hydrology, Noise, Public Facilities and Services, and Human Health/Public Safety. The EIR concluded that the Carroll Canyon Master Plan project would result in significant unmitigated

impacts associated with Traffic Circulation and Air Quality. Impacts associated with all other environmental issue areas addressed in the EIR were found to not be significant or mitigated to below a level of significance.

### **6.2.8 Fenton Carroll Canyon Technology Center (LDR No. 40-0870)**

The Fenton Carroll Canyon Technology Center involves development of an industrial portion of the Mira Mesa Community. The 896,000-square-foot Industrial Park would be generally located on the west side of Camino Santa Fe north of Carroll Canyon Road. Some of this cumulative project is constructed. This cumulative project is located approximately 5.5 miles west of the proposed project and is not anticipated to a significant amount of traffic to the study area roadways.

An EIR was prepared and certified for the Fenton Carroll Canyon Technology Center project in November 2001 (SCH No. 2000041010). The EIR evaluated potential impacts associated with the Fenton Carroll Canyon Technology Center project, including Land Use, Landform Alteration/Visual Quality, Noise, Biological Resources, Cultural Resources, Transportation/Circulation, Hydrology/Water Quality, Geology/Soils, Paleontology, Public Services and Utilities, and Cumulative Impacts. Impacts associated with Traffic/Circulation were found to be significant and unmitigated. Impacts associated with all other environmental issue areas addressed in the Fenton Carroll Canyon Technology Center EIR were found not be significant or reduced to below a level of significance with proposed mitigation measures.

## **6.3 Cumulative Effects Analysis**

The project's potential to make a considerable contribution to cumulative effects associated with the various environmental issue areas addressed in this EIR is evaluated below.

### **6.3.1 Land Use**

The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. The Scripps Miramar Ranch Community Plan does not contain any goals, objectives, or proposals relative to the preservation of industrial lands at the location of the proposed project. The Carroll Canyon Mixed-Use project is consistent with all other applicable elements of the Community Plan. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

The proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. As evaluated in Section 5.1, *Land Use*, the removal of this site from Industrial Employment would not result in significant environmental impacts.

The project site is located within MCAS Miramar's AIA and is within the 60 to 65 dBA community CNEL, as shown in Figure 5.1-4 (*MCAS Miramar Compatibility Policy Map: Noise*). As discussed in Section 5.7, the proposed project is a compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar. As shown in Figure 5.1-5, *MCAS*

*Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones.

Similar to the proposed project, build-out of the Scripps Miramar Ranch Community Plan, the build-out of the General Plan, and development of the specific projects listed in Section 6.1, above, would also be required to comply with adopted land use standards, policies, and regulations set forth in the General Plan, Community Plan, Land Development Code, and other applicable land use regulations. Any future projects would be reviewed separately and on their own merits. The proposed project would not result in significant environmental effects due the proposed land use amendments, and there are no environmental impacts that have been identified which, when considered on a cumulative basis, would result in significantly cumulative impacts. Therefore, the proposed project would not result in cumulatively significant land use impacts.

### **6.3.2 Transportation/Traffic Circulation/Parking**

The Traffic Impact Analysis, prepared for the project and included in the discussion of *Transportation/Traffic Circulation/Parking* impacts presented in Section 5.2, includes an evaluation of cumulative impacts in Year 2035. That analysis includes anticipated build-out of the Scripps Miramar Ranch Community Plan area and SANDAG's Series 12 growth projections, as well as other foreseeable projects that could affect traffic in the project area. The other foreseeable anticipated projects to be constructed by the time the proposed project is operable include a portion of Casa Mira View I, Casa Mira View II, The Glen at Scripps Ranch, some Miramar Community College Master Plan projects, Stone Creek, and The Watermark, which are summarized in Section 6.2, *Projects Considered for Cumulative Effects Analysis*, above. Two additional projects are anticipated to be built after the completion of the proposed project or are located far enough away to add only negligible amount of traffic to study area roadways. These projects, summarized in Section 6.2, above, are Carroll Canyon Master Plan and Fenton Carroll Canyon Tech Center.

As evaluated in Section 5.2, *Transportation/Traffic Circulation/Parking*, the project is calculated to have five cumulative (Horizon Year 2035) impacts at the following locations, representing significant cumulative impacts:

- 1) Intersection of Carroll Canyon Rd/Maya Linda Road,
- 2) Intersection of Carroll Canyon Rd/I-15 SB Ramps,
- 3) Intersection of Carroll Canyon Rd/I-15 NB Ramps,
- 4) Segment of Carroll Canyon Road between I-15 and the project access, and
- 5) Segment of Carroll Canyon Road between project access and Businesspark Avenue.

Following implementation of Mitigation Measures MM 5.2-1 ~~and MM 5.2-2 through MM 5.2-5~~, direct and cumulative impacts at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramp to intersections, as well as a cumulatively significant impact at the street segment from Carroll Canyon Road between I-15 and the project access, would be mitigated to below a level of significance. However, if the roadway improvements associated with MM 5.2-3 ~~and~~ MM 5.2-4 are not completed by the study horizon year, then ~~the~~ the cumulative impacts at the intersection of Carroll Canyon Road/Maya Linda Road, at the intersection of Carroll Canyon Road/I-15 southbound freeway ramps, and the segment of Carroll Canyon Road between the project access and Businesspark Avenue would not be fully mitigated. Therefore, the associated impacts are considered significant and unmitigated, requiring a statement of overriding considerations.

### **6.3.3 Visual Effects and Neighborhood Character**

According to the City of San Diego *CEQA Significance Determination Thresholds*, a project would have a cumulative effect on visual quality by opening up a new area for development, which will ultimately cause extensive view blockage. View blockage would be considered extensive when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance. As presented in Section 5.3, *Visual Quality/Neighborhood Character*, there are no scenic views or vistas identified in the project area. The proposed project would not obstruct views or have a negative impact on viewsheds. Therefore, no significant cumulative impacts to visual quality would result.

Relative to neighborhood character, according to the City of San Diego *CEQA Significance Determination Thresholds*, a project would have a cumulative impact to neighborhood character if the area opened for new development results in a change in the overall character of the area. Relative to neighborhood character, the project would redevelop a site that is currently fully developed with vacant office buildings. The proposed project would not open up an area for new development and would not result in a substantial change to the overall community character. The Carroll Canyon Mixed-Use project is located in an area where surrounding land is fully developed or is designated as open space, and the project's impacts on neighborhood character are limited to the immediate project area. Through use of similar massing, scale, and materials, the proposed project has been designed to be compatible and consistent with the development in the immediate vicinity. Cumulatively significant impacts to neighborhood character would not occur.

While development may be occurring on other areas of nearby communities, projects are spatially separated and geographically unrelated. When considered with other projects in Scripps Miramar Ranch and adjacent communities, the project would not make a considerable contribution to cumulative impacts associated with visual effects and neighborhood character.

### **6.3.4 Air Quality**

The SDAB is considered a nonattainment area for the 8-hour NAAQS for O<sub>3</sub>, and is considered a nonattainment area for the CAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. An evaluation of emissions of nonattainment pollutants was conducted and it was determined that emissions of all nonattainment pollutants would be below the screening-level thresholds.

The region surrounding the Carroll Canyon Mixed-Use project is already developed; the project provides infill development. Because the project provides infill development, it would not be anticipated to increase vehicle trips in the region; rather, the project would serve existing needs by providing additional housing and local retail to the community. The project is not designed to be an attraction for motorists; instead, it is sized to serve the surrounding communities. Customers would come from within the development, nearby neighborhoods, or would stop by (drive-by trips) on their way to and from home. The project would therefore not result in a cumulatively considerable increase emissions of ozone precursors (NO<sub>x</sub> and VOCs).

It is unlikely that several projects within the immediate vicinity of the Carroll Canyon Mixed-Use project would be developed at the same time as the proposed project; however, should construction occur simultaneously, standard dust control measures would ensure that cumulative impacts would



not result. Cumulative impacts are less than significant.

### **6.3.5 Global Climate Change**

Global climate change is itself a cumulative topic. Therefore, the analysis contained in Section 5.5, *Global Climate Change*, is an evaluation of the projects cumulative impacts relative to GHG emissions and global climate change.

As presented in Section 5.5, *Global Climate Change*, the proposed project has been found to be consistent with the CAP Consistency Checklist. By nature, GHG and global climate change evaluations are a cumulative study, which takes into account the entirety of the immediately surrounding area. The project is consistent with the CAP and would not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Cumulative impacts would therefore be less than significant.

### **6.3.6 Energy**

The project proposes a mix of commercial retail uses on a site in the Scripps Miramar Ranch community that has been previously development as a vacant office complex. SDG&E provides gas and electricity service to the project site, and infrastructure is in place to serve the project.

While the project proposes a change in use from what has been developed on the site, the proposed project would not result in significant cumulative impacts associated with energy use. The project would not use power in excess of that anticipated for the proposed uses. Once developed, the project would use energy for parking lot lighting and landscape accent light and sign illumination. Electricity and gas would also be used by tenants, employees, and visitors. Additionally, sustainable design would be incorporated into the project to reduce the project's overall demand for energy.

### **6.3.7 Noise**

The proposed project would not result in significant impacts associated with noise. Construction noise would be temporary and for a short duration. There are no near-by sensitive receptors that would be affected by vehicular noise levels.

The *Noise Analysis* prepared for the project by Ldn Consulting (October 6, 2015) evaluated off-site noise impacts associated with the project, including cumulative traffic impacts. The proposed construction-related operational noise levels comply with the City's daytime and nighttime noise standards. None of the project's proposed noise sources would cumulatively exceed the City's most restrictive 60 dBA property line standards at any of the adjacent property lines. No impacts are anticipated and no mitigation is required. The project does not create a direct impact of more than 3 dBA CNEL on any roadway segment. Therefore, the project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

The project is surrounded by mature eucalyptus trees. These trees could provide nesting habitat for sensitive raptor species. The project could result in indirect impacts to nesting raptors, if there is nesting in the adjacent areas, associated with noise that can occur during construction. The project would require implementation measures be implemented that would reduce the potential for noise impacts to nesting bird to below a level of significance. Other development that could occur as part

of the cumulative projects would be required to implement similar measures where mature trees are located proximate to a project and could provide habitat for nesting birds.

### **6.3.8 Biological Resources**

The proposed project would not result in direct impacts to biological resources. The site has been previously disturbed as a result of existing development on-site. The project would not contribute to cumulatively significant direct impacts associated with biological resources.

The project could result in significant indirect noise impacts to raptors that could nest in adjacent areas during construction of the project. Mitigation measures would be implemented to ensure that indirect impacts are reduced to below a level of significance. Therefore, the project would mitigate its contribution to cumulatively significant indirect impacts. The City would require similar mitigation measures for other projects that have the potential to result indirect impacts to nesting birds, which would reduce cumulatively significant impacts associated with indirect impacts to below a level of significance.

### **6.3.9 Geologic Conditions**

As presented in Section 5.9, *Geologic Conditions*, of the EIR, no geologic hazards occur on-site which would result in significant impacts to people at the project site. Additionally, the proposed Carroll Canyon Mixed-Use project would follow standard construction practices to ensure no geologic impacts would result from project development. The proposed project would not contribute to cumulatively significant impacts related to geologic hazards or soils.

### **6.3.10 Paleontological Conditions**

As addressed in Section 5.10, *Paleontological Resources*, of this EIR, the proposed project site is underlain by geologic formations that could contain important paleontological resources. Implementation of the standard mitigation measures set forth in Section 5.10 would reduce potential impacts to paleontological resources to below a level of significance. Other projects which involve grading of native materials that could contain paleontological resources would be conditioned in a similar manner to implement measures which would mitigate potential impacts to paleontological resources. Implementation of required mitigation measures would reduce the potential cumulative loss of important paleontological resources to below a level of significance.

### **6.3.11 Hydrology/Water Quality**

As addressed by Section 5.11, *Hydrology/Water Quality*, of this EIR, the project would not extract water from an aquifer, increase runoff, and increase flooding. Nor would the proposed project impact drainage patterns or impact downstream water bodies as a result of altered drainage patterns. Therefore, the project would not contribute to any cumulative hydrologic impact. The project would control drainage and runoff in accordance with City requirements. No cumulative impacts associated with hydrology would be expected.

### **6.3.12 Health and Safety**

The proposed project would not result in a significant impact to health and safety. The project does not propose uses that may include hazardous or toxic emissions. There are no hazardous or contaminated soils on-site. Uses proposed would not require the use of hazardous materials as they

are commercial retail services. Sensitive receptors within one-quarter mile of the project site include Scripps Ranch High School. However, the commercial uses proposed would not affect this sensitive receptor. Any hazardous materials would be regulated by County DEH, as applicable. Any other projects would be required to follow DEH measures and regulations relative to hazards and/or hazardous materials/emissions.

### **6.3.13 Public Services and Facilities**

Public services and facilities include many population-based uses, including schools, libraries, and parks, as well as police and fire protection. As concluded in Section 5.13, the project would not result in an impact to residential facilities (recreation, schools, and libraries). No cumulatively significant impact to residential facilities would occur. The project is located within an area of Scripps Miramar Ranch that is developed and contains the necessary Police and Fire-Rescue infrastructure. The proposed project would not result in a significant impact to these services' ability to serve the community.

