



THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 240716
SCH No. 2015081031

SUBJECT: Carroll Canyon-Mixed Use: GENERAL PLAN/COMMUNITY PLAN AMENDMENT, REZONE, VESTING TENTATIVE MAP and PLANNED DEVELOPMENT PERMIT. The project proposes demolition of on-site office buildings and redevelopment of the project site with a mixed-use development that would include up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space. The project proposes several buildings that would accommodate residential units, small retail stores, and restaurants. The multi-family residential buildings would be located in the northern three-fourths of the site. Retail/restaurant pads would be located in the southern portion of the site along Carroll Canyon Road. Buildings would range in heights of one story to four stories and would equal 386,000 square feet.

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. The project site would be Rezoned from the existing IP-2-1 (Industrial-Park) to RM-3- 7 (Residential – Multiple Unit) and CC-2-3 (Commercial – Community) to allow for development of the mixed-use project. Development would occur in accordance with the proposed Planned Development Permit (PDP) to allow deviations to maximum wall heights, setbacks, lot frontage, and maximum building height; and a Vesting Tentative Map. Applicant: Sudberry Development Inc.

UPDATE: June 22, 2017. Clarifications/revisions, minor typographical corrections, and additional information have been added to this document, in response to comments submitted when compared to the draft EIR. In accordance with the California Environmental Quality Act Section 15088.5, the addition of new information that clarifies, amplifies, or makes insignificant modifications and would not result in new impacts or no new mitigation does not require recirculation. Pursuant to Section 15088.5(a) of the CEQA Guidelines: "Significant new information" requiring recirculation includes, for example, a disclosure of additional data or other information showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

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

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

ENVIRONMENTAL DETERMINATION:

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

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis conducted identified that the project could result in significant impacts to the following issue area(s): Land Use, Transportation/Circulation (Significant and unmitigated), Noise, Biological Resources and Paleontological Resources.

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

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the draft Environmental Impact Report and were invited to comment on its accuracy and sufficiency. Copies of the Environmental Impact Report, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the offices of the Development Services Department, or purchased for the cost of reproduction.

Federal Government

U.S. Fish and Wildlife Service (23)

State of California

Caltrans, District 11 (31)

California Department of Fish and Wildlife (32)

State Clearinghouse (46A)

California Department of Transportation (51A)

City of San Diego

Mayor's Office (91)

Councilmember Bry, District 1 (MS 10A)

Councilmember Zapf, District 2 (MS 10A)

Councilmember Ward, District 3 (MS 10A)

Councilmember Cole, District 4 (MS 10A)

Councilmember Kersey, District 5 (MS 10A)

Councilmember Cate, District 6 (MS 10A)

Councilmember Sherman, District 7 (MS 10A)

Councilmember Alvarez, District 8 (MS 10A)

Councilmember Gomez, District 9 (MS 10A)

Development Services Department

EAS – Jeff Szymanski

Transportation- Jim Lundquist

Engineering – Jeff Tamares

Geology – James Quinn

Landscaping – Terre Lien

Planning Review – Joseph Stanco

Project Manager – John Fisher

Planning Department

Long Range – Tony Kempton

Plan-Airport – Vickie White

Plan-Facilities Financing – Angela Abeyta

San Diego Police Department

Michael Pridemore (MS776)

San Diego Fire and Recue

Larry Trame (MS603)

Environmental Services Department

Lisa Wood (MS1102-A)

Central Library (81A)

Scripps Miramar Ranch Branch Library (81ff)

City Attorney (59)

Other Interested Groups, Organizations, and Individuals

Scripps Miramar Ranch Planning Group (437)

Beeler Canyon Conservancy (436)

Alliant International University (438)

Scripps Ranch Civic Association (440)

Walter Library USIU (441)
San Diego Association of Governments (108)
Metropolitan Transit System (112)
San Diego Gas & Electric (114)
Metropolitan Transit System (115)
Sierra Club (165)
San Diego Natural History Museum (166)
San Diego Audubon Society (167)
San Diego Audubon Society (167A)
California Native Plant Society (170)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego History Center (211)
San Diego Archaeological Center (212)
Ron Christman (215)
Clint Linton (215B)
Frank Brown – Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice Only] (225A-S)

RESULTS OF PUBLIC REVIEW:

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

 (FOR)
Kevin M. Santoro
Deputy Director
Development Services Department

January 11, 2016
Date of Draft Report

June 22, 2017
Date of Final Report

Analyst: Jeffrey Szymanski

LETTERS OF COMMENTS AND RESPONSES

CARROLL CANYON MIXED-USE PROJECT DRAFT EIR COMMENT LETTERS

The following comment letters were received from agencies, organizations, and individuals during the public review of the draft EIR. A copy of each comment letter along with corresponding staff responses has been included.

In accordance with CEQA Guidelines Section 15204(a), review of an EIR should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. According to Section 15204(a), [t]he adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR. Many of the comments received during public review of the Carroll Canyon Mixed-Use Project Draft EIR did not address the adequacy and/or sufficiency of the environmental document; however, staff endeavored to provide responses as appropriate as a courtesy to the commenters. Where letters of comment have resulted in revisions to the January 2017 Draft EIR, those changes are indicated in the Final EIR in strike-out/underline format (where omitted text is shown as ~~stricken~~ and added text is shown as underlined). Revisions that have been made to the Final EIR do not affect the conclusions contained in the EIR or the adequacy of the environmental document.

| Letter | Author | Address | Date | Representing | Page Number of Letter |
|----------------|--|--|-------------------|--|-----------------------|
| STATE AGENCIES | | | | | |
| A | Scott Morgan Director, State Clearinghouse | State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit 1400 Tenth Street/P.O. Box 3044 Sacramento, CA 95812-3044 | February 27, 2017 | State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit | 3 |
| B | Gayle Totton Associate Governmental Project Analyst | State of California Native American Heritage Commission 1550 Harbor Boulevard West Sacramento, CA 95961 | February 6, 2017 | State of California Native American Heritage Commission | 6 |
| C | Johnson P. Abraham Project Manager | State of California Department of Toxic Substances Control 5796 Corporate Avenue Cypress, CA 90630 | February 14, 2017 | State of California Department of Toxic Substances Control | 12 |

LETTERS OF COMMENTS AND RESPONSES

| Letter | Author | Address | Date | Representing | Page Number of Letter |
|----------------|--|---|-------------------|---|-----------------------|
| D | Jacob M. Armstrong, Chief Development Review Branch | State of California Department of Transportation District 11 4050 Taylor Street, MS 120 San Diego, CA 92110 | February 28, 2017 | State of California Department of Transportation | 15 |
| LOCAL AGENCIES | | | | | |
| E | Vincent Whipple Manager, Rincon Cultural Resources Department | Rincon Band of Luiseño Indians 1 W. Tribal Road Valley Center, CA 92082 | January 18, 2017 | Rincon Band of Luiseño Indians | 17 |
| F | Katie Hentrich Regional Planner | SANDAG 401 B Street, Suite 800 San Diego, CA 92101 | February 27, 2017 | San Diego Association of Governments | 18 |
| INDIVIDUALS | | | | | |
| G | Wallace Wulfreck, Chair | Scripps Ranch Planning Group (SRPG) | February 20, 2017 | Scripps Ranch Planning Group (SRPG) | 20 |
| H | Joe Bourgeois Chairman of the Board | Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877 | February 20, 2017 | Golden State Environmental Justice Alliance | 36 |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <div data-bbox="352 251 451 354"> </div> <div data-bbox="495 272 919 358"> <p>STATE OF CALIFORNIA GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT</p> </div> <div data-bbox="340 360 474 391"> <p>EDMUND G. BROWN JR. GOVERNOR</p> </div> <div data-bbox="424 389 537 412"> <p>February 27, 2017</p> </div> <div data-bbox="970 256 1066 354"> </div> <div data-bbox="982 365 1041 396"> <p>KEN ALEX DIRECTOR</p> </div> <div data-bbox="424 461 585 535"> <p>Jeffrey Szymanski City of San Diego 1222 First Avenue, MS-501 San Diego, CA 92101</p> </div> <div data-bbox="424 547 634 587"> <p>Subject: Carroll Canyon Mixed Use SCH#: 2015081031</p> </div> <div data-bbox="424 600 569 623"> <p>Dear Jeffrey Szymanski:</p> </div> <div data-bbox="424 636 1018 748"> <p>The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 24, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.</p> </div> <div data-bbox="424 760 903 784"> <p>Please note that Section 21104(c) of the California Public Resources Code states that:</p> </div> <div data-bbox="470 795 1005 870"> <p>"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."</p> </div> <div data-bbox="420 883 1018 941"> <p>These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.</p> </div> <div data-bbox="420 953 1014 1027"> <p>This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.</p> </div> <div data-bbox="420 1042 485 1065"> <p>Sincerely,</p> </div> <div data-bbox="409 1058 625 1127"> </div> <div data-bbox="420 1114 590 1153"> <p>Scott Morgan Director, State Clearinghouse</p> </div> <div data-bbox="420 1182 554 1222"> <p>Enclosures cc: Resources Agency</p> </div> <div data-bbox="510 1292 877 1338"> <p>1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov</p> </div> | <div data-bbox="1085 812 1925 875"> <p>A-1 This letter acknowledges compliance with the State Clearinghouse review requirements for draft environmental documents.</p> </div> |

A-1

LETTERS OF COMMENTS AND RESPONSES

A-1, cont.

| COMMENT | RESPONSE |
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| <p>Document Details Report State Clearinghouse Data Base</p> <p>SCH# 2015081031 Project Title Carroll Canyon Mixed Use Lead Agency San Diego, City of</p> <hr/> <p>Type EIR Draft EIR</p> <p>Description The project proposes demolition of on site office buildings and redevelopment of the project site with a mixed use development that would include up to 260 multi family residential units and approximately 10,700 sf of commercial retail space. The project proposes several buildings that would accommodate residential units, small retail stores, and restaurants. The multi family residential buildings would be located in the northern three-fourths of the site. Retail/restaurant pads would be located in the southern portion of the site along Carroll Canyon Road. Buildings would range in heights of one story to four stories and would equal 386,000 sf.</p> <p>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. The project site would be rezoned from the existing IP-2-1 to RM-3-7 to allow for development of the mixed use project. Development would occur in accordance with the proposed planned development permit to allow deviation to max wall heights, setbacks, lot frontage, and max building height; and a vesting tentative map.</p> <hr/> <p>Lead Agency Contact</p> <p>Name Jeffrey Szymanski Agency City of San Diego Phone (619) 446-5324 Fax email Address 1222 First Avenue, MS-501 City San Diego State CA Zip 92101</p> <hr/> <p>Project Location</p> <p>County San Diego City San Diego Region Lat / Long 32.89847° N / 117.0647° W Cross Streets Carroll Canyon Road / east of I-15 Parcel No. 437-260-41 Township 15S Range 2W Section 5 Base</p> <hr/> <p>Proximity to:</p> <p>Highways I-15 Airports MCAS Miramar Railways Waterways Carroll Canyon Creek Schools Scripps Ranch HS Land Use Industrial/Industrial Park (IP-2-1)</p> <hr/> <p>Project Issues Biological Resources; Noise; Traffic/Circulation; Landuse; Other Issues</p> <hr/> <p>Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission</p> <hr/> <p>Note: Blanks in data fields result from insufficient information provided by lead agency</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <p>A-1, cont.</p> <p>Document Details Report State Clearinghouse Data Base</p> <p>Date Received 01/11/2017 Start of Review 01/11/2017 End of Review 02/24/2017</p> <p>Note: Blanks in data fields result from insufficient information provided by lead agency</p> | |