### **6.3.14 Public Utilities**

The proposed project would not result in significant impact to public utilities, except solid waste. The Carroll Canyon Mixed-Use project would generate solid waste through construction and operation of the proposed retail commercial development. When considered in conjunction with build-out of the City's General Plan, community plan, and individual projects evaluated for this cumulative impacts analysis, impacts to solid waste disposal would be considered cumulatively significant.

In accordance with ESD guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a Waste Management Plan was required for the Carroll Canyon Mixed-Use project, as well as other development projects in San Diego. The plan addresses solid waste management techniques for demolition, construction, and operational activities, including reuse and recycling of materials. To reduce the amount of waste generated by demolition activity, the demolished materials would be sorted at the project site and recycled in accordance with the demolition debris recycling strategies given by the City of San Diego Environmental Services Department. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. The proposed project, as well as other development projects, would be required to comply with this requirement. Cumulative impacts associated with solid waste disposal would be avoided by adherence to City requirements. (The *Waste Management Plan* prepared for the Carroll Canyon Mixed-Use project has been included as Appendix K of this EIR.)

### 7.0 EFFECTS NOT FOUND ~~NOT~~ TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Pursuant to Section 15128 of the CEQA Guidelines, the following issue areas were determined not to have the potential to cause adverse effects, and therefore have not been addressed in detail in the EIR.

#### 7.1 Agricultural Resources and Forestry

The proposed project site is currently the location of an approved development consisting of mostly vacant office buildings, parking lots, and associated improvements. The site is fully graded and does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. The site is not subject to, nor is it near, a Williamson Act contract site pursuant to Sections 51200-51207 of the California Government Code. Therefore, impacts associated with agricultural resources are not considered significant.

The project area is urban and not designated as a prime farmland, unique farmland, or a farmland of statewide importance. No agricultural lands are located on or adjacent to the site. The site is designated as developed land and is not designated as farmland under the Farmland Mapping and Monitoring Program of the California Department of Conservation or the City of San Diego's Progress Guide and General Plan. Thus, no impact on important farmlands would occur with the proposed project.

#### 7.2 Historical Resources (Archaeological Resources and Historic Resources)

According to the City's Historical Resources Sensitivity Maps, the project area is not located within an area identified as having a high sensitivity level for archaeological resources. A record search of the California Historic Resources Information System (CHRIS) digital database was reviewed to further determine if potential historical resources could be present within the project site. The record search failed to show previously recorded sites within the project boundaries.

The project site is the location of an approved urban development. Currently the location of an approved development consisting of mostly vacant office buildings, parking lots, and associated improvements, the site is fully graded and does not contain any prehistoric or historic buildings. Therefore, based upon the negative database search, the disturbed nature of the project site, and the project site's location outside of the City's Historical Resources Sensitivity Map, it was determined that the proposed project would not result in an alteration, including the adverse physical or aesthetic effects and/or destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site. The proposed project would not result in any impact to existing religious or sacred uses and the proposed project would not result in the disturbance of any human remains, including those interred outside of formal cemeteries.

### 7.3 Mineral Resources

The project site is the location of an approved urban development. The site not designated as a mineral resource area. The proposed project would not result in the loss of availability of any mineral resources that would be a value to the region.

### 7.4 Population and Housing

The project would provide up to 260 multi-family units, adding to the housing supply for the community, City, and region. Additionally, the project proposes commercial retail services that would serve the surrounding business parks and nearby residential neighborhoods. The project would not induce substantial population growth in an area; the project is an in-fill and redevelopment of a previously developed site. The project does not propose the extension of roads or other infrastructure and, therefore, does not have the potential to indirectly increase population or housing. Furthermore, the project does not displace substantial numbers of existing housing, which could necessitate the construction of replacement housing elsewhere. Therefore, the project does not have the potential to result in environmental effects associated with population and housing.

### 7.5 Tribal Cultural Resources

The project site is not located on the City of San Diego's Historical Sensitivity Map. It has also been graded and is fully developed. There are no known archaeological sites identified within or near the project boundaries. As a result, there are no cultural resources present onsite. Furthermore, the project site is underlain by surficial deposits and sedimentary bedrock. Therefore, it was concluded that the project has minimal potential for environmental effects associated with cultural resources or remains due to the heavy disturbance from past activities along with its underlying geological structure. See Appendix O, *Miscellaneous Correspondence*.

## 8.0 GROWTH INDUCEMENT

### 8.1 Existing Conditions

Growth inducement is usually associated with projects that foster economic or population growth, or construct additional housing, which either directly or indirectly results in the construction of new infrastructure facilities. According to Section 15126.2(d) of the CEQA Guidelines, *"It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

The approximately 9.52-gross acre (9.28-net acre) project site is located within the Scripps Miramar Ranch Community Plan Area and is designated for Industrial uses. The project proposes to change the land use designation to Residential (15-29 du/net ac) and Community Shopping. Because the Community Plan would be amended, this would result in an amendment to the City's General Plan as the Community Plan functions as the land use plan for the Scripps Miramar Ranch community of the City.

The project would result in a change to the General Plan land use designation for the project site from Industrial Employment to Multiple Use. The project site is identified as a location for Other Industrial Land in the City. In order to develop the site with the proposed mix of commercial uses, the project would also remove the Other Industrial Lands identification from the project site, requiring that the proposed General Plan Amendment reflect this change.

The project site is zoned IP-2-1, which allows for high quality science and business park development uses on the project site. The project would rezone the project site from IP-2-1 (Industrial-Park) to RM-3-7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community) to allow development as a mix of residential and retail commercial uses.

Although the project proposes new entitlements, the project results in the redevelopment of a site that is currently developed with office uses and is served by existing infrastructure. Growth inducing impacts would not occur, as analyzed below.

### 8.2 Impact Analysis

#### ***Thresholds of Significance***

Relative to growth inducement and based on the City's CEQA Significance Determination Thresholds, the EIR must analyze the consequences of growth. According to Section 15126.2 (d) of the CEQA Guidelines, *"It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."* In general, the analysis must avoid speculation and focus on probable growth patterns or projections. Conclusions must also be presented that determine whether this impact is significant and/or unavoidable, and provide for mitigation or avoidance, as necessary.

### ***Issue 1***

*Would the project:*

- Induce substantial population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- Substantially alter the planned location, distribution, density, or growth rate of the population of an area?
- Include extensions of roads or other infrastructure not assumed in the Community Plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future developments?

### ***Impact Analysis***

The project is an infill development, located within the existing circulation network and infrastructure on land developed as a mostly vacant office complex. The proposed project would not foster population growth, either directly or indirectly, as the project site is located entirely within an urbanized area, surrounded by commercial, employment, and residential developments.

The proposed project would alter the project site to allow for development of the Carroll Canyon Mixed-Use project. The development of the proposed project would not, however, result in growth inducement. The project site is a previously developed site located in the midst of developed community in the City of San Diego. The proposed project would not substantially alter the planned location, distribution, density, or growth rate of the Scripps Miramar Ranch, adjacent communities, or the City as a whole.

### ***Significance of Impacts***

The proposed project would not result in a substantial increase to the urban development anticipated in the Scripps Miramar Ranch Community Plan for the project site. The project is in keeping with anticipated growth for the area. The proposed development of the previously developed site would not result in a substantial alteration to the planned location, distribution, density, or growth rate of the Scripps Miramar Ranch, adjacent communities, or the City as a whole. The project does not propose the extension of public services or roadways that could potential result in indirect growth impacts.

### ***Mitigation Measures***

The proposed project would not result in significant impacts associated with growth inducenary ent. No mitigation measures would be required.

### ***Significance of Impacts Following Implementation of Mitigation Measures***

The proposed project would not result in significant impacts associated with growth inducement. No mitigation measures would be required.

### 9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As required by Section 15126.2(c) of the CEQA Guidelines, the significant irreversible environmental changes of a project shall be identified. Irreversible commitments of non-renewable resources are evaluated to assure that their use is justified. Irreversible environmental changes typically fall into three categories: primary impacts, such as the use of nonrenewable resources; secondary impacts, such as highway improvements which provide access to previously inaccessible areas; and environmental accidents associated with a project.

Development would occur on the project site as a result of the proposed project, which would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, use of the Carroll Canyon Mixed-Use project would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.6, *Energy*, of this EIR, the impacts of increased energy usage are not considered significant adverse environmental impacts.



## 10.0 ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of "*a range of reasonable alternatives to a project, or the location of a 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.*" Section 15126.6(f) further states that "*the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.*" Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the proposed project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the proposed project. These objectives are presented Section 3.0, *Project Description*, of this EIR and are re-printed below for reference:

1. Create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community.
2. Create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community.
3. Allow for retail uses currently limited in availability in the surrounding market area.
4. Provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips.
5. In keeping with the City of Villages and Smart Growth policies, Provide provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities and services are readily available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian.
6. Utilize architecture and design elements to ensure high quality design and aesthetics.
7. Develop a project that would implement necessary roadway improvements to improve circulation in the project area.
8. ~~In keeping with the City of Villages and Smart Growth policies, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance.~~
9. ~~8.~~ Create additional retail and job opportunities in the Scripps Miramar Ranch community.

Based on the analysis contained in Section 5.0 of this EIR, the proposed project would result in significant impacts to: Traffic Circulation (direct and cumulative), and Biology (indirect), as well as the potential for impacts associated with Paleontology (direct). Mitigation measures have been identified

which would reduce direct, indirect, and cumulative impacts to below a level of significance for all significant impacts, except for Traffic Circulation. The alternatives identified in this analysis are intended to further reduce or avoid significant environmental impacts associated with the proposed project.

In accordance with Section 15126.6(c) of the State CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives are identified that were considered but rejected.

### **10.1 Alternatives Considered But Rejected**

The following alternatives were considered for the proposed project. These alternatives were rejected from further consideration due to a lack of meeting most of the project objectives.

#### **10.1.1 Alternative Location Alternative**

The Carroll Canyon Mixed-Use project proposes redevelopment of an existing office complex located on approximately 9.52 gross acres (9.28 net acres) with a mixed-use development that would include a mix of multi-family residential units, retail space, and restaurant space. The existing mostly vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail/restaurant space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.)

The proposed Carroll Canyon Mixed-Use project is intended to provide additional housing opportunities in the community. The project's strategic location on Carroll Canyon Road and immediately east of the I-15 freeway (with direct on-/off-ramps) allows easy freeway access for both residents within the project and patrons of the proposed commercial retail and restaurant uses. Commercial retail and restaurant uses would also serve the adjacent business parks, as well as capture drive-by trips from nearby residential neighborhoods.

There are no other sites or areas within Scripps Miramar Ranch or adjoining communities appropriately located, of sufficient size, and within the applicant's control that could develop in a manner similar to that proposed by the Carroll Canyon Mixed-Use project. One other site located along the I-15 corridor is within the control of the project applicant and has the potential to provide retail commercial uses. That site is located in the Miramar Ranch North community, north of the proposed Carroll Canyon Mixed-Use project site, in the southeast quadrant of I-15 and Scripps Poway Parkway. The site is much larger (approximately 35 acres) and has recently been approved for a mixed-use commercial retail and office development known as the "Watermark" project. The Watermark site is located a substantial distance (approximately 2.5 miles) from the proposed Carroll Canyon Mixed-Use project site and would not provide residential development or retail/restaurant uses to serve employees in the adjacent business parks and residential neighborhoods in the nearby Scripps Miramar Ranch community.

In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if "any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project would need to be considered for

inclusion in the EIR.” Moving the Carroll Canyon Mixed-Use project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project’s impact and could result in greater environmental effects. The project is proposed for a graded and fully developed project site. The site has easy access to public streets and freeways. The project is able to partially mitigate traffic conditions in the area. Given traffic congestion in the City and County, traffic impacts from an alternative site could have the potential to impact circulation segments, intersections, and freeways and streets within residential neighborhoods. An alternate project site may not have the same proximity to employment uses and residences, which may result in longer driving trips to the project and subsequent increases in air quality and greenhouse gas impacts, and may not have easy access to freeway circulation.

A similar level of intensity as the proposed project constructed at another site in the City or County would have the same level of impacts relative to cumulative waste generation and could also result in impacts to subsurface paleontological resources, depending on location. However, the project site has a potential advantage over other sites from an environmental resources standpoint, as the project site does not possess sensitive biological or important cultural resources. Other sites in the City or County may contain significant sensitive resources; and development on another site could result in impacts to biological resources and impacts to cultural resources, which would not occur at the proposed project site.

For these reasons, there are no other feasible alternative locations for the Carroll Canyon Mixed-Use project as proposed that would meet the project’s objectives. Therefore, the Alternative Location alternative has been rejected.

### ***10.1.2 Business-Light Industrial Park Alternative***

An alternative was considered that would redevelop the project site in a manner similar to surrounding light industrial/business parks. This alternative would involve the construction of an approximately 200,000-square foot, two-story, multi-tenant building allowed in the Scripps Miramar Ranch North Community Plan and in accordance with the existing IP-2-1 zone. Like other nearby business/light industrial parks, all parking would be in surface parking lots. Architecture would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City’s landscaping ordinance and the Community Plan, ensuring that this alternative would result in an aesthetically pleasing architecture and design. Access would be off an existing driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road under this alternative would include adding a sidewalk and landscaped parkway.

When compared to the proposed project, the Business-Light Industrial Park alternative would not require amendments to the community plan and General Plan and would not require a rezone. Less impacts would occur relative to traffic and associated environmental issue areas, such as noise, air quality and GHG emissions. However, this alternative would result in two additional traffic impacts that would not occur with the proposed project. Therefore, the Business-Light Industrial Park alternative would result in greater traffic impacts than the proposed project. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The alternative would not meet any of the project objectives. This alternative does not create a coherent and cohesive building site and design to enhance existing community character in the Scripps Miramar Ranch community, does not create a commercial retail center that will activate and enliven a primary gateway into the Scripps Miramar Ranch community, does not allow for retail uses currently unavailable in the surrounding market area, does not provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips, does not maximize efficiency in use of project site, does not provide for a viable mix of commercial uses, and does not provide quasi-public space for community use in the form of courtyards and plazas.

Because the Business-Light Industrial Park alternative to the Carroll Canyon Mixed-Use project would not meet any of the project's objectives, it was rejected from further analysis.

### 10.2 Alternatives Considered

Alternatives to the Carroll Canyon Mixed-Use project are considered and discussed in this section. These include the "No Project" alternative that is mandated by CEQA and other alternatives that were developed in the course of project planning and environmental review for the proposed project. Relative to the requirement to address a "No Project" alternative, CEQA Guidelines Section 15126.6(e) states that:

*When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future.*

*If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.*

Therefore, the alternatives addressed section include the discussion of two No Project Alternatives – one which is the *circumstance under which the project does not proceed* (i.e., No Project/No Build) and one which is *the continuation of the existing plan, policy, or operation* (i.e., Development Under Existing Land Use Designation and Zoning).

Specifically, the following project alternatives are addressed in this EIR:

1. Alternative 1 – No Project/No Build Alternative
2. Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning
3. Alternative 3A – Reduced Intensity Alternative – No Significant Traffic Impacts
4. Alternative 3B – Reduced Intensity Alternative – No Significant Direct Traffic Impacts

### 10.3 Alternatives Analysis

The impacts of each alternative are analyzed in this section of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is "*substantially less*" than the proposed project. A significant effect is defined in Section 15382 of the CEQA Guidelines as "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*" As presented in Section 5.0, *Environmental Analysis*,

this EIR has determined that the proposed project could result in significant environmental impacts associated with Transportation/Traffic Circulation/Parking (cumulative), and Biology (indirect). The proposed project would also result in the potential for significant impacts to Paleontological Resources, if grading occurs in areas underlain by the Linda Vista Formation. Mitigation measures have been identified which would reduce direct, indirect, and cumulative impacts to below a level of significance for all significant impacts with the exception of Transportation/Traffic Circulation (cumulative). All other environmental issue areas were found not to result in significant impacts.

The discussion of project alternatives in this section provides:

1. A description of the alternative considered;
2. The identification of the impacts of the alternative;
3. A comparative analysis of the impacts of the alternative under consideration and the proposed project. The focus of this comparative analysis is to determine if the alternative is capable of eliminating or substantially reducing the significant environmental effects of the proposed project;
4. An analysis of whether the alternatives are feasible (as defined by State CEQA Guidelines, Section 15364), meet the objectives of the project (described in Section 3.0 of this EIR), and remain under consideration.

Table 10-4, *Comparison of Alternatives to Proposed Project*, presented at the end of this section provides a comparison of environmental issues for all alternatives analyzed in this section.

### **10.3.1 Alternative 1 – No Project/No Build Alternative**

The Carroll Canyon Mixed-Use project proposes redevelopment of an existing office complex located on approximately 9.52 gross acres (9.28 net acres) with a mixed-use development that would include a mix of multi-family residential units, retail space, and restaurant space. The existing mostly vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail/restaurant space.

Under the No Project/No Build alternative, the proposed project would not proceed. Instead, the project site would remain as it is today, the existing buildings would not be demolished or redeveloped, and no new development would occur. This alternative assumes that the existing office buildings could, at some time, be occupied and used as multi tenant office space.

## **ENVIRONMENTAL ANALYSIS**

**Land Use.** The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. While not site-specific regarding preservation of industrial land, the Community Plan lists the following objective: “Protect areas designated for industrial use from encroachment by incompatible land uses.” The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The proposed project would create additional multi-family housing located in close proximity to employment uses and in an area currently without any housing opportunities. The

Community Plan also addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for residential and commercial projects. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

The proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. The removal of this site from Industrial Employment would not result in significant environmental impacts.

The project site is located within MCAS Miramar's AIA and is within the 60 to 65 dBA CNEL, as shown in Figure 5.1-4 (*MCAS Miramar Compatibility Policy Map: Noise*). As discussed in Section 5.7, the proposed project is compatible with the ALUCP noise regulations; and no impacts would result due to aircraft noise from operations at MCAS Miramar. As shown in Figure 5.1-5, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones.

The No Project/No Build alternative would be consistent with the Scripps Miramar Ranch Community Plan, because it has been developed in a manner that implements the Community Plan's current land use designation. Similarly, the No Project/No Build alternative would be consistent with the General Plan land use designation and underlying zone. This alternative would not result in the need for a Community Plan Amendment, General Plan Amendment, or rezone. However, the EIR determined that there are no environmental impacts associated with the project's proposed land use amendments and rezone. Therefore, both the No Project/No Build alternative and the proposed project would result in the same; no impacts to land use.

**Transportation/Traffic/Circulation/Parking.** As presented in Section 5.2, Transportation/ Traffic Circulation/Parking, of this EIR, the proposed project would generate 4,004 driveway ADT, with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 274 PM peak hour trips (174 inbound and 100 outbound).

The proposed project would result in one ~~direct and~~ cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; one direct and one cumulative impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps; and ~~three two~~ horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Maya Linda Road and, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps. Following implementation of Mitigation Measures MM 5.2-1 through MM 5.2-~~45~~, the project's direct and cumulative impacts to intersections and street segments would be mitigated to below a level of significance. However, if MM 5.2-3 ~~or and~~ MM 5.2-~~45~~ are not implemented prior to the study horizon year, then the respective cumulative impacts

would not be fully mitigated, thus a finding of overriding consideration is required. Therefore, ~~this~~ these impacts ~~is~~ are considered significant and unmitigated.

Under the No Project/No Build alternative, the existing 76,241 square feet of office space currently constructed on the project site would continue to operate as an office complex. Traffic associated with the existing level of development would be 1,375 ADT (cumulative and driveway trips), with 179 trips (161 inbound, 18 outbound) in the AM peak hour and 193 trips (39 inbound, 154 outbound) in the PM peak hour. Therefore, this alternative would generate 2,629 fewer driveway trips and 1,881 fewer cumulative trips than the proposed project, with 107 more AM inbound trips, 201 fewer AM outbound trips, 136 fewer PM inbound trips, and 53 more PM peak hour trips. This alternative would result in the same impacts as the proposed project, with one additional impact at the I-15 NB on-ramp/Carroll Canyon Road under PM horizon year conditions because an additional westbound right turn lane onto northbound I-15 on-ramp would not be constructed. Therefore, the No Project/No Build alternative would result in greater impacts when compared to the proposed project.

Under this alternative, the project site would remain developed with office uses; and traffic generation would be the typical workday traffic, with employees entering the site in the morning and leaving in the evening. However, this alternative would generate less AM and PM peak hour trips when compared to the proposed project. This alternative would not provide retail commercial and restaurant uses at the project site.

**Visual Effects and Neighborhood Character.** The proposed project would not result in significant impacts to visual quality and neighborhood character. The Carroll Canyon Mixed-Use project proposes a mixed-use project with multi-family residential units and retail and restaurant uses; surface, carport, and garage parking with car elevators; common areas and amenities to serve residents; a leasing office; and hardscape and landscape areas. As concluded in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR, the proposed project would be in conformance with the Community Plan's goals and guidelines for aesthetic development at this location in the Scripps Miramar Ranch community.

The No Project/No Build alternative would not result in a change in the visual quality and neighborhood character from what currently exists. Existing buildings and landscaping would remain. Given the age of the existing development, this alternative would not result in a project design that implements modern architectural design features. Additionally, this alternative would not enhance the existing landscaping for the site and would not create an active and lively gateway into the Scripps Miramar Ranch at this location. Nonetheless, the No Project/No Build alternative would not create significant adverse visual effects or neighborhood character impacts. While it could be argued that the proposed project would create a more visually pleasing development, the No Project/No Build alternative would not be regarded as a significant negative aesthetic for the neighborhood. Therefore, impacts would be the same under this alternative as with the proposed project.

**Air Quality.** As presented in Section 5.4, *Air Quality*, of this EIR, the proposed project is consistent with air quality control plans, including the RAQS, SIP, and SANDAG's Transportation Control Measures. Operational emissions would be below the significance thresholds for all pollutants. Additionally, CO impacts would be less than significant because no CO "hot spots" would result from

the project. Impacts during construction would be less than significant. The proposed project would not result in impacts that are considered cumulatively considerable. Therefore, air quality impacts associated with project operations would not be significant. Additionally, the proposed project does not include land uses that would be sources of nuisance odors.

Under the No Project/No Build alternative, air quality impacts associated with project operations (i.e., vehicle trips) would be considered less under the No Project/No Build alternative. This alternative would generate less project trips than the proposed project and, therefore, would result in less vehicular emissions and less operational air quality impacts than the proposed project. Construction impacts associated with air quality would not occur under this alternative, as there would be no additional construction beyond that which already exists. Therefore, construction impacts would be avoided under this alternative.

**Global Climate Change.** The project would result in the generation of emissions. The project is consistent with the CAP and would not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Furthermore, the project would be consistent with the goals and policies of the City of San Diego General Plan. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than significant.

The No Project/No Build alternative would not generate GHG emissions as a result of construction, because no new construction would occur. The No Project/No Build alternative could contribute to global climate change through the generation of greenhouse gas emissions associated with operations and vehicle trips, based on occupancy and use of the existing buildings as office uses. Less GHG emissions would be generated due to less traffic associated with this alternative. Therefore, impacts associated with global climate change would be less under this alternative than those associated with the proposed project.

**Energy.** The proposed project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would be consistent with the CAP by incorporating sustainable design features directed at reducing energy consumption.

The No Project/No Build alternative would also not have a significant impact on energy. Energy consumption for the No Project/No Project alternative would be less than the proposed project, because the existing development is smaller in size (76,241 square feet) than those proposed for the project (up to 260 multi-family residential units and 10,700 square feet of retail/restaurant uses). The proposed project would implement sustainable/green design measures which would help to reduce its consumption of energy. The No Project/No Build alternative would not provide for sustainable/green design features. Therefore, this alternative would not have the potential to reduce dependency on nonrenewable resources to the extent that the proposed project does.

**Noise.** The proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan. Therefore, no significant noise impacts would result. While the proposed project is near the MCAS Miramar over flight areas,



it is not within any of the noise contours due to infrequent aircraft over flights and the altitude at which the aircraft are operating when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL at the project site no mitigation to any structures or sensitive land uses due to aircraft are required. The project's direct contributions to off-site roadway noise increases associated with project generated traffic would not cause any significant impacts to any existing or future noise sensitive land uses. Noise levels associated with project construction would not exceed City standards, and no impacts would occur.

Operational noise generated from the No Project/No Build alternative would be less than the proposed project, because this alternative would generate less trips. Construction noise would be avoided under this alternative, as no new construction would occur. This alternative would also avoid the potential for indirect noise impacts associated with construction adjacent to open space areas where native habitat occurs. Therefore, indirect noise impacts associated with biological resources would be less under the No Project/No Build alternative. Overall, this alternative would result in less noise impacts than those associated with the proposed project.

**Biological Resources.** The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. This would be regarded as a potentially significant indirect impact. The proposed project would incorporate mitigation measures to reduce indirect impacts to below a level of significance.

The No Project/No Build alternative would not result in impacts to biological resources, as no construction would occur. Therefore, the No Project/No Build alternative would result in less impacts to biological resources than the proposed project.

**Geologic Conditions.** The proposed project would not have any significant impacts associated with the site's geologic conditions. The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. The project would include appropriate grading measures to ensure stability of soils for the proposed development. Additionally, the project would not create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site.

Under the No Project/No Build alternative, impacts associated with geologic conditions on the site would not occur, as there would be no new construction. Like the proposed project, the existing development would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. Additionally, like the proposed project, the No Project/No Build alternative would also not create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse and would not result in a substantial increase in wind or water erosion of soils, either on or off the site. Therefore, the No Project/No Build alternative and the proposed project would be the same relative to impacts associated with geologic conditions.

**Paleontological Resources.** The proposed project would result in grading that could potentially affect the Lindavista Formation, a formation that exhibits moderate potential for paleontological resources, if grading occurs in this formation. Therefore, the proposed project could potentially result significant impacts to paleontological resources. Mitigations measures would be implemented to reduce significant impacts to below a level of significance.

The No Project/No Build alternative would not have a potential to impact paleontological resources, as no additional grading would occur. Therefore, the No Project/No Build alternative results in less impacts to paleontological resources when compared to the proposed project.

**Hydrology/Water Quality.** The proposed project would introduce additional impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm per City standards. The project would also implement LIDs and BMPs to control and treat urban runoff. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. The proposed project would not have a substantial impact on groundwater. Therefore, the proposed project would not result in impacts associated with hydrology, drainage, and water quality.

The No Project/No Build alternative also would not result in significant impacts on the hydrology, drainage, or water quality. No new construction would occur, and development would continue to drain as it does today. Development of the site occurred in conformance with the applicable water quality control standards in place at the time of development, which resulted in the construction of storm drain facilities of adequate size and design to handle storm water runoff from the site. The existing development would not have implemented the same stringent standards for storm water control that are required under today's regulations. In this manner, the proposed project would have better methods for ensuring control of urban runoff and minimizing impacts to water quality. Nonetheless, impacts associated with hydrology and water quality would be similar under both the proposed project and the No Project/No Build alternative.