LETTERS OF COMMENTS AND RESPONSES

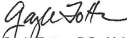
| | COMMENT | RESPONSE |
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| | <p>STATE OF CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION 1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone (916) 373-3710 Fax (916) 373-5471 Email: naahc@naahc.ca.gov Website: http://www.nahc.ca.gov Twitter: @CA_NAHC</p> <p style="text-align: right;">Edmund G. Brown Jr., Governor</p> <p style="text-align: center;">February 6, 2017</p> <p>Jeffrey Szymanski City of San Diego 1222 First Avenue MS-501 San Diego, CA 92101</p> <p style="text-align: right;">sent via e-mail: jszymanski@sanidiego.gov</p> <p>Re: SCH# 2015081031, Carroll Canyon Mixed Use Project, City of San Diego; San Diego County, California</p> <p>Dear Mr. Szymanski:</p> <p>The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report prepared for the project referenced above. The review included the Executive Summary of Project Impacts, and the Environmental Impact Analysis, prepared by the City of San Diego. We have the following concerns:</p> <ul style="list-style-type: none"> There is no Tribal Cultural Resources section or subsection in the Executive Summary as per California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf There is no documentation of government-to-government consultation by the lead agency under SB-18 or AB-52 with Native American tribes traditionally and culturally affiliated to the project area as required by statute, or that mitigation measures were developed in consultation with the tribes. Discussions under AB-52 may include the type of document prepared and proposed mitigation. Mitigation for inadvertent finds of Archaeological Resources, Cultural Resources, Tribal Cultural Resources or human remains is missing. If groundbreaking activities are included in the project, these sections are required. There are no mitigation measures specifically addressing Tribal Cultural Resources separately. Mitigation measures must take Tribal Cultural Resources into consideration as required under AB-52, with or without consultation occurring. Mitigation language for archaeological resources is not always appropriate for or similar to measures specifically for handling Tribal Cultural Resources. Tribal Cultural Resources assessments are not documented. These should adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources. <p>The California Environmental Quality Act (CEQA)¹, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.² If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.³ In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).</p> <p>CEQA was amended in 2014 by Assembly Bill 52. (AB 52).⁴ AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015. AB 52 created a separate category for "tribal cultural resources", that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.⁵ Your project may also be subject to Senate Bill 18 (SB 18) (Burton, Chapter 905, Statutes of 2004), Government Code 85352.3, if it also involves the adoption of or</p> <p>¹ Pub. Resources Code § 21000 et seq. ² Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15084.5 (b); CEQA Guidelines Section 15084.5 (b) ³ Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15084 subd (a)(1); CEQA Guidelines § 15084 (a)(1) ⁴ Government Code 65352.3 ⁵ Pub. Resources Code § 21074 ⁶ Pub. Resources Code § 21084.2 ⁷ Pub. Resources Code § 21084.3 (a)</p> | <p>B-1 Comment noted. The final EIR has been expanded to include within Section 7.0, <i>Effects Not Found to Be Significant</i>, subsection 7.5, <i>Tribal Cultural Resources</i>, a description of Tribal Cultural Resources (TCR). As presented in that section, the project has minimal potential for environmental effects associated with TCR due to the heavy disturbance from past activities along with its underlying geological structure.</p> <p>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 TCRs due to the heavy disturbance from past activities along with its underlying geological structure.</p> <p>B-2 On February 11, 2015, City staff issued a letter pursuant to SB 18 requirements for tribal notice regarding the project and its corresponding amendment to the Scripps Miramar Ranch Community Plan, offering 90 days to request consultation with the City of San Diego. No tribes responded during this period requesting consultation.</p> <p>In addition, City staff has consulted with Clinton Linton, Director of Cultural Resources with the Lipay Nation of Santa Ysabel, as referenced in Appendix O, <i>Miscellaneous Correspondence</i>, and has been added to the EIR. 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.</p> <p>B-3 See Response No. B-1.</p> <p>B-4 See Response Nos. B-1 and B-2.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>B-5 See Response No. B-1.</p> <p>B-6 Comments noted. See Response No. B-2. This portion of the letter presents a summary of Public Resources Code Section 21084.1, Assembly Bill 52, and Senate Bill 18, as well as the recommendations from the NAHC for implementing Tribal Cultural Resources consultations.</p> |

LETTERS OF COMMENTS AND RESPONSES

B-6
(cont.)

| COMMENT | RESPONSE |
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| <p>amendment to a general plan or a specific plan, or the designation or proposed designation of open space. Both SB 18 and AB 52 have tribal consultation requirements. Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966⁸ may also apply.</p> <p>Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.</p> <p>Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPA.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".</p> <p>The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.</p> <p>A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.</p> <p>Please contact me at gayle.totton@nahc.ca.gov or call (916) 373-3710 if you have any questions.</p> <p>Sincerely,</p> <p> Gayle Totton, B.S., M.A., Ph.D. Associate Governmental Project Analyst</p> <p>Attachment</p> <p>cc: State Clearinghouse</p> <p><small>⁸ 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.</small></p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <p>Pertinent Statutory Information:</p> <p>Under AB 52: AB 52 has added to CEQA the additional requirements listed below, along with many other requirements: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice. A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.⁹ and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18)."¹⁰ The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation: a. Alternatives to the project. b. Recommended mitigation measures. c. Significant effects.¹¹ 1. The following topics are discretionary topics of consultation: a. Type of environmental review necessary. b. Significance of the tribal cultural resources. c. Significance of the project's impacts on tribal cultural resources. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.¹² With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.¹³ If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following: a. Whether the proposed project has a significant impact on an identified tribal cultural resource. b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.¹⁴ Consultation with a tribe shall be considered concluded when either of the following occurs: a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.¹⁵ Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.¹⁶ If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b).¹⁷ An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs: a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2. b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.</p> <p>⁹ Pub. Resources Code § 21080.3.1, subds. (f) and (g) ¹⁰ Pub. Resources Code § 21080.3.1 (b) ¹¹ Pub. Resources Code § 21080.3.2 (a) ¹² Pub. Resources Code § 21080.3.2 (a) ¹³ Pub. Resources Code § 21082.3 (a)(1) ¹⁴ Pub. Resources Code § 21082.3 (b) ¹⁵ Pub. Resources Code § 21080.3.2 (b) ¹⁶ Pub. Resources Code § 21082.3 (a) ¹⁷ Pub. Resources Code § 21082.3 (g)</p> | <p>B-7 This is an attachment to the comment letter from Gayle Totton, above, and relates to comment B-6. Please refer to Response No. B-6.</p> |

B-7
(cont.)


| COMMENT | RESPONSE |
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| <p>c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.¹⁸ <i>This process should be documented in the Tribal Cultural Resources section of your environmental document.</i></p> <p>Under SB 18: Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65580 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.</p> <ul style="list-style-type: none"> • SB 18 applies to local governments and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf • Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.¹⁹ • There is no Statutory Time Limit on Tribal Consultation under the law. • Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,²⁰ the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.²¹ • Conclusion Tribal Consultation: Consultation should be concluded at the point in which: <ul style="list-style-type: none"> o The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or o Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.²² <p>NAHC Recommendations for Cultural Resources Assessments:</p> <ul style="list-style-type: none"> • Contact the NAHC for: <ul style="list-style-type: none"> o A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE. o A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures. • The request form can be found at http://nahc.ca.gov/resources/forms/. • Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine: <ul style="list-style-type: none"> o If part or the entire APE has been previously surveyed for cultural resources. o If any known cultural resources have been already been recorded on or adjacent to the APE. o If the probability is low, moderate, or high that cultural resources are located in the APE. o If a survey is required to determine whether previously unrecorded cultural resources are present. • If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. <ul style="list-style-type: none"> o The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. o The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center. <p>¹⁸ Pub. Resources Code § 21082.3 (d) ¹⁹ (Gov. Code § 65352.3 (a)(2)). ²⁰ pursuant to Gov. Code section 65040.2, ²¹ (Gov. Code § 65352.3 (b)). ²² (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).</p> <p style="text-align: center;">4</p> | |

LETTERS OF COMMENTS AND RESPONSES

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| <p>Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:</p> <ul style="list-style-type: none"> o Avoidance and preservation of the resources in place, including, but not limited to: <ul style="list-style-type: none"> ▪ Planning and construction to avoid the resources and protect the cultural and natural context. ▪ Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. o Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> ▪ Protecting the cultural character and integrity of the resource. ▪ Protecting the traditional use of the resource. ▪ Protecting the confidentiality of the resource. o Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. o Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.²³ o Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.²⁴ <p>The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.</p> <ul style="list-style-type: none"> o <u>Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.</u>²⁵ In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities. o <u>Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items</u> that are not burial associated in consultation with culturally affiliated Native Americans. o <u>Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains.</u> Health and Safety Code section 7050.5, Public Resources Code section 5097.88, and Cal. Code Regs., tit. 14, section 15084.5, subdivisions (d) and (e) (CEQA Guidelines section 15084.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery. <p>²³ (Civ. Code § 815.3 (c)). ²⁴ (Pub. Resources Code § 5097.891). ²⁵ per Cal. Code Regs., tit. 14, section 15084.5(f) (CEQA Guidelines section 15084.5(f)).</p> | |

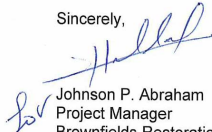
LETTERS OF COMMENTS AND RESPONSES

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| C-1 | <div data-bbox="346 235 1045 397">  <p>Department of Toxic Substances Control</p> <p>Matthew Rodriguez Secretary for Environmental Protection</p> <p>Barbara A. Lee, Director 5796 Corporate Avenue Cypress, California 90630</p> <p>Edmund G. Brown Jr. Governor</p> </div> <p>February 14, 2017</p> <p>Mr. Jeffrey Szymanski Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, California 92101</p> <p>DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR CARROLL CANYON MIXED USE PROJECT (SCH# 2015081031)</p> <p>Dear Mr. Szymanski:</p> <p>The Department of Toxic Substances Control (DTSC) has reviewed the subject EIR. The following project description is stated in the EIR: "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."</p> <p>Based on the review of the submitted document DTSC has the following comments:</p> <ol style="list-style-type: none"> 1. The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. A Phase I Environmental Site Assessment may be appropriate to identify any recognized environmental conditions. 2. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction. 3. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB). | <p>C-1 Comments noted. These comments provide a summary of the proposed project description. No responses are necessary.</p> <p>C-2 As stated in Section 5.12 of the EIR, <i>Health and Safety</i>, the project proposes development of an existing mostly vacant office complex. The proposed mix of uses (residential, commercial retail, and restaurant) is not anticipated to result in hazardous emissions or handle hazardous or acutely hazardous materials. In addition, the project site is not located on a list of hazardous materials sites, as is discussed in Section 5.12 of the EIR, based on the EnviroFacts search undertaken for the proposed project.</p> <p>A Phase I Environmental Site Assessment (ESA) was conducted for the project site in 2010 (URS, August 6, 2010). The Phase I 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. This has also been included in the discussion within the Section 5.12 of the DEIR.</p> <p>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 will 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,</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>will be removed from the structures per NESHAPS, Title 40 Code of Federal Regulations Part 61. In addition, all applicable laws and regulations will be followed, including provisions requiring notification of tenants, employees, maintenance and custodial personnel, and outside contractors, of the location of these materials, if present.</p> <p>C-3 See Response No. C-2.</p> <p>C-4 As discussed in Section 5.11 of the EIR, <i>Hydrology and Water Quality</i>, the project would be required to comply with the Hydromodification Management Plan (HMP) requirements as described in the City of San Diego Stormwater Standards Manual, and complies with the requirements of the San Diego Regional Water Quality Control Board. The project must comply with NPDES requirements for discharge of storm water runoff associated with construction activity.</p> |

LETTERS OF COMMENTS AND RESPONSES

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| <p>C-5</p> <p>C-6</p> | <p>Mr. Jeffrey Szymanski February 14, 2017 Page 2</p> <p>4. The EIR states, "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." If buildings or other structures are present/were historically present onsite, then lead-based paints or products, mercury, polychlorinated biphenyls (PCBs) in building materials and asbestos containing materials (ACMs) should be addressed in accordance with all applicable and relevant laws and regulations.</p> <p>5. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.</p> <p>If you have any questions regarding this letter, please contact me at (714) 484-5476 or email at Johnson.Abraham@dtsc.ca.gov.</p> <p>Sincerely,</p>  <p>Johnson P. Abraham Project Manager Brownfields Restoration and School Evaluation Branch Brownfields and Environmental Restoration Program - Cypress</p> <p>kl/sh/ja</p> | <p>C-5 The buildings on site are not known to contain hazardous substances, such as lead-based paints/products, mercury, and/or polychlorinated biphenyls (PCBs), with the exception of asbestos-containing materials (ACMs), as described in Response No. C-2. However, due to the age of the structures on site, it is possible for these materials to be encountered during demolition. Appropriate precautions would be taken if such hazardous materials were encountered. All applicable laws and regulations will be followed, including provisions requiring notification of tenants, employees, maintenance and custodial personnel, and outside contractors, of the location of these materials, if present.</p> <p>C-6 See Response No. C-1.</p> |


LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <p>STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY</p> <p>EDMUND G. BROWN Jr., Governor</p> <p>DEPARTMENT OF TRANSPORTATION</p> <p>DISTRICT 11 PLANNING DIVISION 4050 TAYLOR STREET, M.S. 240 SAN DIEGO, CA 92110 PHONE (619) 688-6960 FAX (619) 688-4299 TTY 711</p> <p>February 28, 2017</p> <p>11-SD-15 PM 15.00 Carroll Canyon Mixed Use Project Draft EIR / SCH#2015081031</p> <p>Mr. Jeffrey Szymanski City of San Diego 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Dear Mr. Szymanski:</p> <p>Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.</p> <p>Caltrans would like to submit the following comments for the Carroll Canyon Mixed Use Project draft Environmental Impact Report (EIR) located near Interstate 15 (I-15):</p> <p>Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.</p> <p>As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.</p> <p>Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.</p> <p><i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i></p> | <p>D-1 Comments noted. These comments are informational and do not address the adequacy or completeness of the EIR. No response is necessary.</p> |



D-1

LETTERS OF COMMENTS AND RESPONSES

D-1, cont.

| COMMENT | RESPONSE |
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| <p>Mr. Jeffrey Szymanski February 28, 2017 Page 2</p> <p>Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.</p> <p>If you have any questions, please contact Keri Robinson of the Caltrans Development Review Branch at (619) 688-3193 or by e-mail at keri.robinson@dot.ca.gov.</p> <p>Sincerely,</p>  <p>JACOB M. ARMSTRONG, Branch Chief Development Review Branch</p> <p><i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i></p> | |