**Health and Safety.** The proposed project does not include uses that would handle hazardous materials or result in hazardous emissions. The project site is not listed on a hazardous materials sites list. Sites that report hazardous waste activities within proximity of the project site do not pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project. The project has the potential to expose people to toxic substances through the emission of TACs during construction. However, this exposure would be minimal and would result in a less than significant impact. Project impacts on the adopted emergency response plan would not be significant. Brush management zones incorporated into project design features would effectively minimize exposure to wildland fire risk. Therefore, the proposed project's impacts associated with health and safety would not be significant.

Similarly, the No Project/No Build alternative would not result in impacts associated with health and safety. There are no on-site toxic soils, and hazardous materials do not occur on-site or in the project vicinity. Unlike the proposed project, the No Project/No Build alternative would not expose

people in the vicinity of the project site to TACs, as no new construction would occur. In this manner, health and safety impacts would be less under this alternative.

**Public Services and Facilities.** The proposed project would not result in significant impacts to public services and facilities, and the construction of new facilities or expansion of existing services is not required.

The No Project/No Build alternative would have a similar impact on public services and facilities, and adequate services and facilities are available to serve both the proposed project and the No Project/No Build alternative. Similar to the proposed project, this alternative would be required to comply with local- and State-mandated waste reduction measures.

**Public Utilities.** Public utilities exist in the project area which would serve the proposed project, and no new or expanded facilities are required. Adequate water supplies are available to serve the proposed project. The proposed project would contribute to a cumulative impact associated with solid waste. A Waste Management Plan has been prepared and would be implemented to reduce the project's contribution solid waste such that impacts would not be significant.

Similarly, the No Project/No Build alternative would be served by existing utilities, and no new or expanded utilities would be needed. The No Project/No Build alternative would not generate construction waste, as no new construction would occur. In this manner, cumulative impacts relative to solid waste generation would not occur under this alternative.

**Cumulative Effects.** The proposed project would result in cumulative impacts associated with traffic circulation. Mitigation measures would be implemented to reduce the project's cumulative impacts to below a level of significance.

Similarly, the No Project/No Build alternative would result cumulative impacts to traffic, although at a reduced level. Therefore, the No Project/No Build alternative would result in less contributions to cumulative impacts when compared to the proposed project.

### EVALUATION OF ALTERNATIVE

When compared to the proposed project, the No Project/No Build alternative would not require amendments to the community plan and General Plan and would not require a rezone. Less impacts would occur relative to air quality, GHG emissions, and noise, because less overall traffic would be generated. Because traffic volumes would be less under this alternative, the No Project/No Build alternative would result in less cumulative impacts associated with traffic. However, this alternative would result in one additional traffic impact that would not occur under the proposed project. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. Impacts to off-site biological resources and the potential to impacts unknown subsurface paleontological resources would be avoided under this alternative, as no new grading and/or construction would occur. The No Project/No Build alternative would not generate construction waste, as no new construction would occur, and cumulative impacts relative to solid waste generation not occur with this alternative. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The No Project/No Build alternative would not meet any of the project objectives. This alternative does not create a coherent and cohesive building site and design to enhance existing community character in the Scripps Miramar Ranch community, does not create a commercial retail center that will activate and enliven a primary gateway into the Scripps Miramar Ranch community, does not allow for retail uses currently unavailable in the surrounding market area, does not provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips, does not maximize efficiency in use of project site, does not provide for a viable mix of commercial uses, does not utilize architecture and design elements to ensure high quality design and aesthetics, does not provide quasi-public space for community use in the form of courtyards and plazas and does not implement transportation improvements that would improve operations.

### **10.3.2 Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning Alternative**

The project includes a proposed Community Plan Amendment to change the land use designation from Industrial Park to Residential (15-29 du/net ac) and Community Shopping and an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. While the EIR concludes that the proposed land use changes would not result in significant environmental impacts, the project would not be in strict conformation with the Scripps Miramar Ranch Community Plan and the City's General Plan. Therefore, an alternative has been developed to evaluate a business/light industrial park project that reflects the Industrial land use designation in the Scripps Miramar Ranch Community Plan, the Industrial Employment land use designation in the General Plan, and the underlying existing IP-2-1 zone.

Under the land use designation in the Scripps Miramar Ranch Community Plan and consistent with the maximum allowable floor area ratio of the underlying IP-2-1 zone (FAR 2.0), development of the project site (9.28 net acres) could result in approximately 800,000<sup>1</sup> square feet of business park-light industrial office uses. The design of a development of that size could occur as a mid-rise building, with structured parking either as above-ground or and/or subterranean. Architecture for this alternative would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City's landscaping ordinance and the Community Plan, ensuring that this alternative would result in an aesthetically pleasing architecture and design. Access would be off an existing driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road under this alternative would include adding a sidewalk and landscaped parkway. Pursuant to recommendation of the Scripps Miramar Ranch Community Plan, redevelopment of the project site in accordance with this alternative would require that a Planned Development Permit be processed. Table 10-1, *Proposed Project – No Project/ Development Under Existing Land Use Designation and Zoning Alternative Comparison*, provides a comparison of this alternative with the proposed project.

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<sup>1</sup> The 800,000-square foot calculation is based on multiplying the net site area (9.28 acres) by 43,560 (square feet per acre) by the FAR (2.0), which equals 808,474 square feet. This number has been rounded to 800,000 square feet.

**Table 10-1. Proposed Project – No Project/Development Under Existing Land Use Designation and Zoning Alternative Comparison**

	Residential Units	Commercial Space	Light Industrial Space
Proposed Project	260 Units	10,700 sq. ft.	--
No Project- Development Under Existing Land Use Designation and Zoning Alternative	--	--	800,000 sq. ft.

## ENVIRONMENTAL ANALYSIS

**Land Use** The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping.

While not site-specific regarding preservation of industrial land, the Community Plan lists the following objective: “Protect areas designated for industrial use from encroachment by incompatible land uses.” The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The proposed project would create additional multi-family housing located in close proximity to employment uses and in an area currently without any housing opportunities. The Community Plan also addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for residential and commercial projects. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

The proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. The removal of this site from Industrial Employment would not result in significant environmental impacts.

The project site is located within MCAS Miramar’s AIA and is within the 60 to 65 dBA CNEL, as shown in Figure 5.1-4 (*MCAS Miramar Compatibility Policy Map: Noise*). As discussed in Section 5.7, the proposed community-serving commercial retail project is compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar. As shown in Figure 5.1-5, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would be consistent with the Scripps Miramar Ranch Community Plan’s land use designation for the project site as Industrial Park. Similarly, the No Project/Development Under Existing Land Use Designation and Zoning alternative would be consistent with the General Plan land use designation, as well as with the underlying zone. This alternative would not result in the need for a Community Plan

Amendment, General Plan Amendment, or rezone. However, the EIR determined that there are no environmental impacts associated with the project's proposed land use amendments and rezone. Therefore, both the No Project/Development Under Existing Land Use Designation and Zoning alternative and the proposed project would result in the same no impacts to land use.

**Transportation/Traffic/Circulation/Parking.** As presented in Section 5.2, *Transportation/ Traffic Circulation/Parking*, of this EIR, the proposed project would generate 4,004 driveway ADT, with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 274 PM peak hour trips (174 inbound and 100 outbound).

The proposed project would result in one ~~direct and~~ cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; ~~a one direct and one cumulative~~ impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; and ~~three two~~ horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Maya Linda Road ~~and~~, Carroll Canyon Road/I-15 southbound freeway ramps, ~~Carroll Canyon Road/I-15 northbound ramps~~. Following implementation of Mitigation Measures MM 5.2-1 through MM 5.2-5, the project's direct and cumulative impacts to intersections and street segments would be mitigated to below a level of significance. However, if MM 5.2-3 ~~and~~ ~~or~~ MM 5.2-5 ~~4~~ are not implemented prior to the study horizon year, then the respective cumulative impacts would not be fully mitigated, thus a finding of overriding consideration is required. Therefore, ~~this these impacts is are~~ considered significant and unmitigated.

Under this alternative, a total of 800,000 square feet of business/light industrial uses could occur. The No Project/Development Under Existing Land Use Designation and Zoning Alternative 2, traffic associated with that level of development would be 8,132 ADT, with 1,057 trips (951 inbound, 106 outbound) in the AM peak hour and 1,139 PM trips (228 inbound, 911 outbound) in the PM peak hour. This alternative would generate 4,128 more cumulative ADT than the proposed project, 879 more AM inbound trips, 25 less AM outbound trips, 22 more PM inbound trips, and 781 more PM outbound trips. This alternative would result in four additional intersection impacts and one additional segment impact under the Existing and Near-term scenarios, and three additional intersection impacts and one freeway ramp impact in the Horizon Year. When compared to the proposed project, this alternative would result in greater impacts than the proposed project. Therefore, the No Project/Development Under Existing Land Use Designation and Zoning alternative would result in greater traffic impacts than the proposed project, because greater traffic would be generated and could require additional mitigation measures beyond those required for the proposed project.

Under this alternative, the project site would develop with office uses, and traffic generation would be the typical workday traffic, with employees entering the site in the morning and leaving in the evening. This alternative would not provide retail commercial and restaurant uses at the project site, and neighborhood trips to those services would occur outside the community, as they do now.

**Visual Effects and Neighborhood Character.** The proposed project would not result in significant impacts to visual quality and neighborhood character. The Carroll Canyon Mixed-Use project proposes a mixed-use project with multi-family residential units and retail and restaurant uses;

surface, carport, and garage parking with car elevators; common areas and amenities to serve residents; a leasing office; and hardscape and landscape areas. As concluded in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR, the proposed project would be in conformance with the Community Plan's goals and guidelines for aesthetic development at this location in the Scripps Miramar Ranch community.

Similar to the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative also would not result significant impacts to visual quality and neighborhood character. The No Project/Development Under Existing Land Use Designation and Zoning alternative would not provide the design details proposed for the project. Instead, this alternative would construct a multi-tenant office building/light industrial building(a) with structured parking. Nonetheless, the No Project/Development Under Existing Land Use Designation and Zoning alternative would not create significant adverse visual effects or neighborhood character impacts as it would be required to comply with the underlying zoning regulations and the design guidelines in the Community Plan. The resulting development under this alternative would be of mid-rise (five to six stories) office buildings with structured parking, similar to other office buildings that occur within the Scripps Miramar Ranch community, as well as the adjacent Miramar Ranch North community (i.e., the MedImpact building), along the east side of I-15. Similar to those other developments, mid-rise office structures that occur along the freeway transition to low-rise light industrial developments with surface parking interior to the Scripps Miramar Ranch community. (In the case of the MedImpact, that development transitions to single family homes located at higher elevations east of MedImpact.) While it could be argued that the proposed project would create a more visually pleasing development and gateway entry into the southern portion of Scripps Miramar Ranch through the use of extensive landscaping and architectural character, the No Project/Development Under Existing Land Use Designation and Zoning alternative would not be regarded as a significant negative aesthetic for the neighborhood.

**Air Quality.** As presented in Section 5.4, *Air Quality*, of this EIR, the proposed project is consistent with air quality control plans, including the RAQS, SIP, and SANDAG's Transportation Control Measures. Operational emissions would be below the significance thresholds for all pollutants. Additionally, CO impacts would be less than significant because no CO "hot spots" would result from the project. Impacts during construction would be less than significant. The proposed project would not result in impacts that are considered cumulatively considerable. Therefore, air quality impacts associated with project operations would not be significant. Additionally, the proposed project does not include land uses that would be sources of nuisance odors.

Under the No Project/Development Under Existing Land Use Designation and Zoning alternative, air quality impacts associated with project operations (i.e., vehicle trips) would be greater, because this alternative would generate more project trips than the proposed project and, therefore, would result in more vehicular emissions and greater operational air quality impacts than the proposed project. This alternative would also have a potential to generate emissions from industrial uses that would occur with this proposed project. Nonetheless, this alternative would be consistent with air quality control plans because this alternative would be consistent with the Community Plan and zone, and the increase in air emissions would not be anticipated to be significant.

**Global Climate Change.** The project would result in the generation of emissions. The project has been determined to be consistent with the CAP and would not conflict with any other applicable

plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Furthermore, the project would be consistent with the goals and policies of the City of San Diego General Plan. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than significant.

Similar to the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative would contribute to global climate change through the generation of greenhouse gas emissions associated with project operations (vehicle emissions) and construction. Greater GHG emissions would be generated due to greater traffic associated with this alternative. Therefore, impacts associated with global climate change would be more under this alternative than those associated with the proposed project. Nonetheless, this alternative would require compliance with the City's CAP Consistency Checklist and, therefore, would not result in significant impacts associated with development.

**Energy.** The proposed project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would be consistent with the CAP by incorporating sustainable design features directed at reducing energy consumption.

Like the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative would also not have a significant impact on energy. The proposed project would implement sustainable/green design measures which would help to reduce its consumption of energy. The No Project/Development Under Existing Land Use Designation and Zoning alternative would also be required to provide for sustainable/green design features in order to be consistent with the CAP. Therefore, like the proposed project, this alternative would have the potential to reduce dependency on nonrenewable resources.

**Noise.** The proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan. Therefore, no significant noise impacts would result. While the proposed project is near the MCAS Miramar over flight areas, it is not within any of the noise contours due to infrequent aircraft over flights and the altitude at which the aircraft are operating when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL at the project site no mitigation to any structures or sensitive land uses due to aircraft are required. The project's direct contributions to off-site roadway noise increases associated with project generated traffic would not cause any significant impacts to any existing or future noise sensitive land uses. Noise levels associated with project construction would not exceed City standards, and no impacts would occur.

Operational noise generated from the No Project/Development Under Existing Land Use Designation and Zoning alternative would be greater than the proposed project, because this alternative would generate greater traffic volumes. This alternative would not avoid the potential for indirect noise impacts associated with construction adjacent to open space areas where native habitat occurs; and mitigation measures similar to the proposed project would be required to reduce indirect noise impacts to below a level of significance.



**Biological Resources.** The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. This would be regarded as a potentially significant indirect impact. The proposed project would incorporate mitigation measures to reduce indirect impacts to below a level of significance.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would result in indirect impacts to biological resources similar to the proposed project and would require mitigation measures, like those required for the proposed project, in order to reduce indirect impacts to below a level of significance. Therefore, impacts would be same under this alternative as with the proposed project.

**Geologic Conditions.** The proposed project would not have any significant impacts associated with the site's geologic conditions. The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. The project would include appropriate grading measures to ensure stability of soils for the proposed development. Additionally, the project would not create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site.

Under the No Project/Development Under Existing Land Use Designation and Zoning alternative, impacts associated with geologic conditions on the site would be the same as the proposed project.

**Paleontological Resources.** The proposed project would result in grading that could potentially affect the Lindavista Formation, a formation that exhibits moderate potential for paleontological resources, if grading occurs in this formation. Therefore, the proposed project could potentially result significant impacts to paleontological resources. Mitigation measures would be implemented to reduce significant impacts to below a level of significance.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would have the same potential to impact paleontological resources, if grading occurs in the Lindavista Formation. This alternative would require that mitigation measures, like those required for the proposed project, be implemented to reduce impacts to below a level of significance.

**Hydrology/Water Quality.** The proposed project would introduce additional impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm per City standards. The project would also implement LIDs and BMPs to control and treat urban runoff. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. The proposed project would not have a substantial impact on groundwater. Therefore, the proposed project would not result in impacts associated with hydrology, drainage, and water quality.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would result in the same level of impacts on hydrology, drainage, and water quality as the proposed project. Like the proposed project, this alternative would introduce additional impervious surfaces to the previously developed site; and an increase in runoff beyond that which has been anticipated under existing project approvals would occur. The No Project/Development Under Existing Land Use Designation and Zoning alternative would require compliance with the City's hydromodification and storm water control requirements to reduce peak runoff rates. Similar to the proposed project, this alternative would also require that LIDs and BMPs be implemented to control and treat urban runoff. In so doing, like the proposed project, this alternative would meet the State Regional Water Quality Control Board's requirements concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. Therefore, when compared with the proposed project, this alternative would have the same level of impacts and would require that similar water quality measures be implemented to avoid impacts associated with hydrology, drainage, and water quality.

**Health and Safety.** The proposed project does not include uses that would handle hazardous materials or result in hazardous emissions. The project site is not listed on a hazardous materials sites list. Sites that report hazardous waste activities within proximity of the project site do not pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project. The project has the potential to expose people to toxic substances through the emission of TACs during construction. However, this exposure would be minimal and would result in a less than significant impact. Project impacts on the adopted emergency response plan would not be significant. Brush management zones incorporated into project design features would effectively minimize exposure to wildland fire risk. Therefore, the proposed project's impacts associated with health and safety would not be significant.

Similarly, the No Project/Development Under Existing Land Use Designation and Zoning alternative would also not result in impacts associated with health and safety. There are no on-site toxic soils, and hazardous materials do not occur on-site or in the project vicinity. Similar to the proposed project, the No Project Development Under Existing Land Use Designation and Zoning alternative would expose people in the vicinity of the project site to TACs, resulting from construction. However, TACs would not be generated under this alternative or the proposed project at levels that would result in health impacts. Therefore, health and safety impacts would be the same under this alternative as with the proposed project. However, this alternative would have a potential to generate emissions from industrial uses that would occur with this proposed project.

**Public Services and Facilities.** The proposed project would not result in significant impacts to public services and facilities, and the construction of new facilities or expansion of existing services is not required. The proposed project would contribute to a cumulative impact associated with solid waste.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would have a similar impact on public services and facilities such as police and fire protection, and adequate services and facilities are available to serve both the proposed project and this alternative. Because this alternative would not develop any residential uses, there would be no potential impacts to libraries, schools, and parks. The proposed project would also have no potential impacts to these population-based services and facilities.

**Public Utilities.** Public utilities exist in the project area which would serve the proposed project, and no new or expanded facilities are required. Adequate water supplies are available to serve the proposed project. The proposed project would contribute to a cumulative impact associated with solid waste. A Waste Management Plan would be implemented to reduce the project's contribution to solid waste such that impacts would not be significant.

Similarly, the No Project/Development Under Existing Land Use Designation and Zoning alternative would be served by existing utilities, and no new or expanded utilities would be needed. Impacts to public utilities would be the same under the No Project/Development Under Existing Land Use Designation and Zoning alternative as with the proposed project. Like the proposed project, this alternative would be required to comply with local- and State-mandated waste reduction measures. Cumulative impacts on solid waste would occur under this alternative; and this alternative would require implementation of an approved Waste Management Plan. Therefore, cumulative impacts relative to solid waste generation would be the same under this alternative when compared to the proposed project.

**Cumulative Effects.** The proposed project would result in cumulative impacts associated with traffic circulation. Mitigation measures would be implemented to reduce the project's cumulative impacts. However, if MM 5.2-3 and 5.2-4 are ~~5-4~~ not implemented prior to the study horizon year, then the project's cumulative impact would not be fully mitigated. Therefore, the project's cumulative impacts to traffic is considered significant and unmitigated.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would result greater cumulative impacts to traffic, because this alternative would result in greater traffic volumes. Cumulative impacts associated with this alternative would remain significant and unmitigated, as with the proposed project.

### EVALUATION OF ALTERNATIVE

When compared to the proposed project, the No Project/Development Under Existing Land Use Designation and Zoning alternative would not require amendments to the community plan and General Plan and would not require a rezone. Greater impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The No Project/Development Under Existing Land Use Designation and Zoning alternative would not meet any of the project objectives. This alternative does not create a coherent and cohesive building site and design to enhance existing community character in the Scripps Miramar Ranch community, does not create a commercial retail center that will activate and enliven a primary gateway into the Scripps Miramar Ranch community, does not allow for retail uses currently unavailable in the surrounding market area, does not provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips, does not maximize efficiency in use of project site, does not provide for a viable mix of commercial uses, does not provide quasi-public space for community use in the form of courtyards and plazas and does not implement transportation improvements that would improve operations.

### 10.3.3 Alternative 3 – Reduced Intensity Alternatives

The analysis in Section 5.0, *Environmental Analysis*, of this EIR concludes that the proposed Carroll Canyon Mixed-Use project would result in significant direct and cumulative impacts associated with traffic. The project includes mitigation measures which would fully mitigate direct impacts associated with traffic circulation. Two Reduced Intensity alternatives were analyzed to determine if the project's traffic circulation impacts could be eliminated with a reduction in the project's overall development intensity. Alternative 3A would result in development of the project site at such a reduced intensity that all significant impacts associated with traffic could be avoided. Alternative 3B would develop the project site at a reduced intensity such that significant direct traffic impacts could be avoided, but cumulative impacts would still occur. Both of the Reduced Intensity Alternatives are summarized in Table 10-2, *Proposed Project – Reduced Intensity Project Alternatives Comparison*, and evaluated below.

**Table 10-2. Proposed Project – Reduced Intensity Project Alternatives Comparison**

	Residential Units	Commercial Space
Proposed Project	260 Units	10,700 square feet
Reduced Intensity Alternative 3A	25 Units	--
Reduced Intensity Alternative 3B	160 Units	9,200 square feet

#### ALTERNATIVE 3A – REDUCED INTENSITY ALTERNATIVE – AVOIDANCE OF ALL SIGNIFICANT TRAFFIC IMPACTS

In order to determine the development intensity for the Reduced Project alternative that could avoid all significant traffic-related impacts, the Carroll Canyon Mixed-Use TIA was consulted. As concluded in the TIA and Section 5.2, *Transportation/Traffic Circulation/Parking*, of this EIR, the proposed project would result in one direct and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one significant direct impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps. Development of a 25-unit apartment project with no additional retail uses would avoid all traffic impacts associated with the proposed project.

The Reduced Intensity Alternative 3A alternative would result in the construction of a 25-unit building with surface parking. The building would be two-stories in height and would be designed in a manner compatible with surrounding buildings. Exterior materials would be earth-tones with wood accents. The surface parking area, as well as other site areas, would be landscaped in accordance with the City's Landscape regulations and the Community Plan. Access would be taken off a single driveway on Carroll Canyon Road. Improvements to Carroll Canyon Road would include installation of a sidewalk and landscaped parkway.

#### ENVIRONMENTAL ANALYSIS

**Land Use.** The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from

Industrial Park to Residential (15-29 du/net ac) and Community Shopping. While not site-specific regarding preservation of industrial land, the Community Plan lists the following objective: “Protect areas designated for industrial use from encroachment by incompatible land uses.” The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The proposed project would create additional multi-family housing located in close proximity to employment uses and in an area currently without any housing opportunities. The Community Plan also addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for residential and commercial projects. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

The proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. The removal of this site from Industrial Employment would not result in significant environmental impacts.

The project site is located within MCAS Miramar’s AIA and is within the 60 to 65 dBA CNEL, as shown in Figure 5.1-4 (*MCAS Miramar Compatibility Policy Map: Noise*). As discussed in Section 5.7, the proposed community-serving commercial retail project is a compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar. As shown in Figure 5.1-5, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones.

The Reduced Intensity Alternative 3A alternative would result in the same requirements relative to amendments to the Scripps Miramar Ranch Community Plan and General Plan. An amendment to the Scripps Miramar Ranch Community Plan would be required to change the designation of the project site from Industrial Park to Residential (0-3 du/net ac); an amendment to the General Plan would be required to change the General Plan land use designation from Industrial Employment to Residential; and a rezone to change the existing zoning from IP-2-1 to RM-1-1. Like the proposed project, this alternative would not be in conflict with the ALUCP for MCAS Miramar. As evaluated in this EIR, the project’s proposed land use amendments would not result in significant impacts associated with land use. The same conclusion would apply to this alternative.

**Transportation/Traffic/Circulation/Parking.** As presented in Section 5.2, Transportation/ Traffic Circulation/Parking, of this EIR, the proposed project would generate 4,004 driveway ADT, with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 274 PM peak hour trips (174 inbound and 100 outbound).

The proposed project would result in one ~~direct~~ and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of

Carroll Canyon Road, between the project access and Businesspark Avenue; one direct and one cumulative impact at the intersection of Carroll Canyon Road/I-15 northbound freeway ramps; and three-two horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Maya Linda Road and, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps. Following implementation of Mitigation Measures MM 5.2-1 through MM 5.2-54, the project's direct and cumulative impacts to intersections and street segments would be mitigated to below a level of significance. However, if MM 5.2-3 and 5.2-45 ~~is~~ are not implemented prior to the study horizon year, then the respective cumulative impacts would not be fully mitigated, thus a finding of overriding consideration is required. Therefore, ~~this~~ these impacts ~~is~~ are considered significant and unmitigated.

Under this alternative, a total of 25 multifamily units would be constructed. Traffic associated with that level of development would be 150 ADT, with 12 trips (2 inbound, 10 outbound) in the AM peak hour and 13 trips (9 inbound, 4 outbound) in the PM peak hour. Therefore, this alternative would generate 3,854 less ADT than the proposed project, with 191 fewer AM peak hour trips and 323 fewer PM peak hour trips. Traffic volumes under this alternative would result in no direct segment and no direct intersection impacts under near-term conditions. This alternative would eliminate impacts at the intersections of Carroll Canyon Road/ Maya Linda; Carroll Canyon Road/I-15 SB Ramps; Carroll Canyon Road/I-15 NB Ramps, and impacts to street segments when compared to the proposed project.

**Visual Effects and Neighborhood Character.** The Carroll Canyon Mixed-Use project proposes a mixed-use project with multi-family residential units and retail and restaurant uses; surface, carport, and garage parking with car elevators; common areas and amenities to serve residents; a leasing office; and hardscape and landscape areas. As concluded in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR, the proposed project would be in conformance with the Community Plan's goals and guidelines for aesthetic development at this location in the Scripps Miramar Ranch community.

Similar to the proposed project, the Reduced Intensity Alternative 3A alternative also would not result significant impacts to visual quality and neighborhood character. However, the intensity of development that could occur under this alternative would not provide the pedestrian courtyards/plazas proposed by the project and would not create the lively gateway into the community with visual interest and pedestrian focus. Additionally, parking for this alternative would be in surface parking lots that would become a predominant site feature.

**Air Quality.** As presented in Section 5.4, *Air Quality*, of this EIR, the proposed project is consistent with air quality control plans, including the RAQS, SIP, and SANDAG's Transportation Control Measures. Operational emissions would be below the significance thresholds for all pollutants. Additionally, CO impacts would be less than significant because no CO "hot spots" would result from the project. Impacts during construction would be less than significant. The proposed project would not result in impacts that are considered cumulatively considerable. Therefore, air quality impacts associated with project operations would not be significant. Additionally, the proposed project does not include land uses that would be sources of nuisance odors.