LETTERS OF COMMENTS AND RESPONSES

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| <p>RINCON BAND OF LUISEÑO INDIANS Cultural Resources Department 1 W. Tribal Road · Valley Center, California 92082 · (760) 297-2330 Fax: (760) 297-2339</p>  <p>January 18, 2017</p> <p>Jeffrey Szymanski The City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101</p> <p>Re: Carroll Canyon Mixed Use Project No. 240716</p> <p>Dear Mr. Szymanski:</p> <p>This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Carroll Canyon Mixed Use Project No. 240716. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.</p> <p>The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.</p> <p>If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.</p> <p>Thank you for the opportunity to protect and preserve our cultural assets.</p> <p>Sincerely,</p>  <p>Vincent Whipple Manager Rincon Cultural Resources Department</p> <hr/> <p>Bo Mazzetti Tishmall Turner Steve Stallings Laurie E. Gonzalez Alfonso Kolb Tribal Chairman Vice Chairwoman Council Member Council Member Council Member</p> | <p>E-1 Comments noted. On February 11, 2015, City staff issued a letter pursuant to SB 18 requirements for tribal notice regarding the project and its corresponding amendment to the Scripps Miramar Ranch Community Plan, offering 90 days to request consultation with the City of San Diego. No tribes responded during this period requesting consultation. Additionally, local Native American tribes were provided with notification of the availability of the draft EIR.</p> <p>As presented in Section 7.0, <i>Effects Not Found to Be Significant</i>, the project area is not located within an area identified as having a high sensitivity level for archaeological resources, and further supported by a record search within the California Historic Resources Information Search (CHRIS) digital database failing to show any previously recorded sites within the project boundaries. 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 the project would not have a potential for impacts to historical and cultural resources.</p> <p>See also Response No. B-1.</p> |

LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
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| F-1 | <p>SANDAG</p> <p>401 B Street, Suite 800 San Diego, CA 92101-4231 (619) 699-1900 Fax (619) 699-1905 sandag.org</p> <p>February 27, 2017</p> <p>File Number 3300300</p> <p>Mr. Jeffrey Szymanski City of San Diego Development Services Department 1222 First Avenue, Mail Station 501 San Diego, CA 92101</p> <p>Dear Mr. Szymanski:</p> <p>SUBJECT: Carroll Canyon Mixed Use Draft Environmental Impact Report (Project No. 240716)</p> <p>Thank you for the opportunity to comment on the City of San Diego's Carroll Canyon Mixed Use Draft Environmental Impact Report (EIR). The San Diego Association of Governments (SANDAG) appreciates the City's efforts to implement policies included in San Diego Forward: The Regional Plan (Regional Plan) that help provide people with more travel and housing choices, protect the environment, create healthy communities, stimulate economic growth and reduce greenhouse gas emissions. SANDAG continues to work collaboratively with the City to achieve these objectives and has been communicating with staff (letter to City dated February 17, 2017) about reconsidering the location of a proposed <i>Rapid</i> transit route in order to better support the development goals of the proposed project as well as the policies presented in the Regional Plan.</p> <p>Transportation Demand Management</p> <p>The Carroll Canyon Mixed Use Draft EIR refrained from incorporating a Transportation Demand Management (TDM) program because "the proposed project would not generate over 50 tenant-occupants (employees)" (Draft EIR, page 233). TDM strategies are applicable to a wide array of projects and extend beyond employer outreach programs. Implementation of these strategies can help mitigate traffic impacts, reduce single-occupancy vehicle trips and alleviate parking demand. Examples of TDM strategies to consider include:</p> <ul style="list-style-type: none"> • Provision of safe bicycle and pedestrian facilities that connect residents and visitors to the existing and future proposed transit services on Carroll Canyon Road and to other nearby destinations such as Scripps Ranch High School. • In addition to the proposed bicycle racks throughout the property, consider secure bike parking (bike lockers or a bike station) for tenants of the multi-family residential properties. • Given the proximity to Interstate 15 (I-15) Express Lanes, promote carpooling and vanpooling to residents. The SANDAG TDM program (iCommute) offers ridematching services and a Regional Vanpool Program that provides a \$400 per month subsidy for eligible vans. Additionally, a Park & Ride facility is located nearby at I-15 and Mira Mesa Boulevard for the convenience of carpoolers and vanpoolers. <p>MEMBER AGENCIES Cities of Carlsbad Chula Vista Coronado Del Mar El Cajon Encinitas Escondido Imperial Beach La Mesa Lemon Grove National City Oceanside Poway San Diego San Marcos Santerre Solana Beach Vista and County of San Diego</p> <p>ADVISORY MEMBERS Imperial County California Department of Transportation Metropolitan Transit System North County Transit District United States Department of Defense San Diego Unified Port District San Diego County Water Authority Southern California Tribal Chairmen's Association Mexico</p> | <p>F-1 Comments noted.</p> <p>F-2 Comments noted. Although the project does not incorporate a formal Transportation Demand Management program, the project maintains a number of transportation options and modes consistent with the City of San Diego General Plan that can help minimize traffic impacts and alleviate parking demand. Transit service currently exists east of the project site at Businesspark Avenue and Willow Creek Road as Metropolitan Transit Service Bus Route 964, which connects to the regional bus and light rail transit network, providing access to local and regional retail, employment, housing, educational, and recreational facilities.</p> <p>The project would promote multimodal transportation by facilitating non-motorized transportation options. The project has pedestrian circulation and linkage elements, including a non-contiguous sidewalk along Carroll Canyon Road and direct access to project uses from this sidewalk, as well as a clearly demarcated internal circulation network. A bike lane exists along Carroll Canyon Road and bicycle parking facilities are provided on-site for residents, employees, and visitors. The project provides a total of 68 bicycle parking spaces on-site in the form of bicycle racks, which would be dispersed throughout the project site in proximity to retail and residential buildings. Additionally, the residential parking is partially accommodated in individual garages, which would provide secure bicycle storage for residents. A total of 143 of the 260 residential units (55 percent) would have garages.</p> |

LETTERS OF COMMENTS AND RESPONSES

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| F-2, cont. | <ul style="list-style-type: none"> Given the proximity to Bus <i>Rapid</i> Transit, promote and incentivize transit for tenants. Provision of carshare vehicles for tenants to reduce demand for a private automobile. Zipcar currently offers carshare service within the City of San Diego and provides carshare vehicles as amenities for tenants and employees of private residential, commercial, and mixed use properties. <p>The iCommute program can assist with promoting rideshare options as well as other regional services that encourage the use of transportation alternatives and reduce traffic congestion. Regional TDM programs include online ridematching services, multimodal trip planning, the Guaranteed Ride Home service, and support for bicycling. Information on the SANDAG TDM program can be accessed through www.iCommuteSD.com.</p> <p>Other Considerations</p> | |
| F-3 | <p>SANDAG encourages the City to support bicycle and pedestrian use via project design and promote access to regional bike routes when available. SANDAG has a number of additional resources that can be used for additional information or clarification on topics discussed in this letter. These can be found on our website at sandag.org/igr:</p> <ol style="list-style-type: none"> SANDAG Regional Parking Management Toolbox Riding to 2050, the San Diego Regional Bike Plan Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in Environmental Impact Reports Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities | F-3 Comments noted. These comments are informative and include a number of resources that may be consulted relative to project design and promoting access to regional active transportation networks. |
| F-4 | <p>When available, please send any additional environmental documents related to this project to:</p> <p>Intergovernmental Review c/o SANDAG 401 B Street, Suite 800 San Diego, CA 92101</p> <p>We appreciate the opportunity to comment on the Carroll Canyon Mixed Use Draft EIR. If you have any questions, please contact me at (619) 595-5609 or via email at katie.hentrich@sandag.org.</p> <p>Sincerely,</p>  <p>KATIE HENTRICH Regional Planner</p> | F-4 Comment noted. SANDAG has been added to the City's distribution list for notice when the final project EIR is available for review. |