Under the Reduced Intensity Alternative 3A alternative, air quality impacts associated with project operations (i.e., vehicle trips) would be less. This alternative would generate less project trips than

the proposed project and, therefore, would result in less vehicular emissions less operational air quality impacts than the proposed project. Construction impacts associated with air quality would also be less, as less development would occur on-site.

**Global Climate Change.** The project would result in the generation of emissions. The project has been determined to be consistent with the CAP and would not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Furthermore, the project would be consistent with the goals and policies of the City of San Diego General Plan. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than significant.

Similar to the proposed project, the Reduced Intensity Alternative 3A alternative would contribute to global climate change through the generation of greenhouse gas emissions associated with project operations (vehicle emissions) and construction. Less GHG emissions would be generated due to less traffic associated with this alternative. The Reduced Intensity alternative would generate less GHG emissions as a result of construction, because less development would occur. Therefore, impacts associated with global climate change would be less under this alternative than those associated with the proposed project. However, neither the proposed project nor this alternative would result in significant impacts to global climate change.

**Energy.** The proposed project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would be consistent with the CAP by incorporating sustainable design features directed at reducing energy consumption.

Like the proposed project, the Reduced Intensity Alternative 3A alternative would also not have a significant impact on energy. The proposed project would implement sustainable/green design measures which would help to reduce its consumption of energy. The Reduced Intensity alternative would may not provide for additional sustainable/green design features beyond those required by the CAP to the extent that the proposed project would. Therefore, this alternative would not have the potential to reduce dependency on nonrenewable resources to the extent that the proposed project does.

**Noise.** The proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan. Therefore, no significant noise impacts would result. While the proposed project is near the MCAS Miramar over flight areas, it is not within any of the noise contours due to infrequent aircraft over flights and the altitude at which the aircraft are operating when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL at the project site no mitigation to any structures or sensitive land uses due to aircraft are required. The project's direct contributions to off-site roadway noise increases associated with project generated traffic would not cause any significant impacts to any existing or future noise sensitive land uses. Noise levels associated with project construction would not exceed City standards, and no impacts would occur.

Operational noise generated from the Reduced Intensity Alternative 3A alternative would be less than the proposed project, because this alternative would generate less trips. Construction noise would also be reduced, as construction would be less under this alternative. Additionally, because of the reduced amount of residential units that could be constructed on the project site under this alternative, location of units could occur in a manner that minimizes noise impacts from adjacent roadways through the use of increase setbacks, thus potentially avoiding the need for additional interior noise attenuation and a sound wall along I-15.

**Biological Resources.** The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. This would be regarded as a potentially significant indirect impact. The proposed project would incorporate mitigation measures to reduce indirect impacts to below a level of significance.

The Reduced Intensity Alternative 3A alternative would result in indirect impacts to biological resources similar to the proposed project and would require mitigation measures, like those required for the proposed project, in order to reduce indirect impacts to below a level of significance. Therefore, impacts would be same under this alternative as with the proposed project.

**Geologic Conditions.** The proposed project would not have any significant impacts associated with the site's geologic conditions. The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard. The project would include appropriate grading measures to ensure stability of soils for the proposed development.

Additionally, the project would not create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site. Under the Reduced Intensity Alternative 3A alternative, impacts associated with geologic conditions on the site would be the same as the proposed project.

**Paleontological Resources.** The proposed project would result in grading that could potentially affect the Lindavista Formation, a formation that exhibits moderate potential for paleontological resources, if grading occurs in this formation. Therefore, the proposed project could potentially result significant impacts to paleontological resources. Mitigations measures would be implemented to reduce significant impacts to below a level of significance.

The Reduced Intensity Alternative 3A alternative would have the same potential to impact paleontological resources, if grading occurs in the Lindavista Formation. This alternative would require that mitigation measures, like those required for the opposed project, be implemented to reduce impacts to below a level of significance.

**Hydrology/Water Quality.** The proposed project would introduce additional impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm per City



standards. The project would also implement LIDs and BMPs to control and treat urban runoff. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. The proposed project would not have a substantial impact on groundwater. Therefore, the proposed project would not result in impacts associated with hydrology, drainage, and water quality.

The Reduced Intensity Alternative 3A alternative would result in the same level of impacts on hydrology, drainage, and water quality as the proposed project. Like the proposed project, this alternative would introduce additional impervious surfaces to the previously developed site; and an increase in runoff beyond that which has been anticipated under existing project approvals would occur. The Reduced Intensity alternative would require compliance with the City's hydromodification and storm water control requirements to reduce peak runoff rates. Similar to the proposed project, this alternative would also require that LIDs and BMPs be implemented to control and treat urban runoff. In so doing, like the proposed project, this alternative would meet the State Regional Water Quality Control Board's requirements concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. Therefore, when compared with the proposed project, this alternative would have the same level of impacts and would require that similar water quality measures be implemented to avoid impacts associated with hydrology, drainage, and water quality.

**Health and Safety.** The proposed project does not include uses that would handle hazardous materials or result in hazardous emissions. The project site is not listed on a hazardous materials sites list. Sites that report hazardous waste activities within proximity of the project site do not pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project. The project has the potential to expose people to toxic substances through the emission of TACs during construction. However, this exposure would be minimal and would result in a less than significant impact. Project impacts on the adopted emergency response plan would not be significant. Brush management zones incorporated into project design features would effectively minimize exposure to wildland fire risk. Therefore, the proposed project's impacts associated with health and safety would not be significant.

Similarly, the Reduced Intensity Alternative 3A alternative would also not result in impacts associated with health and safety. There are no on-site toxic soils, and hazardous materials do not occur on-site or in the project vicinity. Similar to the proposed project, the Reduced Intensity alternative would expose people in the vicinity of the project site to TACs, resulting from construction. However, TACs would not be generated at a level to result in health impacts. Therefore, health and safety impacts would be the same under this alternative as with the proposed project.

**Public Services and Facilities.** The proposed project would not result in significant impacts to public services and facilities, and the construction of new facilities or expansion of existing services is not required. The Reduced Intensity Alternative 3A alternative would have less impacts on public services and facilities, as less development would occur. Adequate services and facilities are available to serve both the proposed project and this alternative.

**Public Utilities.** Public utilities exist in the project area which would serve the proposed project, and no new or expanded facilities are required. Adequate water supplies are available to serve the proposed project. The proposed project would contribute to a cumulative impact associated with solid waste. A Waste Management Plan would be implemented such that impacts would not be significant.

Similarly, the Reduced Intensity Alternative 3A alternative would be served by existing utilities, and no new or expanded utilities would be needed. Impacts would be the same under the Reduced Intensity Alternative 3A alternative as with the proposed project. Like the proposed project, this alternative would be required to comply with local- and State-mandated waste reduction measures. Also similar to the proposed project, cumulative impacts on solid waste would occur under this alternative; and this alternative would require implementation of a Waste Management Plan, which would avoid cumulatively significant impacts associated with solid waste.

**Cumulative Effects.** The proposed project would result in cumulative impacts associated with traffic circulation. Mitigation measures would be implemented to reduce the project's cumulative impacts. However, if MM 5.2-3 and MM 5.2-4 are ~~5~~ is not implemented prior to the study horizon year, then the project's cumulative impacts would not be fully mitigated. Therefore, cumulative traffic impacts associated with the proposed project would be considered significant and unmitigated.

The Reduced Intensity Alternative 3A alternative would not result cumulative impacts to traffic. Therefore, this alternative would result in less cumulative impacts associated with traffic than the proposed project.

### EVALUATION OF ALTERNATIVE

When compared to the proposed project, the Reduced Intensity alternative would require amendments to the Community Plan and General Plan and would require a rezone, like the proposed project. Less impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. The Reduced Intensity Alternative 3A alternative would avoid direct and cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The Reduced Intensity Alternative 3A alternative would ~~not~~ meet only three of the eight ~~the majority of the~~ project objectives. While this alternative could result in creating a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community and could utilize architecture and design elements to ensure high quality design and aesthetics, it would not create a mixed-use development that will activate and enliven a primary gateway into the Scripps Miramar Ranch community. This alternative would not provide for retail uses currently limited in availability in the surrounding market area and would not result in retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips. Additionally, this alternative would not provide for efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities are readily available and easily accessed via alternative

modes of travel, including transit, bike, and pedestrian. Because no traffic impacts would occur with this alternative, there would not be a need to implement roadway improvements to improve circulation in the project area. This alternative would not result in, maximize residential development at an infill site, where public facilities, transit, and services are within walking distance as called for in the City of Villages and Smart Growth policies and would not create additional retail and job opportunities in the Scripps Miramar Ranch community.

### ALTERNATIVE 3B – REDUCED INTENSITY ALTERNATIVE: AVOIDANCE OF DIRECT SIGNIFICANT TRAFFIC IMPACTS

Reduced Intensity Alternative 3B was evaluated as a project alternative that could avoid all direct impacts associated with traffic. Under this alternative, a total of 160 apartments along with 9,200 square feet of commercial space could occur. The commercial space would consist of 2,400 square feet fast food, 3,200 square feet sit down restaurant, and 3,600 square feet of retail shops.

The design for this alternative would be similar to the proposed project but at a reduced scale. Parking would be provided in surface parking lots, as well as garages. The project site would be landscaped similar to the proposed project. Access would be provided in the same locations as the proposed project, and improvements to Carroll Canyon Road would be the same as those proposed as part of the project.

### ENVIRONMENTAL ANALYSIS

**Land Use.** The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping. While not site-specific regarding preservation of industrial land, the Community Plan lists the following objective: “Protect areas designated for industrial use from encroachment by incompatible land uses.” The Scripps Miramar Ranch Community Plan addresses the need to provide for a balanced mix of housing varieties. The proposed project would create additional multi-family housing located in close proximity to employment uses and in an area currently without any housing opportunities. The Community Plan also addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for residential and commercial projects. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

The proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Multiple Use. The removal of this site from Industrial Employment would not result in significant environmental impacts.

The project site is located within MCAS Miramar's AIA and is within the 60 to 65 dBA CNEL, as shown in Figure 5.1-4 (*MCAS Miramar Compatibility Policy Map: Noise*). As discussed in Section 5.7, the proposed community-serving commercial retail project is compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar. As shown in Figure 5.1-5, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones.

The Reduced Intensity Alternative 3B alternative would result in the same requirements relative to amendments to the Scripps Miramar Ranch Community Plan and General Plan. An amendment to the Scripps Miramar Ranch Community Plan would be required to change the designation of the project site from Industrial Park to Residential (15-29 du/net ac) and Community Shopping; an amendment to the General Plan would be required to change the General Plan land use designation from Industrial Employment to Multiple Use; and a rezone to change the existing zoning from IP-2-1 to RM-1-2 and CC-2-3. Like the proposed project, this alternative would not be in conflict with the ALUCP for MCAS Miramar. As evaluated in this EIR, the project's proposed land use amendments would not result in significant impacts associated with land use. The same conclusion would apply to this alternative.

**Transportation/Traffic/Circulation/Parking.** As presented in Section 5.2, Transportation/ Traffic Circulation/Parking, of this EIR, the proposed project would generate 4,004 driveway ADT, with 203 AM peak hour trips (72 inbound and 131 outbound) and 336 PM peak hour trips (206 inbound and 130 outbound). The cumulative traffic volumes were calculated at 3,235 ADT with 174 AM peak hour trips (54 inbound and 120 outbound) and 274 PM peak hour trips (174 inbound and 100 outbound).

The proposed project would result in one ~~direct and~~ cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; a direct and a cumulative impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; and ~~three two~~ horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Maya Linda Road and Carroll Canyon Road/I-15 southbound freeway ramps, ~~Carroll Canyon Road/I-15 northbound ramps~~. Following implementation of Mitigation Measures MM 5.2-1 through MM 5.2-54, the project's direct and cumulative impacts to intersections and street segments would be mitigated to below a level of significance. However, if MM ~~5.2-3 and 5.2-54~~ 5.2-3 and 5.2-54 ~~is are~~ not implemented prior to the study horizon year, then the respective cumulative impacts ~~would not be fully mitigated~~, thus a finding of overriding consideration is required. Therefore, ~~this these impacts is are~~ these impacts are considered significant and unmitigated.

Under this alternative, a total of 160 apartments along with 9,200 square feet of commercial space could occur. The commercial would consist of 2,400 square feet fast food, 3,200 square feet sit down restaurant, and 3,600 square feet of retail shops. The driveway rate traffic associated with that level of development would be 3,104 ADT, with 152 trips in the AM peak hour (61 inbound, 91 outbound) and 259 trips in the PM peak hour (152 inbound, 107 outbound). Therefore, this alternative would generate 900 less ADT than the proposed project, with 51 less AM peak hour trips and 77 less PM peak hour trips. Traffic volumes under this alternative would result in no direct segment and no direct intersection impacts under near-term conditions. Under Horizon Year conditions, cumulative impacts would continue to occur at the intersections of Carroll Canyon Road/Maya Linda; Carroll Canyon Road/I-15 SB Ramps; Carroll Canyon Road/I-15 NB Ramps, and to

the street segments of Carroll Canyon Road from I-15 to Businesspark Avenue. This alternative would result in the elimination of direct impacts, but would not eliminate the cumulative impacts.