LETTERS OF COMMENTS AND RESPONSES

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| | <p>Scripps Ranch Planning Group Comments on Carroll Canyon Mixed Use Draft EIR. Project No. 240716 SCH No. 2015081031</p> | |
| G-1 | <p>The SRPG submitted its response to the Notice of Preparation (NOP) for this EIR in September, 2015. This response is included in the DEIR in Appendix A. Unfortunately however, most of the requests raised in the response were apparently ignored in preparation of the DEIR. We therefore ask that the Development Services Department (DSD) specifically address their disregard of public comment submitted in response to their own NOP. If DSD is going to ignore public comment, why bother to request it?</p> <p>At this point, the DEIR does not accurately and completely describe environmental effects that might result if the project is approved and implemented, as required by the California Environmental Quality Act.</p> <p>Specific Comments:</p> <p>-----</p> | G-1 Comments noted. See responses below. |
| G-2 | <p>The DEIR, pg ES-4, claims that "Comment letters received during the NOP public scoping period expressed concern regarding traffic, biological resources, and Native American heritage." However, the comments we submitted also included concerns with consistency with the Community Plan and General Plan, Health and Safety, and Public Services and Facilities. These are ignored or not sufficiently addressed in the DEIR.</p> <p>-----</p> | G-2 Comment noted. Please see below for responses to comments presented in this letter. |
| G-3 | <p>The DEIR, pg 3-3, improperly proposes revisions to the Miramar Ranch North Community Plan rather than the Scripps Miramar Ranch Community Plan.</p> <p>-----</p> | G-3 This correction has been made. |
| G-4 | <p>Sec 2.2: "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.</p> <p>Revise to state: "The project site is located at the freeway entrance to the Scripps Ranch Business park. Commercial office development is located east and south of the project site along Carroll Canyon Road, with mixed-use retail and offices occurring immediately south of the project site."</p> <p>-----</p> | G-4 The project site is located within the Scripps Ranch Business Park. The requested revision has been made, with the correction of "freeway entrance to the Scripps Ranch Business [P]ark" with "southern freeway entrance to the Scripps Miramar Ranch community." |
| G-5 | <p>Sec 2.4.2. and 2.5. Include statement: '...the site supports over 80 mature eucalyptus trees...'</p> <p>-----</p> | G-5 The requested revision has been made. |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | | RESPONSE |
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| G-6 | Sec 3.1. Objectives: | <p>G-6 Per CEQA §15124(b), project objectives should include a clear statement of the underlying purpose of the project that will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid decision-makers in preparing findings or a statement of overriding considerations, if necessary. In addition, CEQA states the description of the project should include the aforementioned information but should not supply extensive detail beyond that needed for evaluation and review of the project impacts that result in a physical change to the environment. The DEIR includes eight project objectives. The commenter requests that the following underlined clause be added to the sixth project objective: “Utilize architecture and design elements to ensure high quality design and aesthetics <u>in accordance with the goals stated in the Community Plan for construction materials and incorporation of open spaces.</u>” The commenter provides no explanation why this proposed revision is warranted. Furthermore, the first project objective already calls for the project to “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.” In addition, in Table 5.1-2, the EIR finds the project will be consistent with the Scripps Miramar Ranch Community Plan with respect to open space and architectural form and character, which includes building materials. Further, the project will also provide public spaces associated with both the retail and residential portions of the project. Accordingly, this revision has not been made.</p> |
| | a.) Revise to state: “Utilize architecture and design elements to ensure high quality design and aesthetics in accordance with the goals stated in the Community Plan for construction materials and incorporation of open spaces.” | |
| | b.) Add: “Recognizing that the project site is located on one of three community evacuation routes, identify effective mitigations to avoid or minimize impacts to community egress and emergency vehicle ingress.” | |
| | <p>The DEIR includes mention of MTS line 964a, apparently based on a schedule dated Sept. 8, 2009 (pg. 215 of Appendix B, Carroll Canyon Mixed Use Project Traffic Study). That line has since been discontinued. The current routing of 964 is not described.</p> <p>-----</p> <p><i>Land Use and Planning:</i></p> <p>The Land Use analysis fails to address the following items that are parts of the General and Community Plans, and that were specifically requested in our response to the NOP:</p> | |
| G-9 | <ul style="list-style-type: none"> Encourage the development of a prestigious industrial park that provides desirable employment opportunities. | <p>G-7 Please refer to Response No. G-6. The commenter requests that the DEIR add a new objective. The new objective suggests that the project will impact community evacuation routes by referencing “mitigations to avoid or minimize impacts to community egress and emergency vehicle ingress.” This focus on the potential impacts of a project instead of on the purpose of the project does not comport with CEQA Guidelines §15124(b). Furthermore, the seventh project objective already focuses on developing a project that implements necessary roadway improvements to improve circulation, which covers the targeted nature of the project objective proposed by the</p> |
| G-10 | <ul style="list-style-type: none"> Encourage the retention and creation of middle-income employment by encouraging the development of measures that facilitate expansion of high technology business facilities that have the potential to create middle-income jobs likely to be filled by local residents. ⁽¹¹⁾ _{SEP} | |
| G-11 | <ul style="list-style-type: none"> Support the creation of higher quality jobs with advancement opportunities and self-sufficient wages. ⁽¹²⁾ _{SEP} | |
| G-12 | <ul style="list-style-type: none"> Prioritize economic development efforts to attract and induce investment in local businesses. | |
| G-13 | <p>In particular, since the proposed project removes industrial land, it has some effects on the industrial park area, on the possibility for creation of high technology business facilities, and the potential to create middle income or higher quality jobs. Further, the proposed project will create low-income service jobs in the retail sector. Since the proposed project clearly conflicts with the applicable land use plans and policies, these effects must be addressed in the EIR, and their significance must be assessed.</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>commenter. As presented in EIR Section 5.12, <i>Health and Safety</i>, the project was not found to result in substantial impacts to an emergency response plan and/or services. Accordingly, this addition has not been made.</p> <p>G-8 Bus Route 964a was not referenced in the Public Review Draft EIR. It is shown on Figure 3 of the Appendix B, <i>Transportation Impact Analysis</i>, but that route has since been discontinued. Bus Route 964 was included, with the routing that is currently in effect. Current Bus Route 964 is described in Tables 5.1-1, <i>General Plan Consistency</i>, and 5.1-2, <i>Scripps Miramar Ranch Community Plan Consistency</i>, in EIR Section 5.1, <i>Land Use</i>.</p> <p>G-9 This is a general recommendation of the Industrial Element of the Scripps Miramar Ranch Community Plan. Many of the industrial parks near the project site, such as Scripps Ranch Technology Park and Scripps Ranch Business Park, meet this recommendation. As such, it does not implicitly apply to any specific site. The project proposes an amendment to the Scripps Miramar Ranch Community Plan to redesignate the project site for residential development, with concomitant rezones. Because the project is not developed with industrial uses, is formally removing the project site from industrial land use designation and zoning, and does not propose industrial uses, this general goal does not apply. In addition, the project will provide amenities that serve and complement existing industrial park uses in the surrounding area. For example, Section 5.1, <i>Land Use</i>, of the EIR explains that the project would create additional multi-family housing and community shopping located in proximity to employment uses and in an area currently without any housing opportunities and would create additional community-serving commercial options that can provide for retail commercial services in proximity of residents and an employment base, thereby reducing the need to travel outside the community for these services.</p> <p>G-10 This General Plan Policy (EP-E.1) is part of a subset of policies relative to City actions related to preserving, investing, encouraging, and supporting middle-income employment, under the category of</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>Employment Development, which contains goals of a broad distribution of economic opportunities through the City, higher standard of living through self-sufficient wages, and increase in citywide real median income per capita, and a city with an increase in the number of quality jobs for local residents. This section does not apply to any specific site or area, but rather is a broadly applicable strategy for the City at a government level. This policy is not relevant to a specific project; rather, this policy is a guiding policy for City middle-income employment. Because the project is not developed with industrial uses, is formally removing the project site from industrial land use designation and zoning, and does not propose industrial uses, this general goal does not apply.</p> <p>G-11 This General Plan policy (EP-E.3) is within the category of Employment Development, which contains goals of a broad distribution of economic opportunities throughout the City, higher standard of living through self-sufficient wages, and increase in citywide real median income per capita, and a city with an increase in the number of quality jobs for local residents. This section does not apply to any specific site or area, but rather is a broadly applicable strategy for the City at a government level. This policy is not relevant to a specific project; rather, this policy is a guiding policy for City middle-income employment. Because the project is not developed with industrial uses, is formally removing the project site from industrial land use designation and zoning, and does not propose industrial uses, this general goal does not apply.</p> <p>G-12 This General Plan policy (EP-G.2) is within the category of Community and Infrastructure Investment, which contains information relative to community revitalization through enhanced access to regional and national sources of private and public funding and private and public infrastructure that supports economic prosperity. The proposed project would enhance community investment through the inclusion of new private funding and infrastructure within the community. Additionally, the project would meet this policy intention by directly inducing investment in</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>local business through the inclusion of small-scale commercial retail spaces that may act as catalysts for local businesses.</p> <p>G-13 Relative to the removal of industrial land, this impact was analyzed within the Collocation/Conversion Suitability Factors Analysis, discussed in Section 5.1 and noted as being completed and on-file with the City of San Diego's Development Services Department (pg. 5.1-21). As is discussed in the EIR:</p> <p><i>"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.</i></p> <p>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." (Carroll Canyon Mixed-Use Project Draft Environmental Impact Report, January 2017, pg. 5.1-21.) The Collocation/Conversion Suitability Factors Analysis is available for review at the City of San Diego Development Services Department.</p> <p>The Collocation/Conversion Suitability Factors Analysis provides detailed discussion of project suitability for conversion, which includes such determining factors as area characteristics, encroachment of non-industrial uses, proximity to transit, attractiveness to industrial uses (manufacturing, research and development, wholesale distribution, and warehousing uses), impact on Prime Industrial land, significance of residential/employment component, residential support facilities, airport land use compatibility, public health, public facilities, and separation of uses. The City accepted the Collocation/Conversion</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>Suitability Factors Analysis, determining the project conversion of industrial to mixed-use land uses would not result in an adverse impact on industrial land and the employment uses housed within these areas.</p> <p>The Collocation/Conversion Suitability Analysis recognized that the project site, as well as parcels to the east, is identified as Other Industrial Lands in the City's General Plan and is not identified as Prime Industrial Lands. Prime Industrial Lands are located to the south and north/northeast of the project site. The project area – including the Prime Industrial Lands located to the south and north/northeast of the site – has developed with a mix of office, commercial retail, light industrial, high technology, research and development, distribution, and educational uses. The Analysis concluded that the project area is attractive to the development of smaller scale and start-up light industrial uses, smaller independent companies and offices, and support services based on the types of uses currently located in the project area. In addition, the project area is attractive to larger base sector businesses, including corporate regional headquarters, larger manufacturers, technology companies and R&D companies. However, the project does not propose uses that would result in land use conflicts with nearby and adjacent light industrial uses.</p> <p>A field survey and Air Pollution Control District (APCD) permit records search were conducted for the project to determine if there are any sources of toxic or hazardous air contaminants/substances within ¼-mile of proposed residential uses. There are no Permits to Operate within ¼-mile of the project site and the project site is not located within ¼-mile of any identified sources of toxic or hazardous air contaminants/substances. There are five permitted businesses in the project area beyond ¼-mile, none of which would result in the release of toxic chemicals.</p> <p>Thus, there are no foreseeable impacts to Other Industrial Land and Prime Industrial Land businesses located in or that may locate in the</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>future from the proposed Carroll Canyon Mixed-Use project's development and occupancy. The proposed Carroll Canyon Mixed-Use project would blend into this existing development pattern by offering commercial uses within an area developed with existing commercial uses and by offering housing adjacent to existing employment use and lifestyle amenities. The proposed project would provide uses (including multi-family residential units, retail shops, and restaurants) that support the employment base created by light industrial land uses in a manner encouraged by the General Plan. Additionally, there are no uses in the project area that generate odors that are not characteristic of urban commercial office, retail, light industrial, and residential developments. There are no other known external environmental effects that would have an adverse impact on the project.</p> <p>Additionally, in accordance with the General Plan's goals for <i>Balanced Communities and Equitable Development</i>, 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. (See Section 5.1, <i>Land Use</i>, of the EIR.)</p> <p>The proposed project would also 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, as called for in the General Plan's <i>Balanced Communities and Equitable Development Policy</i>. 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.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>Retail sector jobs created by the project will add to the many layers of employment opportunities within the community to allow for greater employment of residents regardless of educational background or work experience. In addition, the relative small size of the commercial retail pads would allow for the potential inclusion of local businesses within the project, which directly supports the local economy and may provide a wider range of income opportunities.</p> |

LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
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| | <p>----- <i>Transportation / Traffic Analysis / Parking</i></p> <p>In our Response to the NOP, the SRPG specifically requested that the following bullet points be addressed in the DEIR. They were not addressed.</p> | |
| G-14 | <ul style="list-style-type: none"> Coordinate with the California Department of Transportation (Caltrans) early in the development of the Draft Environmental Impact Report (EIR) on traffic impacts from the proposed project. Clearly describe the impacts and delineate requisite mitigations within the State Right of Way (ROW). Utilize the SANDAG Brief Guide of Vehicle Traffic Generation Rates for the San Diego Region to generate the projected trip generation rates associated with the proposed project. | <p>G-14 The draft EIR was provided to Caltrans for review and comments, as noted in the Caltrans response letter. See Caltrans letter D and responses above.</p> <p>The City of San Diego has specific land use definitions and trip generation rates for projects in the City of San Diego, which were developed based on data from projects within the City and are generally consistent with SANDAG's trip generation rates. The City of San Diego's Trip Generation Manual includes trip generation rates for all of the project uses that include Fast Food Restaurant, Quality Restaurant, Retail, and Apartments; therefore City of San Diego trip generation rates were used.</p> |
| G-15 | <p>Comment: The DEIR provides no evidence of coordination with CALTRANS. The DEIR did not use the SANDAG guidance for trip generation rates.</p> | |
| G-16 | <ul style="list-style-type: none"> Conduct comprehensive data collection of baseline traffic volumes and LOS during peak AM and PM periods over several days of the week, not to include holiday periods, at the Carroll Canyon Road/I-15 SB and NB Ramps. Also, address the so-called "scissor" effect on I-15 between the Carroll Canyon SB Ramp and the Miramar Road exit ramp. | <p>G-15 Caltrans reviewed and commented on the report (please see Caltrans letter D and Response No. G-14, above). See Response No. G-14 with respect to how trip generation rates were determined.</p> |
| G-17 | <p>Comment: The DEIR states that analyses were conducted around November 2014. During that period portions of I-15 were under significant construction, so observed traffic volumes may not be reliable estimates of current conditions.</p> | <p>G-16 Appropriate baseline data was collected based on City of San Diego requirements that included daily freeway volumes, daily segment volumes, morning commuter peak volumes (7-9 AM), evening commuter peak volumes (4-6 PM), on-ramp meter rates and volumes, and on-ramp queuing observations. Additionally, Interstate-15 was appropriately analyzed based on City of San Diego requirements.</p> |
| G-18 | <p>The DEIR on pg 5.2-26 notes that the freeway segment on I-15 between Carroll Canyon SB and the Miramar Road exit ramp will be at LOS E. There is no comment on the "scissor" effect: Access to I-15 SB at Carroll Canyon seriously conflicts with exiting I-15 SB at Miramar Rd. This situation will be especially hazardous, and mitigations must be identified.</p> | <p>G-17 The traffic study area including I-15 did not have any construction activities when the traffic counts were collected. Documentation of no construction activity can be seen using Google Earth and selecting a historical imagery date. For I-15, the latest available 2013 Caltrans data was used in the traffic study to which the imagery date of 10/27/2012 shows no construction on I-15. For the study intersections, traffic counts were collected on 11/5/2014 to which the Google Earth imagery date of 10/26/2014 also showed no construction at the study intersections.</p> |
| G-19 | <ul style="list-style-type: none"> Address regionally significant arterial system segments and impacts on state highway facilities, particularly those providing freeway access or entry/egress from areas east of I-15. <p>Comment: The DEIR provided no analysis of other segments.</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>Therefore, the traffic data was collected without construction activity and is a reliable estimate of current conditions.</p> <p>Additionally, I-15 had open travel lanes in both directions (it continued to provide vital N-S travel) and the ramps at Carroll Canyon Road were open and operational. Accordingly, the traffic patterns in the study area were representative of baseline traffic.</p> <p>G-18 The Transportation Impact Analysis (TIA) found that the project's contribution to I-15 during the AM and PM peak hour commuter periods would be below the City of San Diego Traffic Impact Study Manual's threshold for analyzing impacts to the freeway mainline. Nevertheless, the TIA analyzed whether the project would have a significant impact on the freeway mainline, and whether there would be a significant impact to the SB and NB I-15 metered on-ramps during the AM and PM peak hour commuter periods. The TIA found that the project would have no significant impact to either the I-15 freeway mainline or the SB or NB I-15 metered on-ramps at Carroll Canyon Road during the AM and PM peak hour commuter periods. For example, during the AM peak hour commuter peak (7:15 – 8:15 AM), there are approximately 1,003 vehicles entering SB I-15 from Carroll Canyon Road, and the project is calculated to add 29 vehicles to the on-ramp during this hour, or about 2.9 percent (29/1,003). During the PM peak hour commuter peak (4:45 – 5:45 PM), there are approximately 1,015 vehicles entering SB I-15 from Carroll Canyon Road, and the project is calculated to add 24 vehicles to the on-ramp during this hour, or about 2.4 percent (24/1,015). Accordingly, the project's less than significant impact to the I-15 freeway mainline and the SB metered on-ramp at Carroll Canyon Road was appropriately analyzed based on City of San Diego requirements.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
|---------|--|
| | <p>G-19 Interstate 15 was appropriately analyzed based on City of San Diego requirements. The study area for the project's traffic analysis was determined by the limits or extent of where 50 peak hour directional project trips would travel to or from the site and where 20 peak hour trips would use metered freeway on-ramps. The study area was defined as set forth in the City's Traffic Impact Study Manual, July 1998. See DEIR Appendix B, page 4.</p> |

LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
|------|---|--|
| G-20 | <ul style="list-style-type: none"> Evaluate several intersections: <i>Scripps Ranch Blvd at Scripps Lake Drive</i> <i>Scripps Ranch Blvd at Hibert Street</i> <i>Scripps Ranch Blvd at Mira Mesa Blvd</i> <i>I-15 at Mira Mesa Blvd</i> <i>Scripps Ranch Blvd at Aviary Drive</i> <i>Business Park Avenue at Willow Creek Rd.</i> <i>Pomerado Road at Willow Creek Road (particularly during school dropoff/pickup hours at Marshall Middle School).</i> <i>Pomerado Road at I-15.</i> <p>Comment: The DEIR provides no analysis of any of these intersections. Preparers of the DEIR will claim that these are not required as effects according to their traffic counts do not propagate that far away from the project. However, all these intersections are impacted during rush hours and particularly during Marshall Middle School and Scripps Ranch High School dropoff/pickup hours. These impacts are not included in the traffic counts. The DEIR must discuss these impacts and potential mitigations.</p> | <p>G-20 As discussed in Response No. G-18, the study area was based on the City of San Diego <i>Traffic Impact Study Manual</i> criteria. The study area also matches the 50 peak hour trip criteria documented by the San Diego Traffic Engineers' Council (SANTEC/ITE Regional Guidelines).</p> |
| G-21 | <ul style="list-style-type: none"> As stated above, conduct extensive analysis of the impacts of the Project on the Community evacuation routes and mitigations to avoid or minimize impacts. <p>Comment: The DEIR provides no information on evacuation routes or mitigations. Carroll Canyon Rd has been identified by the community and the City and County as one of four evacuation egress routes for residents of many communities east of I-15. The EIR must identify effective mitigations to avoid or minimize impacts to community egress and emergency vehicle ingress.</p> | <p>G-21 The applicant has offered to provide a dedicated on-site storage area accessible to emergency personnel to quickly obtain signs, cones, or other emergency devices to help during evacuation. While Carroll Canyon Road is an identified evacuation route from the Scripps Ranch Community, construction and operation of the project would not obstruct the road or otherwise diminish its effectiveness as an evacuation route. Emergency personnel have reviewed emergency vehicle access elements.</p> |
| G-22 | <ul style="list-style-type: none"> Identify financing and funding sources (by percentage) associated with traffic mitigations. <p>Comments: The DEIR provides information on the funding to be provided by this project, but gave no information on other funding sources for mitigations. There is no way to know if adequate funding for mitigations will ever be available.</p> | <p>G-22 The traffic study has identified mitigation measures for direct impacts and fair share percentages for horizon year cumulative impacts. As stated in the EIR (see Section 5.2, <i>Transportation/ Traffic Circulation/Parking</i>) and as a requirement of the project, the project owner/permittee will be required to pay a fair share of 9.4 percent toward the construction of an eastbound to southbound right turn lane addition to the I-15/Carroll Canyon Road southbound ramp. The CEQA Guidelines § 15130(a)(3) identify fair share mitigation measures as an effective way to allow a project to mitigate its contribution to a cumulative impact. CEQA Guidelines § 15126.4(a)(4) prohibits mitigation that would require the project to mitigate impacts that exceed the project's impacts. Other funding sources for this improvement have not been identified and the timing for its full construction cannot be guaranteed. Therefore, as concluded in the EIR, the impact remains significant and unmitigated, requiring that the decision-maker adopt a Statement of Overriding Considerations specifically stating that the project's overall benefits override the significant and unmitigated impact. It is the intention of City staff that the Mira Mesa Public Facilities Financing Plan will be updated to include this improvement (known as T7-A.)</p> |
| G-23 | <p>-----</p> <p>Pg 5.1-17. While the goals and objectives in 5.1.1 cited increased access for pedestrian (foot, bicycle) transit to the project site, zone CC-2-3 is "intended to accommodate</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
|---------|--|
| | <p>G-23 The proposed project does support commercial uses with an auto orientation, as the project site is located within suburban Scripps Miramar Ranch. However, as part of the Climate Action Plan and as part of general sustainable design practices, the project also supports the use of non-carbon-emitting and non-motorized modes of transportation. The project provides pedestrian circulation and linkage elements, including a non-contiguous sidewalk along Carroll Canyon Road and direct access to project uses from this sidewalk, as well as a clearly demarcated internal circulation network. A bike lane exists along Carroll Canyon Road and bicycle parking facilities are provided on-site for residents, employees, and visitors. 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.</p> <p>Consistent with Climate Action Plan Strategies, the project will provide three percent of the total parking spaces required for residential use with a listed cabinet, box, or enclosure connected to a conduit linking the parking spaces with the electrical service. Of the total listed cabinets, boxes, or enclosures provided, 50 percent will have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents. The project will also provide short-term bicycle parking spaces in excess of those required in the City's Municipal Code.</p> |

LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
|-------------|--|---|
| | development with an auto orientation.” The zoning and intended goals/objectives seem inconsistent. | G-24 This correction has been made. |
| | ----- Pg 5.2-30 thru 5.2-31. | G-25 This correction has been made. |
| G-24 | <ul style="list-style-type: none"> MM 5.2.2 and MM 5.2.3 are reversed. MM 5.2.2 addresses Impact 5.2.4 and MM 5.2.3 addresses impact 5.2.3. Replace the text for MM 5.2.2 with MM 5.2.3 and visa versa. | G-26 See Response No. C-2. |
| G-25 | <ul style="list-style-type: none"> Delete reference to MM 5.2.5. There are only four mitigations, not five. | G-27 The project site's parcel and the parcel for the Scripps Ranch High School share a common border – the northern border of the project site's parcel and the southern border of the High School's parcel. However, the High School is not located immediately proximate to the project site. A drainage channel, ravine, and open areas separate the two uses. Residential structures proposed for construction on the project site will be approximately 750 feet from the nearest building on the High School site. Furthermore, commercial and residential uses are compatible uses. There are no special considerations that result from locating the proposed commercial and residential uses near a high school. |
| G-26 | <p><i>Health and Safety:</i></p> <p>In the SRPG response to the NOP, we requested that the DEIR:</p> <ul style="list-style-type: none"> address the probable existence of asbestos in the existing buildings, the mitigations to avoid exposing the public to hazardous materials, and the effectiveness of the mitigations. <p>Comment: The DEIR did not even mention the possibility of asbestos in the existing buildings.</p> | G-28 As presented in Section 5.13, <i>Public Services and Facilities</i> , and based on estimates provided by the San Diego Unified School District, the project could generate 23 – 47 high school aged students, which could increase automobile trips accessing Scripps Ranch High School. However, there are no identified safety or security issues related to project traffic at school crossings and parking lots. Furthermore, even though the project shares a property boundary with Scripps Ranch High School, there is no direct pedestrian connection across that property boundary between the project and the High School. This is because the High School and the project are separated by a fence at the high school boundary and a substantial drainage ravine that runs between the two properties. |
| G-27 | <p><i>Health and Safety, and Public Services and Facilities:</i></p> <p>In the SRPG response to the NOP we asked that the DEIR please address the implications for Safety and for Police services related to the following:</p> <ul style="list-style-type: none"> Identify any issues and special considerations resulting from the proximity and shared boundary of the proposed project with Scripps Ranch High School. | G-29 The proposed project would not result in any greater concerns relative to criminal activity than any other existing commercial or residential use. Per CEQA, there is no logical nexus to analyze such a relationship, as residential and commercial uses are common – and often promoted – near schools. To the extent that the commenter is requesting an analysis of the impact of criminal |
| G-28 | <ul style="list-style-type: none"> Review safety and security issues associated with increased traffic at school crossings and parking lots, including those that occur before and after regular school hours. | |
| G-29 | <ul style="list-style-type: none"> Review any potential increase in criminal activity associated with access to dwelling units, cars, and parking areas, such as burglaries, assaults, sex crimes, and/or drug sales and use, and relate these to safety of High School students and staff. <p>Comment: The DEIR provides no information concerning safety, security, traffic, or criminal activity concerning the proposed project and its proximity to the high school.</p> | |

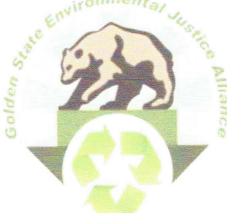
LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>activity on the project due to its proximity to the High School, CEQA does not require an analysis of the existing environment's impact on the project's future residents except in certain circumstances not applicable here. <i>See California Building Industry Ass'n v. Bay Area Air Quality Management Dist.</i> (2015) 62 Cal.4th 369.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <p>G-30</p> <p><i>Cumulative Effects</i> In the SRPG response to the NOP, we asked that the DEIR ensure that the cumulative effects analysis thoroughly evaluate effects of the Project on:</p> <ul style="list-style-type: none"> • Traffic volume and LOS at the Carroll Canyon, Pomerado, Hibert, and Mira Mesa intersections with I-15 NB and SB during peak AM and PM periods. • Traffic volume and LOS at the Carroll Canyon, Pomerado, Hibert, and Mira Mesa intersections with I-15 NB and SB during emergency evacuations. <p>Comment: The DEIR evaluated effects at the Carroll Canyon intersections with I-15 but provided no analysis of any other intersections.</p> <p>Submitted February 2017 by the Scripps Ranch Planning Group.</p> | <p>G-30 The study area was based on the City of San Diego <i>Traffic Impact Study Manual</i> criteria. Please see Response Nos. G-18 and G-19.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| <p style="text-align: right;">Page 1 of 8</p>  <p>Green Jobs & Green Communities P.O. Box 79222 Corona, CA 92877</p> <p>February 20, 2017</p> <p>VIA EMAIL</p> <p>Jeffrey Szymanski, Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 DSDEAS@sandiego.gov</p> <p>SUBJECT: CARROLL CANYON MIXED USE PROJECT NO. 240716 SCH NO. 2015081031</p> <p>To whom it may concern:</p> <p>Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Carroll Canyon Mixed Use project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.</p> | <p>H-1 The commenter has been added to the public notice list for the project.</p> |

LETTERS OF COMMENTS AND RESPONSES

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| <p style="text-align: right;">Page 2 of 8</p> <p>1.0 Summary</p> <p>As we understand it, the proposed project includes the demolition of two existing office buildings and redevelopment of the site with up to 260 multi-family residential units and approximately 10,700 square feet of commercial retail space. The project proposes several buildings that would accommodate residential units, small retail stores, and restaurants. The multi-family residential buildings would be located in the northern three-fourths of the site. Retail/restaurant pads would be located in the southern portion of the site along Carroll Canyon Road. Buildings would range in heights of one story to four stories and would equal 386,000 square feet.</p> <p>H-2 Discretionary actions related to the development of the proposed project include: 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 a Vesting Tentative Map (VTM).</p> <p>2.0 Environmental Setting</p> <p>H-3 Figure 2-5 <i>Surrounding Land Uses</i> does not identify all of the land uses surrounding the project site. The open space/field to the north is not identified and neither is Scripps Ranch High School. The open space/field to the north is not accurately described until 5.8 Biological Resources where it is disclosed that it is a canyon supporting an ephemeral USGS dashed blue-line stream. Figure 2-5 must be revised to accurately and fully disclose the land uses surrounding the project site.</p> <p>H-4 Figure 2-6 <i>City of San Diego General Plan Land Use Map</i> features a very small snap of the general project area. It is very difficult for the public to read this map and the public would benefit from an exhibit that exclusively focuses on the project vicinity. It is very difficult to ascertain but it appears that the canyon north of the project site is designated Park, Open Space & Recreation. The EIR must meaningfully disclose this information instead of burying it in a very small section of the map.</p> | | <p>H-2 Comments noted. These paragraphs restate project details as outlined in Section 3.0 of the EIR, <i>Project Description</i>.</p> <p>H-3 Figure 2-5, <i>Surrounding Land Uses</i>, has been revised to clearly identify Scripps Ranch High School as located north of the project site. Section 2.5 of the EIR, <i>Surrounding Land Uses</i>, identifies land uses north of the project site to include a natural drainage corridor and Scripps Ranch High School.</p> <p>H-4 In accordance with CEQA section 15125(a), Section 2.0 of the EIR, <i>Environmental Setting</i>, contains a description of physical environmental conditions in the vicinity of the project, and is no longer than necessary to establish an understanding of the significant effects of the proposed project and its alternatives. Figure 2-6 is a reproduction of Figure LU-2 in the City's General Plan Land Use and Community Planning Element, which is available at:</p> <p>https://www.sandiego.gov/sites/default/files/lu2_gplanduse_streetsystem_feb2016.pdf.</p> <p>An updated version of Figure LU-2 dated January 12, 2016, is available, and this version has been used for Figure 2-6 of the EIR. The canyon north of the project is not designated Park, Open Space & Recreation.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | | RESPONSE |
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| <p style="text-align: right;">Page 3 of 8</p> <p>3.0 Project Description</p> <p><i>Figure 3.8 - Site Plan and Table 3-2 Proposed Deviations</i></p> | | |
| H-5 | The site plan depicts the property as six separate lots; however, the lots are not numbered on the site plan even though they are referred to by number later in Table 3-2 Project Deviations. | H-5 Lots are clearly shown in Figure 3-7, <i>Project Grading Plan</i> , which immediately precedes Table 3-2, <i>Project Deviations</i> , as well as within the Project Exhibits available for review at the City of San Diego. |
| H-6 | Various setback deviations are requested with some labeled on the site plan, except for the 8'0" proposed setback on the east side of the property (uncertain which lot that is because they are not numbered on the site plan). There is also a proposed height deviation to increase the allowable | H-6 All proposed setback deviations are labeled on Figure 3-8, <i>Site Plan</i> , including the 8'0" proposed setback on the east side of the property. |
| H-7 | height by 10 feet in the proposed RM-3-7 zone area of the project, but it is not stated if that deviation applies to all the buildings, only one, or only a few. The site plan does not label | H-7 As described in Deviation No. 3 on Table 3-2, <i>Project Deviations</i> , the project proposes a height deviation of ten feet applicable to all buildings within the RM-3-7 zoned portion of the property. |
| H-8 | buildings with the proposed height deviation. Elevation 9 shows a residential elevation at +/- 40 feet height and that must be clarified as well. | H-8 It is not a requirement of the City of San Diego Municipal Code to label all buildings with proposed height deviations. The environmental analysis addresses building heights. During building permit review, City staff determines if the proposed building permit plans substantially conform to the conceptual development plans approved as part of the discretionary application. If it is determined that the building permit plans do not substantially conform, an amendment to the discretionary permit will be required. |
| H-9 | Deviations to street frontage, lot width, lot area, and lot frontage are requested as four of the six lots are substandard for their proposed zone. However, the vesting tract map included shows the project site held as one parcel. There is no indication that the property will continue to be held as six separate lots. The development standards should be applied to the property as it is proposed in the vesting tract map - as one parcel. The site plan shows six separate lots in order to create the appearance of a hardship of land, thus resulting in the proposed deviations. However, there is no hardship or the hardship will at least be reduced significantly once all the lots are combined. | H-9 There is no restriction on the number of lots indicated on a single parcel of a Vesting Tentative Map. The fact that it will be held as six separate lots has no effect on the environmental analysis. NOTE: The project does not include a Vesting Tract Map, as noted in the comment letter, but rather a Vesting Tentative Map. |
| H-10 | Further, the EIR states that lots 1, 5, and 6 straddle the RM-3-7 and CC-2-3 zones. The project proposes to rezone the entire site. The project proposal is creating its own hardship by not comprehensively zoning the site to avoid this issue. | H-10 Straddling the RM-3-7 and CC-2-3 zones is not uncommon and is not an environmental issue. As described in Section 3.2.2 of the EIR, <i>Proposed Zoning</i> , the project proposes to rezone the project site to include both RM-3-7 and CC-2-3 zones to ensure that development along Carroll Canyon Road occurs as retail and commercial, while also buffering development of residential uses on the northern portion of the site. |
| H-11 | Deviation No. 7 proposes commercial signs in the residential zone, but does not state if the commercial signs will comply with the SMRCP's development criteria that "internally illuminated signs are strongly discouraged" (Commercial Element). | H-11 For the commercial space located in the residentially zoned (RM-3-7) portion of the project site, the intent is that signage would comply |
| H-12 | Mitigation measures in Section 5.2 Transportation/Traffic Circulation/Parking include additional construction - road improvements - prior to issuance of the first building permit for the proposed project. This work is not included in the project description. The project description is incomplete and the EIR is not thoroughly accurate in evaluating the proposed project. | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>with what is allowed in the CC-2-3 zone, including allowing internally illuminated signs for commercial businesses.</p> <p>H-12 CEQA Section 15124 outlines the information to be included within the EIR Project Description, including project features. Mitigation measures MM 5.2-1 through MM 5.2-4, discussed in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, are not considered project features, as they are mitigation. Therefore, they are not required to be included within the project description and exclusion of these measures does not render the project description inaccurate or incomplete.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | | RESPONSE |
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| <p style="text-align: right;">Page 4 of 8</p> <p>5.1 Land Use</p> <p>H-13 The EIR lists proposals, objectives, and goals applicable to the project from the Scripps Miramar Ranch Community Plan (SMRCP). However, the EIR omits the statement from the SMRCP that “the community should maintain a low-density character” and that with respect to the High medium density land use “No additional use of this density is proposed in this Plan” (Residential Element - density ranges). The EIR cites the objective to “promote a variety of housing types and prices throughout the community in support of the citywide concept of balanced housing opportunities” which in the Residential Element is immediately followed by the objective to “encourage development of estate-type and custom lots to complete the spectrum of housing choices in Scripps Ranch”. It is clear that the SMRCP does not intend to further employ the High medium density in the plan area and focuses on estate residential as the density to complete the spectrum of housing choices in the area. The EIR is misleading to the public and decision makers by omitting this vital information from analysis. The EIR must be revised to include and analyze this information.</p> <p>H-14 The EIR does not present any applicable goals, policies, or objectives from the San Diego General Plan or SMRCP in relation to the existing industrial designation at the project site. The EIR must be revised to include analysis of the proposed project with regard for the existing applicable industrial designation.</p> <p>H-15 It is not stated if the proposed residential development would be integrated into one of the SMRCP’s existing Neighborhood Concept Plans (A-E) or create its own new Neighborhood Concept Plan. In order to be fully cohesive and integrate the proposed rezone with the SMRCP, this should be addressed in the EIR.</p> <p>5.2 Transportation/Traffic Circulation/Parking</p> <p>H-16 The proposed project would result in significant impacts 5.2-1, -2, -3, -4, and -5. Mitigation Measure 5.2-2 [Carroll Canyon Road/I-15 SB Ramp Intersection (Impact 5.2-3)] states that “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, satisfactory to the City Engineer”. An assessment of fees is appropriate when linked to a specific mitigation program. (<i>Anderson First Coalition v. City of Anderson</i> (2005) 130 Cal.App.4th 1173, <i>Save our Peninsula Comm. v. Monterey County Bd. Of Supers.</i> (2001) 87 Cal.App.4th 99, 141.) Payment of fees is not sufficient where there is no</p> | | <p>H-13 The Scripps Miramar Ranch Community Plan was adopted in 1978 with the language quoted in the comment letter relative to envisioned density at that time (1978). In 1985, the Scripps Miramar Ranch Community Plan was amended for the Scripps Westview II project, redesignating medium-density residential to high-medium residential, clearly setting precedent for continued use of this residential density, in spite of the 1978 text. At the time the Scripps Miramar Ranch Community Plan was adopted, the housing demands and overall vision for the City of San Diego was vastly different from what exists today. Furthermore, the community plan was adopted prior to the incorporation of the City of San Diego’s City of Villages Strategy, the Climate Action Plan, and the Regional Housing Needs Assessment (RHNA) Plan. Since the adoption of the Scripps Miramar Ranch Community Plan in 1978, the City of Villages Strategy was incorporated into the City of San Diego General Plan.</p> <p>The City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system.</p> <p>There are a variety of identified village propensities located to the north and west of the project site, such as high village propensity along I-15, particularly at Mira Mesa Boulevard, which reduces in intensity away from I-15. The proposed uses of the project fit with and support these surrounding villages. The project site is partially within a Transit Priority Area of the City’s Climate Action Plan. Additionally, the project creates the potential for a walkable village</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>extension where one previously was not anticipated due to the industrial land use designation.</p> <p>Additionally, since adoption of the Scripps Miramar Ranch Community Plan in 1978, the projected housing needs of the region have dramatically changed. Per the RHNA Plan, the forecast housing needs for the San Diego region is 435,171 dwelling units. Of those 435,171 dwelling units, the City of San Diego's housing burden is 233,805 dwelling units. The proposed project allows for Scripps Miramar Ranch to contribute positively to addressing the housing crisis in a manner that fits within established densities of the community, without proposing a density in excess of those identified in the Scripps Miramar Ranch Community Plan.</p> <p>Since adoption of the Scripps Miramar Ranch Community Plan in 1978, global climate change has become a paramount concern on the local, national, and global scale. California's landmark global climate change legislation, the Global Warming Solutions Act of 2006 (AB 32), established the State's goal of substantially reducing its GHG emissions to 1990 levels by 2020. Subsequent legislation, namely Senate Bill (SB) 97, adopted in 2007, addresses climate change by requiring lead agencies to analyze greenhouse gases (GHGs) under CEQA. Additionally, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each Metropolitan Planning Organization to prepare a Sustainable Communities Strategy as part of its Regional Transportation Plan that includes land use, transportation, and housing policies to reduce regional GHG emissions.</p> <p>Based on the 2011 California Air Resources Board's (ARB) Scoping Plan, the City of San Diego's Climate Action Plan (CAP) is a proactive step toward addressing the City's GHG emissions. The CAP provides a road map for the City to collaborate with communities in assessing vulnerability to future climate change, developing overarching adaptation strategies and implementing measures to enhance resilience. Compliance with the CAP is determined via the CAP Consistency Checklist, which evaluates such factors as land use</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>consistency, energy and water efficiency of buildings; clean and renewable energy; and bicycling, walking, transit, and land use. The proposed project is consistent with the CAP and facilitates San Diego's goals of addressing climate change by providing for an interconnected (internally and regionally) mix of uses that allows residents, employees, and visitors to limit their impact on the environment, in spite of the 1970s planning of the Scripps Miramar Ranch Community Plan that in no way could have anticipated the impacts of global climate change on all of humanity.</p> <p>Finally, the location of the proposed project at the edge of the community prevents disruption to the single-family character prevalent on the interior of the community. Multi-family development of condominiums and townhomes tends to be on the periphery of the community. The proposed project keeps with the established community-wide land use pattern of providing multi-family housing along the I-15 corridor, leaving single-family homes internal to the community undisturbed. The proposed project contributes to the spectrum of housing choices in the Scripps Miramar Ranch community that the community plan calls to be completed, by providing both new multi-family housing and rental housing, where the majority of housing is either single-family or for-sale product.</p> <p>H-14 One of the discretionary actions of the proposed project is an Amendment to the Scripps Miramar Ranch Community Plan, which includes removal of the project site from industrial land use designation and instead proposes it for residential and commercial retail uses. Thus, the Residential and Commercial Elements of the Community Plan have been reviewed and the proposed project is evaluated in context with those elements. The project's proposed change in land use is shown in the Community Plan Amendment (CPA) Figure 9, Industrial Element, and is reproduced in the EIR as Figure 3-4, Scripps Miramar Ranch Community Plan Industrial Element. As shown in Figure 3, Residential Element, of the CPA and reproduced in the EIR as Figure 3-2, Scripps Miramar Ranch Community Plan Residential Element, the project site is proposed</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>for residential development within new Neighborhood Concept Plan Area F. Because the project removes the industrial land use designation from the site within the Scripps Miramar Ranch Community Plan, and the project site is proposed to be designated as residential with the CPA, industrial goals, policies, and objectives of the Scripps Miramar Ranch Community Plan and the City of San Diego General Plan would no longer be applicable.</p> <p>Furthermore, in order to remove the industrial land use designation from the project site, a Collocation/Conversion Suitability Factors Analysis was prepared for the proposed project. 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 desirable (Carroll Canyon Mixed-Use Project Draft Environmental Impact Report, January 2017, pg. 5.1-21).</p> <p>General Plan Economic Prosperity Policy EP-A.17 states:</p> <p><i>Analyze the collocation and conversion suitability factors listed in Appendix C, EP-2, when considering residential conversion or collocation in non-prime industrial land areas.</i></p> <p>With regards to a change in non-prime industrial land uses to residential use, among the General Plan Collocation/Conversion Suitability Factors that should be considered is the following:</p> <p><i>The significance of the proposed residential density to justify a change in land use.</i></p> <p>The project proposes a residential density of 15-29 dwellings per acre, which is the highest density allowed in the Community Plan. Therefore, the project would support this Collocation/Conversion Suitability Factor.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>H-15 The creation of Neighborhood Concept Plan Area F is discussed in Section 3.2.1, Scripps Miramar Ranch Community Plan/General Plan Amendment, of the EIR. Area F includes a maximum of 260 dwelling units at a density of 15 to 29 du/ac for the entire project site. This section includes a summary of the features of Area F, as well as other CPA revisions. Area F is shown on Figure 3-2. Additionally, Area F and its development criteria relative to residential, community shopping, mobility, urban design, and sustainability are clearly discussed in the CPA on pages 23 and 23a and throughout the document. The proposed land use designation revisions and associated rezone are cohesively integrated into the Scripps Miramar Ranch Community Plan; these project elements are addressed in the EIR within the Project Description, as well as Section 5.1, Land Use.</p> <p>H-16 Section 5.2 of the EIR, Transportation/Traffic Circulation/Parking, clearly states the potential that mitigation measure MM 5.2-2 may not be completed by the study horizon year, resulting in Impact 5.2-2 remaining significant and unmitigated. Project approval will require that the decision-maker adopt all findings and a Statement of Overriding Considerations, which will address this potential unmitigated impact. Refer to Response No. G-22 for a discussion of fair share mitigation.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | | RESPONSE |
|---------|--|---|