**Visual Effects and Neighborhood Character.** The Carroll Canyon Mixed-Use project proposes a mixed-use project with multi-family residential units and retail and restaurant uses; surface, carport, and garage parking with car elevators; common areas and amenities to serve residents; a leasing office; and hardscape and landscape areas. As concluded in Section 5.3, *Visual Effects and Neighborhood Character*, of this EIR, the proposed project would be in conformance with the Community Plan's goals and guidelines for aesthetic development at this location in the Scripps Miramar Ranch community.

Similar to the proposed project, the Reduced Intensity Alternative 3B alternative also would not result significant impacts to visual quality and neighborhood character. However, the intensity of development that could occur under this alternative would not provide the pedestrian courtyards/plazas proposed by the project and would not create the lively gateway into the community with visual interest and pedestrian focus. Additionally, parking for this alternative would be in surface parking lots that would become a predominant site feature.

**Air Quality.** As presented in Section 5.4, *Air Quality*, of this EIR, the proposed project is consistent with air quality control plans, including the RAQS, SIP, and SANDAG's Transportation Control Measures. Operational emissions would be below the significance thresholds for all pollutants. Additionally, CO impacts would be less than significant because no CO "hot spots" would result from the project. Impacts during construction would be less than significant. The proposed project would not result in impacts that are considered cumulatively considerable. Therefore, air quality impacts associated with project operations would not be significant. Additionally, the proposed project does not include land uses that would be sources of nuisance odors.

Under the Reduced Intensity Alternative 3B alternative, air quality impacts associated with project operations (i.e., vehicle trips) would be less. This alternative would generate less project trips than the proposed project and, therefore, would result in less vehicular emissions less operational air quality impacts than the proposed project. Construction impacts associated with air quality would also be less, as less development would occur on-site.

**Global Climate Change.** The project would result in the generation of emissions. The project has been determined to be consistent with the CAP and would not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Furthermore, the project would be consistent with the goals and policies of the City of San Diego General Plan. The proposed project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would therefore be less than significant.

Similar to the proposed project, the Reduced Intensity Alternative 3B alternative would contribute to global climate change through the generation of greenhouse gas emissions associated with project operations (vehicle emissions) and construction. Less GHG emissions would be generated due to less traffic associated with this alternative. The Reduced Intensity alternative would generate less GHG emissions as a result of construction, because less development would occur. Therefore, impacts associated with global climate change would be less under this alternative than those associated with the proposed project. However, neither the proposed project nor this alternative

would result in significant impacts to global climate change.

**Energy.** The proposed project would increase demand for energy in the project area and SDG&E's service area. However, no adverse effects on non-renewable resources are anticipated. The project would follow UBC and Title 24 requirements for energy efficiency and would be consistent with the CAP by incorporating sustainable design features directed at reducing energy consumption.

Like the proposed project, the Reduced Intensity Alternative 3B alternative would also not have a significant impact on energy. The proposed project would implement sustainable/green design measures which would help to reduce its consumption of energy. The Reduced Intensity alternative would may not provide for additional sustainable/green design features beyond those required by the CAP to the extent that the proposed project would. Therefore, this alternative would not have the potential to reduce dependency on nonrenewable resources to the extent that the proposed project does.

**Noise.** The proposed project would not result in the exposure of people to noise levels that exceed the City's adopted noise ordinance or are incompatible with the City's noise guidelines. The project would not cause exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan. Therefore, no significant noise impacts would result. While the proposed project is near the MCAS Miramar over flight areas, it is not within any of the noise contours due to infrequent aircraft over flights and the altitude at which the aircraft are operating when passing near the site. Noise from MCAS Miramar would not be expected to exceed 60 dBA CNEL at the project site no mitigation to any structures or sensitive land uses due to aircraft are required. The project's direct contributions to off-site roadway noise increases associated with project generated traffic would not cause any significant impacts to any existing or future noise sensitive land uses. Noise levels associated with project construction would not exceed City standards, and no impacts would occur.

Operational noise generated from the Reduced Intensity Alternative 3B alternative would be less than the proposed project, because this alternative would generate less trips. Construction noise would also be reduced, as construction would be less under this alternative.

**Biological Resources.** The proposed project would not result in direct significant impacts to biological resources, as the proposed project would not impact native habitat or sensitive plant or wildlife species. The project could result in indirect impacts to raptors, if raptors are nesting in surrounding eucalyptus trees during construction for the project. This would be regarded as a potentially significant indirect impact. The proposed project would incorporate mitigation measures to reduce indirect impacts to below a level of significance.

The Reduced Intensity Alternative 3B alternative would result in indirect impacts to biological resources similar to the proposed project and would require mitigation measures, like those required for the proposed project, in order to reduce indirect impacts to below a level of significance. Therefore, impacts would be same under this alternative as with the proposed project.

**Geologic Conditions.** The proposed project would not have any significant impacts associated with the site's geologic conditions. The proposed project would not expose people or property to potentially substantial effects including the risk of life, injury, or death due to hazards such as

earthquakes, landslides, mudslides, ground failure, or similar hazard. The project would include appropriate grading measures to ensure stability of soils for the proposed development.

Additionally, the project would not create unstable soils that could potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The proposed project would not result in a substantial increase in wind or water erosion of soils, either on or off the site. Under the Reduced Intensity Alternative 3B alternative, impacts associated with geologic conditions on the site would be the same as the proposed project.

**Paleontological Resources.** The proposed project would result in grading that could potentially affect the Lindavista Formation, a formation that exhibits moderate potential for paleontological resources, if grading occurs in this formation. Therefore, the proposed project could potentially result significant impacts to paleontological resources. Mitigations measures would be implemented to reduce significant impacts to below a level of significance.

The Reduced Intensity Alternative 3B alternative would have the same potential to impact paleontological resources, if grading occurs in the Lindavista Formation. This alternative would require that mitigation measures, like those required for the opposed project, be implemented to reduce impacts to below a level of significance.

**Hydrology/Water Quality.** The proposed project would introduce additional impervious surfaces to a previously developed site. An increase in runoff beyond that which has been anticipated under existing project approvals would occur. A detention system would be implemented to provide hydromodification management and reduce the peak runoff rates for the design storm per City standards. The project would also implement LIDs and BMPs to control and treat urban runoff. The project complies with the requirements of the State Regional Water Quality Control Board concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. The proposed project would not have a substantial impact on groundwater. Therefore, the proposed project would not result in impacts associated with hydrology, drainage, and water quality.

The Reduced Intensity Alternative 3B alternative would result in the same level of impacts on hydrology, drainage, and water quality as the proposed project. Like the proposed project, this alternative would introduce additional impervious surfaces to the previously developed site; and an increase in runoff beyond that which has been anticipated under existing project approvals would occur. The Reduced Intensity alternative would require compliance with the City's hydromodification and storm water control requirements to reduce peak runoff rates. Similar to the proposed project, this alternative would also require that LIDs and BMPs be implemented to control and treat urban runoff. In so doing, like the proposed project, this alternative would meet the State Regional Water Quality Control Board's requirements concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. Therefore, when compared with the proposed project, this alternative would have the same level of impacts and would require that similar water quality measures be implemented to avoid impacts associated with hydrology, drainage, and water quality.

**Health and Safety.** The proposed project does not include uses that would handle hazardous materials or result in hazardous emissions. The project site is not listed on a hazardous materials

sites list. Sites that report hazardous waste activities within proximity of the project site do not pose a risk to visitors or employees of the Carroll Canyon Mixed-Use project. The project has the potential to expose people to toxic substances through the emission of TACs during construction. However, this exposure would be minimal and would result in a less than significant impact. Project impacts on the adopted emergency response plan would not be significant. Brush management zones incorporated into project design features would effectively minimize exposure to wildland fire risk. Therefore, the proposed project's impacts associated with health and safety would not be significant.

Similarly, the Reduced Intensity Alternative 3B alternative would also not result in impacts associated with health and safety. There are no on-site toxic soils, and hazardous materials do not occur on-site or in the project vicinity. Similar to the proposed project, the Reduced Intensity alternative would expose people in the vicinity of the project site to TACs, resulting from construction. However, TACs would not be generated at a level to result in health impacts. Therefore, health and safety impacts would be the same under this alternative as with the proposed project.

**Public Services and Facilities.** The proposed project would not result in significant impacts to public services and facilities, and the construction of new facilities or expansion of existing services is not required. The Reduced Intensity Alternative 3B alternative would have a reduced impact on public services and facilities because less development would occur on the site. Adequate services and facilities are available to serve both the proposed project and this alternative.

**Public Utilities.** Public utilities exist in the project area which would serve the proposed project, and no new or expanded facilities are required. Adequate water supplies are available to serve the proposed project. The proposed project would contribute to a cumulative impact associated with solid waste. A Waste Management Plan would be implemented such that impacts would not be significant.

Similarly, the Reduced Intensity Alternative 3B alternative would be served by existing utilities, and no new or expanded utilities would be needed. Impacts would be the same under the No Project/Business-Light Industrial alternative as with the proposed project. Like the proposed project, this alternative would be required to comply with local- and State-mandated waste reduction measures. Also similar to the proposed project, cumulative impacts on solid waste would occur under this alternative; and this alternative would require implementation of a Waste Management Plan, which would avoid cumulatively significant impacts associated with solid waste.

**Cumulative Effects.** The proposed project would result in cumulative impact associated with traffic circulation. Mitigation measures would be implemented to reduce the project's cumulative impact. However, if MM 5.2-3 and 5.2-4 are ~~5-4~~ not implemented prior to the study horizon year, then the project's cumulative impact would not be fully mitigated. Therefore, cumulative traffic impacts associated with the proposed project would be considered significant and unmitigated.

The Reduced Intensity Alternative 3B alternative would also result in cumulative impacts to traffic, albeit at a reduced level. Therefore, this alternative would result in less cumulative impacts associated with traffic than the proposed project.



### EVALUATION OF ALTERNATIVE

When compared to the proposed project, the Reduced Intensity alternative would require amendments to the Community Plan and General Plan and would require a rezone, like the proposed project. Less impacts would occur relative to traffic and associated environmental issue areas, such as air quality and GHG emissions. Because traffic volumes would be less under this alternative, the Reduced Intensity Alternative 3B alternative would avoid direct traffic impacts and would result in less cumulative impacts associated with traffic. Visual effects would be different under this alternative, but – like the proposed project – would not be significant. For all other environmental issue areas addressed in this EIR, environmental effects would be the same or similar to the proposed project.

The Reduced Intensity Alternative 3B alternative would meet ~~many of~~ the project objectives but at a reduced scale. Create a coherent and cohesive building site and project design that is compatible in scale and character and enhances the existing community character in the Scripps Miramar Ranch community. This alternative would result in a mixed-use development that could help to activate and enliven a primary gateway into the Scripps Miramar Ranch community and would allow for retail uses currently limited in availability in the surrounding market area. This alternative would also provide retail amenities for the adjacent employment parks and integrated residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips and could be designed in such a manner that it would result in an efficient use of the project site with a viable mix of residential and commercial uses as an in-fill development of an underutilized site within an urban area where amenities are readily available and easily accessed via alternative modes of travel, including transit, bike, and pedestrian. Like the proposed project, it is assumed that this alternative would utilize architecture and design elements to ensure high quality design and aesthetics. This alternative would also result in creating additional retail and job opportunities in the Scripps Miramar Ranch community, albeit at a reduced scale from what would occur with the proposed project. Like the proposed project, however, this alternative would result in cumulative traffic impacts that may not be fully mitigated at the project level.

### 10.4 Environmentally Superior Alternative

The environmental analysis of alternatives presented above is summarized in Table 10-4, *Comparison of Alternatives to Proposed Project*. CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the proposed project. If the No Project alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

For the Carroll Canyon Mixed-Use Project, the No Project/No Build alternative would be selected as the environmentally superior alternative, as the No Project/No Build alternative would result in less environmental effects. Because CEQA requires that, if the No Project alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives, the Reduced Intensity Alternative 3B alternative would be selected as the environmentally superior alternative. The Reduced Intensity Alternative 3B alternative would result in eliminating direct traffic impacts associated with the proposed project and would reduce cumulatively significant traffic impacts. The Reduced Intensity Alternative 3B alternative would also meet most of the project objectives. The Reduced Intensity Alternative 3B alternative would result in development of 100 less residential units and a 25 percent reduction in commercial space thereby

reducing the overall effect of redeveloping the project site with a mixed-use project that creates housing opportunities and retail and restaurant amenities to serve the adjacent employment uses and Scripps Miramar Ranch community.

**Table 10-3. Impact Comparison of Alternatives to Proposed Project**

Environmental Issue Area	Proposed Project	Alternative 1 – No Project/No Build	Alternative 2 – Development Under Existing Land Use Designation and Zoning	Alternative 3A – Reduced Intensity (Residential)	Alternative 3B – Reduced Intensity (Mixed- Use)
<b>Land Use</b>	Requires amendments to the Scripps Miramar Ranch Community Plan and City General Plan. Requires Rezone.  No significant environmental impacts.	Does not require amendments to the Scripps Miramar Ranch Community Plan and City General Plan. Does not require Rezone.  No significant direct land use impacts.	Does not require amendments to the Scripps Miramar Ranch Community Plan and City General Plan. Does not require Rezone.  No significant direct land use impacts.	Requires amendments to the Scripps Miramar Ranch Community Plan and City General Plan. Requires Rezone.  No significant direct land use impacts.	Requires amendments to the Scripps Miramar Ranch Community Plan and City General Plan. Requires Rezone.  No significant direct land use impacts.
<b>Transportation/ Traffic Circulation/ Parking</b>	<del>One direct and one cumulative impact to the segments of Carroll Canyon Road (from I-15 to the signalized project access and between signalized project access and Businesspark Avenue); one direct and one cumulative impact at the intersection of Carroll Canyon Road/I-15 northbound ramps; one cumulative impact to the segment of Carroll Canyon Road; and three two</del> horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road, at Maya Linda Road and at Carroll Canyon Road, the I-15 northbound and southbound on-ramps.	Less impact to segments; additional impact at the I-15 NB metered on-ramp at Carroll Canyon Road.	Greater impacts than proposed project due to impacts at three additional intersections and at the I-15 NB metered on-ramp at Carroll Canyon Road.	No direct and no cumulative traffic impacts.	No direct traffic impacts. Cumulative impacts at same locations as proposed project, but less traffic.
<b>Visual Quality/ Neighborhood Character</b>	No significant impacts	No significant impacts.	No significant impacts.	No significant impacts.	No significant impacts.
<b>Air Quality</b>	No significant impacts.	Less impacts, due to less ADT.	Greater impacts, due to greater ADT.	Less impacts, due to less ADT.	Less impacts, due to less ADT.
<b>Global Climate Change</b>	No significant impacts.	Less impacts, due to less ADT.	Greater impacts, due to greater ADT.	Less impacts, due to less ADT.	Less impacts, due to less ADT.

## 10.0 ALTERNATIVES

Environmental Issue Area	Proposed Project	Alternative 1 – No Project/No Build	Alternative 2 – Development Under Existing Land Use Designation and Zoning	Alternative 3A – Reduced Intensity (Residential)	Alternative 3B – Reduced Intensity (Mixed- Use)
<b>Energy</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Less impacts, due to less ADT.	Less impacts, due to less ADT.
<b>Noise</b>	Indirect impacts to off-site biological resources.	No indirect impacts to off-site biological resources, due to no additional grading or construction.	Same as proposed project.	Less impacts, due to less ADT.	Less impacts, due to less ADT.
<b>Biological Resources</b>	Significant indirect impacts during construction.	No indirect impacts to off-site biological resources, due to no additional grading or construction.	Same as proposed project.	Same as proposed project.	Same as proposed project.
<b>Geologic Conditions</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.
<b>Paleontological Resources</b>	Potential impacts to unknown paleontological impacts, if grading occurs in the Lindavista Formation.	No impacts to unknown paleontological resources, due to no additional grading or construction.	Same as proposed project.	Same as proposed project.	Same as proposed project.
<b>Hydrology/Water Quality</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.
<b>Health and Safety</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Same as proposed project.	Same as proposed project.
<b>Public Services and Facilities</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Less impacts, due to less development intensity.	Less impacts, due to less development intensity.
<b>Public Utilities</b>	No significant impacts.	Same as proposed project.	Same as proposed project.	Less impacts, due to less development intensity.	Less impacts, due to less development intensity.
<b>Cumulative Effects</b>	Cumulatively significant impacts associated with traffic.	Potentially less impacts associated with cumulative traffic.	Greater impacts associated with increase in cumulative traffic volumes.	No cumulative traffic impacts.	Less impacts associated with cumulative traffic.

### 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed project is described in the Carroll Canyon Mixed-Use Project EIR. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by San Diego. The issues addressed in the EIR include land use, transportation/traffic circulation/parking, visual quality and neighborhood character, air quality, global climate change, energy, noise, biological resources, geology and soils, paleontological resources, hydrology/water quality, health and safety, public utilities, and public facilities and services.

PRC section 21081.6 requires monitoring of measures proposed to mitigate significant environmental effects. Issues related to transportation/traffic circulation/parking, noise (biology), biological resources, and paleontological resources were determined to be potentially significant and require mitigation as described in this EIR. With the exception of cumulative impacts associated with transportation/traffic engineering, all issues will be fully mitigated to below a level of significance with implementation of mitigation measures. The environmental analysis concluded that, because completion of some circulation improvements relies on funding by others, the cumulative impact may not be fully mitigated. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

The mitigation monitoring and reporting program for the proposed project is under the jurisdiction of San Diego and other agencies as specified in the table below. The mitigation monitoring and reporting program for the proposed project addresses only the issue areas identified above as potentially significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

#### 11.1 Monitoring Activities

Monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by San Diego, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

### 11.2 Program Procedures

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail would be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by San Diego would include San Diego and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures specified in the table below, the monitors would have mitigation monitoring report (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form shall have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MMC Section following the monitoring activity. The MMC shall then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of San Diego. This report shall describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist shall be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report would be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, shall be generated from the daily logs and compliance reports and shall include supplemental material (e.g., memoranda, telephone logs, and letters).

### 11.3 Summary of Project Impacts and Mitigation Measures

#### A. GENERAL REQUIREMENTS – PART I

##### Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) 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 (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED 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."**

## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

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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 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.

### B. GENERAL REQUIREMENTS – 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:  
**Not applicable.**

**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, applicant t is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 240716 and/or Environmental Document Number 240716, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD’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,

## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

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: **Not Applicable**
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.
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:

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
Traffic	Traffic Reports	Traffic Features Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

### C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

The following summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.



## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

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### TRANSPORTATION/TRAFFIC CIRCULATION/PARKING

MM 5.2-1: Prior to the issuance of the first building permit, the owner/permittee shall assure by permit and bond the construction of a raised median along the project frontage to the satisfaction of the City Engineer and construction shall be completed and accepted by the City prior to issuance of first certificate of occupancy.

MM 5.2-~~23~~: Prior to the issuance of the first building permit, the owner/permittee shall ~~construct~~ assure by permit and bond the construction of a 44-14-foot wide westbound right turn lane extending from the west side of the project's signalized intersection/driveway entrance westerly to the northbound freeway on-ramp to I-15, satisfactory to the City Engineer. Improvements shall be completed and accepted prior to issuance of first certificate of occupancy.

MM 5.2-~~32~~: Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 9.4 percent toward applicant-initiated eastbound to southbound right turn lane at the I-15/Carroll Canyon Road southbound ramp intersections, satisfactory to the City Engineer.

MM 5.2-4: Prior to the issuance of the first building permit, the owner/permittee shall pay a fair share of 15.4 percent, toward the cost of a raised median between the signalized project access and Businesspark Avenue. During the construction of the signalized entrance for the project, the applicant will construct the short segment of the raised median just east of the signalized project access as conceptually shown in the *Proposed Ultimate Striping Via exhibit (Prime Arterial)* by USA, Inc. 12/19/12, satisfactory to the City Engineer. The cost of constructing the short segment of a raised median just east of the signalized project access will be credited towards the applicant's fair share responsibility of 15.4 percent for the eventual raised median between the signalized project access and Businesspark Avenue.

### BIOLOGICAL RESOURCES

MM 5.8-1~~a~~: To avoid any direct impacts to raptors and/or any native/migratory birds, 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, a Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) 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 precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds 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 DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, 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. If nesting birds are not detected during the precon survey, no further mitigation is required.

## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

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### PALEONTOLOGICAL RESOURCES

#### **I. Prior to Permit Issuance**

- A. Land Development Review (LDR) Plan Check
  - 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, 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 Precon 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.**
  2. 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.
  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 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.
- 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

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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 by 9am 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 the following morning 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. Submittal of Draft Monitoring Report
  1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) 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

## 11.0 MITIGATION MONITORING AND REPORTING PROGRAM

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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.

## 12.0 REFERENCES

A list of the reference materials consulted in the course of the EIR's preparation is included in this section.

- BLUE Consulting Group. *Biological Assessment for the Carroll Canyon Mixed Use Redevelopment Project* (August 4, 2016).
- Federal Aviation Administration. *Determinations of No Hazard to Air Navigation*. (August 22, 2012).
- GEOCON, Inc. *Soil and Geologic Reconnaissance – Carroll Canyon Road Commercial Center*. (October 12, 2015).
- KLR Planning. *Collocation/Conversion Suitability Analysis*. (February 2015).
- KLR Planning. *Waste Management Plan*. (December 18, 2015)
- Lnd Consulting, Inc. *Noise Study – Carroll Canyon Mixed Use Development*. (December 2, 2015).
- LOS Engineering, *Carroll Canyon Mixed Use Transportation Impact Analysis* (January 2, 2016).
- LOS Engineering, *Carroll Canyon Mixed Use Retail Pad A Trip Generation and Parking Update* (May 26, 2016)
- Pasco Laret Suiter & Associates. *Sewer Study*. (June 2016).
- Pasco Laret Suiter & Associates. *Preliminary Drainage Study*. (June 2016).
- Pasco Laret Suiter & Associates. *Storm Water Quality Management Plan*. (August 2016).
- San Diego Association of Governments. *2050 Regional Forecast – Scripps Miramar Ranch Community*. (October 2011).
- San Diego, City of. *Carroll Canyon Community Plan Amendment Environmental Impact Report*. (July 27, 1994)
- San Diego, City of. *Casa Mira View Environmental Impact Report*. (August 27, 2008)
- San Diego, City of. *Casa Mira View 2 Draft Mitigated Negative Declaration*. (August 10, 2012)
- San Diego, City of. *Environmental Impact Report Guidelines* (1992; Revised 2005).
- San Diego, City of. *Erma Road Mitigated Negative Declaration*. (July 30, 2009)
- San Diego, City of. *Fenton-Carroll Canyon Technology Center Environmental Impact Report*. (November 16, 2001)
- San Diego, City of. *General Plan*. (March 2008, as amended January 2012).
- San Diego, City of. *Development Services Department, Significance Determination Thresholds*. (January 2011).
- San Diego, City of. *Land Development Code*.
- San Diego, City of. *MSCP Subarea Plan*. (1997).
- San Diego, City of. *Scripps Miramar Ranch Community Plan*.
- San Diego, City of. *The Watermark*. (2013).
- San Diego Community College District. *Miramar College Facilities Master Plan Draft Mitigated Negative Declaration*. (October 3, 2005)
- Scientific Resources Associated. *Air Quality Technical Report for the Carroll Canyon Mixed Use Project*.

- (October 7, 2015).
- Scientific Resources Associated. *Global Climate Change for the Carroll Canyon Mixed Use Project*. (November 23, 2016).

### 13.0 INDIVIDUALS AND AGENCIES CONSULTED

Agencies and individuals contacted during preparation of the EIR are identified in this section.

#### **CITY OF SAN DIEGO**

##### *Environmental Analysis Section*

- Kerry Santoro, Deputy Director
- Jeff Szymanski, Senior Planner

##### *Development Services Department*

- John Fisher, Development Services Project Manager
- Ann French-Gonsalves, Senior Traffic Engineer
- Jim Lundquist, Associate Engineer – Traffic

##### *Planning Department*

- Tony Kempton, Associate Planner
- Toni Dillon, Community Development Specialist

##### *Environmental Services Department*

- Lisa Wood, Senior Planner



## 14.0 CERTIFICATION

This document has been completed by the City of San Diego's Environmental Analysis Section, under the direction of the Development Services Department Environmental Review Manager. This EIR is based on independent analysis and determination made pursuant to the San Diego Land Development Code Section 128.0103.

Provided below is a list of City of San Diego staff, as well as the environmental and technical consultants, who assisted in preparing this document.

### **CITY OF SAN DIEGO**

#### *Environmental Analysis Section*

- Jeff Szymanski, Senior Planner

#### *Development Services Department*

- Ann French-Gonsalves, Senior Traffic Engineer
- Jim Lundquist, Associated Engineer – Traffic

#### *Community Planning and Community Investment Department*

- Tony Kempton, Associate Planner

### **EIR PREPARATION AND MANAGEMENT**

#### *KLR PLANNING*

- Karen L. Ruggels, Project Manager
- Brittany Erin Ruggels, Environmental Analyst/Planner
- Jennifer Clemente, Environmental Analyst/Planner

### **AIR QUALITY TECHNICAL REPORT**

#### *Scientific Resources Associated*

- Valorie Thompson, PhD

### **ARCHITECT**

#### *MVE + PARTNERS*

- Amy Martz, AIA

### **BIOLOGICAL SURVEY REPORT**

#### *BLUE Consulting, Inc.*

- Mike Jefferson

### **CARROLL CANYON MIXED USE DRAFT TRANSPORTATION IMPACT ANALYSIS**

#### *LOS Engineering*

- Justin Rasas, RCE, RTE

### **DRAINAGE STUDY**

#### *Pasco Laret Suiter & Associates*

- Michael Wolfe, P.E.

**GLOBAL CLIMATE CHANGE EVALUATION**

*Scientific Resources Associated*

- Valorie Thompson, PhD

**LANDSCAPE ARCHITECT**

*Groundlevel Landscape Architecture*

**NOISE ANALYSIS**

*Ldn Consulting, Inc.*

- Jeremy Loudin

**PRELIMINARY SEWER STUDY**

*Fusco Engineering*

- Michael Wolfe, R.C.E.
- Bryan Smith, P.E., Q.S.D.
- Greg W. Lang, P.E.

**PRELIMINARY WATER QUALITY TECHNICAL REPORT**

*Pasco Laret Suiter & Associates*

- Michael Wolfe, P.E.

**UPDATE GEOTECHNICAL INVESTIGATION**

*GEOCON*

- Rodney Mikesell, GE