| | <p>Page 5 of 8</p> <p>evidence mitigation will actually result. (<i>Gray v. County of Madera</i> (2008) 167 Cal.App.4th 1099,1122.) The assessment of fees here is not adequate as there is no evidence mitigation will actually result. MM 5.2-2 represents uncertain mitigation and is improperly deferred in violation of CEQA.</p> <p>5.4 Air Quality</p> | |
| H-17 | <p>A construction schedule is not given for the project in the EIR, but the Air Quality Analysis (Appendix C) assumes an 18 month construction schedule with overlapping construction, paving, and architectural coating phases. The EIR does not present any statement of impacts or potential mitigation measures from the overlap of construction phases. There is no statement that the construction phases will not occur concurrently. Also, there is no requirement that the project be completed over a certain number of days given. Construction may occur faster as well, which would result in significantly greater daily impacts.</p> | <p>H-17. The construction schedule was based on estimates from the project applicant and assumed an 18-month duration. The California Emissions Estimator Model (CalEEMod) was used to calculate emissions from project construction, taking into account the overlap of building construction, paving, and architectural coatings application. As shown in both Table 5 of the Air Quality Technical Report, <i>Estimated Maximum Daily Construction Emissions</i>, and discussed under Issue 1 within Section 5.4.2 of the EIR, <i>Impact Analysis</i>, construction does not require mitigation because emissions are well below the City's significance thresholds. Construction activities are based on the current model and the best available information. The analysis provides an evaluation of the maximum daily emissions versus the significance thresholds, which takes into account simultaneous operation of construction equipment and construction vehicles. There is no need to require the project to be completed in the number of days assumed, nor would faster construction necessarily result in higher emissions. The analysis is therefore reasonable, and no further revisions are warranted.</p> <p>H-18. CalEEMod is the industry standard for calculating construction and operational air quality emissions, and is accepted by the City of San Diego, San Diego Air Pollution Control District, and widely throughout the State of California. CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with California air districts, and the San Diego Air Pollution Control District "recommends use of the latest version of CalEEMod for estimating emissions from proposed land use development projects." (http://www.sdapcd.org/content/sdc/apcd/en/air-quality-planning/ceqa.html)</p> <p>The CalEEMod model assumes that most construction activities would occur within an 8-hour period. This period does not include safety meetings, lunch breaks, or other times during the day when all construction equipment is not operating. Rather, the model assumes that all construction equipment would be operational</p> |
| H-18 | <p>The AQA assumes a maximum 8 hour day of construction, 5 days per week. Section §59.5.0404 - Construction Noise of the San Diego Municipal Code permits construction between the hours of 7:00 AM - 7:00 PM, Monday - Saturday. The AQA does not present the "worst-case scenario" of construction equipment emitting pollutants for the legal 12 hours per day, 6 days per week. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.</p> | |
| H-19 | <p>The EIR and Air Quality Analysis state that the nearest sensitive receptors to the project site are residents located approximately 0.1 mile east. The EIR and Air Quality Analysis do not provide a map of the sensitive receptors or indicate where on their respective properties the sensitive receptors were placed for analysis. Health Risk Assessments are supposed to be conservative and modeling should have assessed what may happen to sensitive receptors given their exposure at their property lines. The EIR is deficient as an informational document and does not present adequate analysis regarding the sensitive receptors during the construction or operational phases.</p> | |
| H-20 | <p>Additionally, there is no mention of Scripps Ranch High School (adjacent to the proposed project site) as a sensitive receptor in either the EIR or Air Quality Analysis. Both must be revised to include Scripps Ranch High School for analysis.</p> | |
| H-21 | <p>The EIR states that "any odors present during construction would be temporary" but does not provide a CEQA definition of temporary odors or an exemption for temporary odors. The EIR</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>within the 8-hour period of maximum activity. The analysis is therefore reasonable and provides a reasonable estimate of maximum daily emissions. Accordingly, the City's Municipal Code permitting construction between 7 AM and 7 PM, Monday – Saturday, does not make the CalEEMod assumptions unreasonable. Also, the Air Quality Technical Report's use of an 8-hour period to calculate daily emissions does not affect its calculation of the project's total construction emissions. This is because the project will require a finite amount of construction activity to build, which the Air Quality Technical Report accurately calculates. Even if the project is constructed more quickly than estimated, the total volume of air quality emissions would not be expected to change. No revisions to the study are warranted.</p> <p>Nevertheless, to address the comment, the construction scenario was re-run within the CalEEMod assuming that equipment would have the potential to operate 12 hours per day. The model was also re-run assuming that coatings would be compliant with SDAPCD Rule 67.0.1, which went into effect on January 1, 2017. The results of the analysis indicate that emissions from construction would remain well below the City of San Diego's significance threshold. The tables are included below.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE | | | | | | | | | | |
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| | Estimated Maximum Daily Construction Emissions Carroll Canyon Mixed Use Project – 8 hrs/day construction | | | | | | | | | | |
| | Construction Activity/Time | ROG | NOx | CO | SO₂ | PM₁₀ Dust | PM₁₀ Exhaust | PM₁₀ Total | PM_{2.5} Dust | PM_{2.5} Exhaust | PM_{2.5} Total |
| | Demolition | | | | | | | | | | |
| | 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 |
| | TOTAL | 4.69 | 50.15 | 37.96 | 0.04 | 0.66 | 2.481 | 3.14 | 0.13 | 2.31 | 2.44 |
| | Site Grading | | | | | | | | | | |
| | 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 | 0.00 | 0.03 |
| | TOTAL | 3.89 | 40.49 | 27.41 | 0.03 | 2.56 | 2.33 | 4.89 | 1.33 | 2.14 | 3.47 |
| | Building Construction | | | | | | | | | | |
| | 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 |
| | TOTAL | 4.85 | 34.77 | 33.08 | 0.05 | 1.91 | 2.19 | 4.10 | 0.51 | 2.06 | 2.57 |
| | Paving | | | | | | | | | | |
| | 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 | 0.03 |
| | TOTAL | 2.16 | 22.45 | 15.49 | 0.02 | 0.12 | 1.26 | 1.38 | 0.03 | 1.16 | 1.19 |
| | Architectural Coatings | | | | | | | | | | |
| | Architectural Coatings Off-Gas | 47.12 | - | - | - | - | - | - | - | - | - |
| | Architectural Coating Off Road Diesel | 0.37 | 2.37 | 1.88 | 0.00 | - | 0.20 | 0.20 | - | 0.20 | 0.20 |
| | Architectural Coating Worker Trips | 0.14 | 0.17 | 1.83 | 0.00 | 0.34 | 0.00 | 0.34 | 0.09 | 0.00 | 0.09 |
| | TOTAL | 47.63 | 2.54 | 3.71 | 0.00 | 0.34 | 0.20 | 0.54 | 0.09 | 0.20 | 0.29 |
| | MAXIMUM DAILY EMISSIONS¹ | 54.27 | 57.65 | 50.73 | 0.09 | 2.37 | 3.49 | 5.86 | 0.63 | 3.27 | 3.90 |
| | Significance Criteria | 137 | 250 | 550 | 250 | | | 100 | | | 55 |
| | Significant? | No | No | No | No | | | No | | | No |
| | ¹ Maximum ROG, CO, and SOx emissions during simultaneous building construction, paving, and architectural coatings application. Maximum NOx and PM emissions during grading. | | | | | | | | | | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | <table><tr><th colspan="11">Estimated Maximum Daily Construction Emissions Carroll Canyon Mixed Use Project – 12 hrs/day construction</th></tr><tr><th>Construction Activity/Time</th><th>ROG</th><th>NOx</th><th>CO</th><th>SO₂</th><th>PM₁₀ Dust</th><th>PM₁₀ Exhaust</th><th>PM₁₀ Total</th><th>PM_{2.5} Dust</th><th>PM_{2.5} Exhaust</th><th>PM_{2.5} Total</th></tr><tr><td>Demolition</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Fugitive Dust</td><td>-</td><td>-</td><td>-</td><td>-</td><td>0.45</td><td>0.00</td><td>0.45</td><td>0.07</td><td>0.00</td><td>0.07</td></tr><tr><td>Off-Road Diesel</td><td>6.76</td><td>72.54</td><td>54.11</td><td>0.06</td><td>-</td><td>3.68</td><td>3.68</td><td>-</td><td>3.43</td><td>3.43</td></tr><tr><td>On-Road Diesel</td><td>0.12</td><td>1.72</td><td>1.15</td><td>0.00</td><td>0.09</td><td>0.03</td><td>0.12</td><td>0.03</td><td>0.02</td><td>0.05</td></tr><tr><td>Worker Trips</td><td>0.06</td><td>0.07</td><td>0.74</td><td>0.00</td><td>0.12</td><td>0.001</td><td>0.12</td><td>0.03</td><td>0.00</td><td>0.03</td></tr><tr><td>TOTAL</td><td>6.94</td><td>74.33</td><td>56.00</td><td>0.06</td><td>0.66</td><td>3.71</td><td>4.37</td><td>0.13</td><td>3.45</td><td>3.58</td></tr><tr><td>Site Grading</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Fugitive Dust</td><td>-</td><td>-</td><td>-</td><td>-</td><td>2.44</td><td>0.00</td><td>2.44</td><td>1.30</td><td>0.00</td><td>1.30</td></tr><tr><td>Off-Road Diesel</td><td>5.75</td><td>60.62</td><td>40.01</td><td>0.04</td><td>-</td><td>3.49</td><td>3.49</td><td>-</td><td>3.21</td><td>3.21</td></tr><tr><td>Worker Trips</td><td>0.06</td><td>0.07</td><td>0.74</td><td>0.00</td><td>0.12</td><td>0.00</td><td>0.12</td><td>0.03</td><td>0.00</td><td>0.03</td></tr><tr><td>TOTAL</td><td>5.81</td><td>60.69</td><td>40.75</td><td>0.04</td><td>2.56</td><td>3.49</td><td>6.05</td><td>1.33</td><td>3.21</td><td>4.54</td></tr><tr><td>Building Construction</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Building Off Road Diesel</td><td>5.83</td><td>48.63</td><td>30.06</td><td>0.04</td><td>-</td><td>3.40</td><td>3.40</td><td>-</td><td>3.19</td><td>3.19</td></tr><tr><td>Building Vendor Trips</td><td>0.41</td><td>3.82</td><td>4.25</td><td>0.00</td><td>0.23</td><td>0.06</td><td>0.29</td><td>0.07</td><td>0.06</td><td>0.12</td></tr><tr><td>Building Worker Trips</td><td>0.78</td><td>0.92</td><td>10.09</td><td>0.02</td><td>1.68</td><td>0.01</td><td>1.69</td><td>0.44</td><td>0.01</td><td>0.46</td></tr><tr><td>TOTAL</td><td>7.02</td><td>53.37</td><td>44.40</td><td>0.06</td><td>1.91</td><td>3.47</td><td>5.38</td><td>0.51</td><td>3.26</td><td>3.77</td></tr><tr><td>Paving</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Paving Off-Gas</td><td>0.02</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Paving Off Road Diesel</td><td>3.13</td><td>33.58</td><td>22.23</td><td>0.03</td><td>-</td><td>1.89</td><td>1.89</td><td>-</td><td>1.74</td><td>1.74</td></tr><tr><td>Paving Worker Trips</td><td>0.05</td><td>0.06</td><td>0.67</td><td>0.00</td><td>0.12</td><td>0.00</td><td>0.12</td><td>0.03</td><td>0.00</td><td>0.03</td></tr><tr><td>TOTAL</td><td>3.20</td><td>33.64</td><td>22.90</td><td>0.03</td><td>0.12</td><td>1.89</td><td>2.01</td><td>0.03</td><td>1.74</td><td>1.77</td></tr><tr><td>Architectural Coatings</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Architectural Coatings Off-Gas</td><td>26.18</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Architectural Coating Off Road Diesel</td><td>0.74</td><td>4.74</td><td>3.77</td><td>0.01</td><td>-</td><td>0.39</td><td>0.39</td><td>-</td><td>0.39</td><td>0.39</td></tr><tr><td>Architectural Coating Worker Trips</td><td>0.14</td><td>0.17</td><td>1.83</td><td>0.00</td><td>0.34</td><td>0.00</td><td>0.34</td><td>0.09</td><td>0.00</td><td>0.09</td></tr><tr><td>TOTAL</td><td>27.06</td><td>4.91</td><td>5.60</td><td>0.01</td><td>0.34</td><td>0.39</td><td>0.73</td><td>0.09</td><td>0.39</td><td>0.48</td></tr><tr><td>MAXIMUM DAILY EMISSIONS¹</td><td>36.77</td><td>88.90</td><td>71.20</td><td>0.12</td><td>2.37</td><td>5.52</td><td>7.88</td><td>0.63</td><td>5.16</td><td>5.80</td></tr><tr><td>Significance Criteria</td><td>137</td><td>250</td><td>550</td><td>250</td><td></td><td></td><td>100</td><td></td><td></td><td>55</td></tr><tr><td>Significant?</td><td>No</td><td>No</td><td>No</td><td>No</td><td></td><td></td><td>No</td><td></td><td></td><td>No</td></tr></table> <p>¹Maximum ROG, CO, and SOx emissions during simultaneous building construction, paving, and architectural coatings application. Maximum NOx and PM emissions during grading.</p> | Estimated Maximum Daily Construction Emissions Carroll Canyon Mixed Use Project – 12 hrs/day construction | | | | | | | | | | | Construction Activity/Time | ROG | NOx | CO | SO ₂ | PM ₁₀ Dust | PM ₁₀ Exhaust | PM ₁₀ Total | PM _{2.5} Dust | PM _{2.5} Exhaust | PM _{2.5} Total | Demolition | | | | | | | | | | | Fugitive Dust | - | - | - | - | 0.45 | 0.00 | 0.45 | 0.07 | 0.00 | 0.07 | Off-Road Diesel | 6.76 | 72.54 | 54.11 | 0.06 | - | 3.68 | 3.68 | - | 3.43 | 3.43 | 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 | TOTAL | 6.94 | 74.33 | 56.00 | 0.06 | 0.66 | 3.71 | 4.37 | 0.13 | 3.45 | 3.58 | Site Grading | | | | | | | | | | | Fugitive Dust | - | - | - | - | 2.44 | 0.00 | 2.44 | 1.30 | 0.00 | 1.30 | Off-Road Diesel | 5.75 | 60.62 | 40.01 | 0.04 | - | 3.49 | 3.49 | - | 3.21 | 3.21 | Worker Trips | 0.06 | 0.07 | 0.74 | 0.00 | 0.12 | 0.00 | 0.12 | 0.03 | 0.00 | 0.03 | TOTAL | 5.81 | 60.69 | 40.75 | 0.04 | 2.56 | 3.49 | 6.05 | 1.33 | 3.21 | 4.54 | Building Construction | | | | | | | | | | | Building Off Road Diesel | 5.83 | 48.63 | 30.06 | 0.04 | - | 3.40 | 3.40 | - | 3.19 | 3.19 | 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 | TOTAL | 7.02 | 53.37 | 44.40 | 0.06 | 1.91 | 3.47 | 5.38 | 0.51 | 3.26 | 3.77 | Paving | | | | | | | | | | | Paving Off-Gas | 0.02 | - | - | - | - | - | - | - | - | - | Paving Off Road Diesel | 3.13 | 33.58 | 22.23 | 0.03 | - | 1.89 | 1.89 | - | 1.74 | 1.74 | Paving Worker Trips | 0.05 | 0.06 | 0.67 | 0.00 | 0.12 | 0.00 | 0.12 | 0.03 | 0.00 | 0.03 | TOTAL | 3.20 | 33.64 | 22.90 | 0.03 | 0.12 | 1.89 | 2.01 | 0.03 | 1.74 | 1.77 | Architectural Coatings | | | | | | | | | | | Architectural Coatings Off-Gas | 26.18 | - | - | - | - | - | - | - | - | - | Architectural Coating Off Road Diesel | 0.74 | 4.74 | 3.77 | 0.01 | - | 0.39 | 0.39 | - | 0.39 | 0.39 | Architectural Coating Worker Trips | 0.14 | 0.17 | 1.83 | 0.00 | 0.34 | 0.00 | 0.34 | 0.09 | 0.00 | 0.09 | TOTAL | 27.06 | 4.91 | 5.60 | 0.01 | 0.34 | 0.39 | 0.73 | 0.09 | 0.39 | 0.48 | MAXIMUM DAILY EMISSIONS¹ | 36.77 | 88.90 | 71.20 | 0.12 | 2.37 | 5.52 | 7.88 | 0.63 | 5.16 | 5.80 | Significance Criteria | 137 | 250 | 550 | 250 | | | 100 | | | 55 | Significant? | No | No | No | No | | | No | | | No |
| Estimated Maximum Daily Construction Emissions Carroll Canyon Mixed Use Project – 12 hrs/day construction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction Activity/Time | ROG | NOx | CO | SO ₂ | PM ₁₀ Dust | PM ₁₀ Exhaust | PM ₁₀ Total | PM _{2.5} Dust | PM _{2.5} Exhaust | PM _{2.5} Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demolition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fugitive Dust | - | - | - | - | 0.45 | 0.00 | 0.45 | 0.07 | 0.00 | 0.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Off-Road Diesel | 6.76 | 72.54 | 54.11 | 0.06 | - | 3.68 | 3.68 | - | 3.43 | 3.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 6.94 | 74.33 | 56.00 | 0.06 | 0.66 | 3.71 | 4.37 | 0.13 | 3.45 | 3.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site Grading | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fugitive Dust | - | - | - | - | 2.44 | 0.00 | 2.44 | 1.30 | 0.00 | 1.30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Off-Road Diesel | 5.75 | 60.62 | 40.01 | 0.04 | - | 3.49 | 3.49 | - | 3.21 | 3.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Worker Trips | 0.06 | 0.07 | 0.74 | 0.00 | 0.12 | 0.00 | 0.12 | 0.03 | 0.00 | 0.03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 5.81 | 60.69 | 40.75 | 0.04 | 2.56 | 3.49 | 6.05 | 1.33 | 3.21 | 4.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Building Construction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Building Off Road Diesel | 5.83 | 48.63 | 30.06 | 0.04 | - | 3.40 | 3.40 | - | 3.19 | 3.19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 7.02 | 53.37 | 44.40 | 0.06 | 1.91 | 3.47 | 5.38 | 0.51 | 3.26 | 3.77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paving Off-Gas | 0.02 | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paving Off Road Diesel | 3.13 | 33.58 | 22.23 | 0.03 | - | 1.89 | 1.89 | - | 1.74 | 1.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paving Worker Trips | 0.05 | 0.06 | 0.67 | 0.00 | 0.12 | 0.00 | 0.12 | 0.03 | 0.00 | 0.03 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 3.20 | 33.64 | 22.90 | 0.03 | 0.12 | 1.89 | 2.01 | 0.03 | 1.74 | 1.77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Architectural Coatings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Architectural Coatings Off-Gas | 26.18 | - | - | - | - | - | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Architectural Coating Off Road Diesel | 0.74 | 4.74 | 3.77 | 0.01 | - | 0.39 | 0.39 | - | 0.39 | 0.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Architectural Coating Worker Trips | 0.14 | 0.17 | 1.83 | 0.00 | 0.34 | 0.00 | 0.34 | 0.09 | 0.00 | 0.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 27.06 | 4.91 | 5.60 | 0.01 | 0.34 | 0.39 | 0.73 | 0.09 | 0.39 | 0.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAXIMUM DAILY EMISSIONS¹ | 36.77 | 88.90 | 71.20 | 0.12 | 2.37 | 5.52 | 7.88 | 0.63 | 5.16 | 5.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Significance Criteria | 137 | 250 | 550 | 250 | | | 100 | | | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Significant? | No | No | No | No | | | No | | | No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>H-19. As discussed in Section 4.4 of the Air Quality Technical Report, <i>Exposure of Sensitive Receptors to Substantial Pollutant Concentrations</i>, and under Issue 3 within Section 5.4.2 of the EIR, <i>Impact Analysis</i>, emissions of toxic air contaminants (TACs) are attributable to temporary emissions from construction activities and to minor amount of emissions from delivery vehicles during operation. Construction activities are temporary and do not warrant preparation of a health risk assessment. The main TAC emitted during construction is diesel particulate matter. The Office of Environmental Health Hazard Assessment (OEHHA) has not identified a short-term reference exposure level for diesel particulate and considers this pollutant to be of concern only for long-term (i.e., lifetime) exposure. Therefore, no health risk assessment is warranted for construction activities due to their short duration and the low level of on-site emissions. It is not standard practice to conduct health risk assessments for short-term, temporary activities such as construction. With regard to operational emissions, as discussed in Section 4.4 of the Air Quality Technical Report, <i>Exposure of Sensitive Receptors to Substantial Pollutant Concentrations</i>, and under Issue 3 within Section 5.4.2 of the EIR, <i>Impact Analysis</i>, residential mixed-use projects do not attract a disproportionate amount of diesel truck traffic and are not considered to be a source of TACs that would warrant a health risk assessment.</p> <p>H-20. Because no health risk assessment is warranted, it is not necessary to identify specific receptors such as the Scripps Ranch High School for analysis for exposure. As discussed in Response No. H-19 above, no risk assessment is warranted.</p> <p>H-21. According to the South Coast Air Quality Management's Air Quality CEQA Handbook, the types of land uses that would generate odors include agriculture, wastewater treatment plants, food processing</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding activities. None of these activities would occur at the project site. As stated in Section 4.5 of the Air Quality Technical Report, <i>Objectionable Odors</i>, and under Issue 5 within Section 5.4.2 of the EIR, <i>Impact Analysis</i>, any odor compounds emitted during construction would be minor, and would be associated with diesel exhaust. Odors would dissipate quickly offsite and would not result in significant impacts. No odor modeling is warranted for minor construction related, temporary impacts.</p> |

LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
|-------------|---|--|
| | Page 6 of 8 | |
| H-21, cont. | continues by stating that the odors would “likely not affect sensitive receptors (residences), as these receptors are located 0.1 mile east of the project at a higher elevation” but does not provide supporting evidence for this claim such as the elevation of the project site, the elevation of the sensitive receptors, a map for which receptors were used for modeling, or evidence that any modeling occurred at all. Again, there is no mention of odor impacts to Scripps Ranch High School which is adjacent to the north of the project site. | |
| H-22 | The AQA does not mention impacts from the additional construction required as mitigation in 5.2 Transportation/Traffic, all of which are required prior to issuance of the first building permit. The AQA is inadequate as it does not fully evaluate all potential construction impacts related to carrying out the proposed project. The AQA and EIR must be revised to include potential impacts from Transportation MM 5.2-1, 5.2-2, 5.2-3, 5.2-4, and 5.2-5. | H-22. The Air Quality Technical Report and the EIR fully evaluate the impact from construction air emissions from the project and associated construction of roadway improvements as shown on the grading plan for the project associated with traffic mitigation measures. 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. Mitigation required for traffic impacts involve adding a westbound right-turn lane from the project's signalized entrance westerly to the northbound freeway on-ramp to I-15 – an improvement along the project frontage which will occur as part of project construction – and the contribution of fair share toward right turn lane at the I-15/Carroll Canyon southbound ramp. Fair share contribution does not involve construction. Future construction of the improvement at the I-15/Carroll Canyon southbound ramp will require City and Caltrans review, as well as environmental review under CEQA which will include an evaluation of air quality impacts. |
| H-23 | 5.7 Noise The ambient noise levels at the project site were measured twice and included “two aircraft over flights during each measurement”. The EIR states that the project site 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”. The EIR concludes that “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”. However, the Community Environment Element of the Scripps Miramar Ranch Community Plan states that “All new homes, both attached and detached, within the 60 dB CNEL noise contour for MCAS Miramar should be insulated as specified by the Airport Land Use Compatibility Plan noise compatibility criteria for MCAS Miramar”. The EIR does not disclose this requirement to the public. The EIR does not address the proposed project's compliance with requirement. The EIR is inadequate an informational document and misleading to the public and decision-makers by stating that no mitigation is required because noise is not expected to exceed 65 dBA CNEL. | H-23 As presented in Section 5.1, <i>Land Use</i> , of the EIR, the project site is located within Review Area 1 of the MCAS Miramar Airport Influence Area (AIA), which encompasses locations exposed to noise levels of community noise level equivalent (CNEL) 60 decibels (dB) or greater. The project site is located within the 60 to 65 a-weighted dB CNEL, as shown in Figure 5.1-5, <i>MCAS Miramar Compatibility Policy Map: Noise</i> . Furthermore, the project has been submitted to the San Diego County Regional Airport Authority and has been determined to be consistent with the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP), as presented in Appendix J, <i>Federal Aviation Regulation Regulations Part 77 Letters on Non-Obstruction and ALUCP Consistency Letter</i> . |
| H-24 | 8.0 Growth Inducement The EIR concludes that the proposed project would not result in growth inducement since the project site is a previously developed site. The EIR further supports this claim by stating that 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”. However, one of the proposed new zones for the project site is High medium-density (15-29 | As presented in Section 5.7, <i>Noise</i> , and as shown in Figure 5.1-4, <i>MCAS Miramar Compatibility Policy Map: Noise</i> , the project site is within the 60 to 65 dB CNEL Noise Exposure Contour for MCAS Miramar. The project site is outside of the 65 dBA CNEL noise |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>contour 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 65 dBA CNEL and therefore no mitigation to any structures or sensitive land uses due to aircraft are required. 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. In accordance with Title 24 and the General Plan, once the final architectural plans are prepared, the proposed project site will require an interior noise study be prepared prior to the issuance of building permits to determine the detailed components to reduce interior noise to 45 dBA CNEL.</p> <p>H-24 The project proposes to rezone the existing IP-2-1 zone to RM-3-7 which, according to San Diego Municipal Code §131.0406(b)(3), is intended for <i>medium</i> density multiple dwelling units with limited commercial uses and not as high-medium density as noted in the comment letter. Please see discussions relative to villages in Response Nos. H-13 and H-14.</p> |

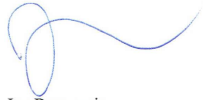
LETTERS OF COMMENTS AND RESPONSES

| | COMMENT | RESPONSE |
|-------------|--|---|
| | Page 7 of 8 | |
| H-24, cont. | <p>dwelling units per net acre). The Scripps Miramar Ranch Community Plan identifies that the high medium density “has been used in the existing community for the construction of apartments at the corner of Willow Creek Drive and Pomerado Road, as well as for the area north of Erma Road. <i>No additional use of this density is proposed in this Plan.</i>” The Scripps Miramar Ranch Community Plan did not assume any future use of the high medium density in the plan area. Proposing this density at the project site does not meet the intent of the current Scripps Miramar Ranch Community Plan and the proposed project would substantially increase the residential density within the plan. The EIR also states that “the project is in keeping with anticipated growth for the area” when in fact the Scripps Miramar Ranch Community Plan did not assume any future use of the high medium density in the plan area. The EIR is inadequate and misleading as an informational document by not evaluating this vital statement regarding high medium density within the Scripps Miramar Ranch Community Plan. The Growth Inducement analysis must be revised to analyze the impact of the propose project with respect to the Scripps Miramar Ranch Community Plan position on high medium density development.</p> | <p>H-25 Figure 2-8, <i>Existing Zoning</i>, shows that with exception of the Eucalyptus Square Commercial Center south of the project site, areas surrounding the project site are zoned IP-2-1. The IP-2-1 zone is an Industrial--Park zone, intended for development of high quality science and business park uses with very limited supporting commercial uses. The IP-2-1 zone is not designed to accommodate the type of retail uses that the project is intended to provide.</p> |
| | 10.0 Alternatives | |
| H-25 | <p>The project objectives are misleading to the reader. Objective 3 strives to “Allow for retail uses currently limited in availability in the surrounding market area” when the surrounding area is shown in Figure 2-5 to already have a diverse mix of commercial and industrial zoning.</p> | <p>H-26 Project Objective 5 states, “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.” Objective 5 also identifies bike and pedestrian access as alternative modes of transit, in addition to mass transit. The project provides this accessibility. See Response No. F-2.</p> |
| H-26 | <p>Objective 5 presents the project site as convenient for alternative transit modes even though throughout the EIR only one bus stop approximately three blocks away is mentioned, and the stop is not shown on a map in relation to the project site. The project and its design does not propose any additional benefits to alternative transit but instead highlights freeway access, widens the road, and pays towards additional auto-oriented improvements. The same applies to</p> | <p>H-27 Project Objectives 5 and 8 on page 10-1 were combined into a single Project Objective. See page 3-2. The Project Objectives set forth at page 10-1 have been updated to match the Project Objectives on page 3-2.</p> |
| H-27 | <p>Objective 8 and it can also be added that the EIR does not state where the public facilities or services are located in relation to the project site.</p> | <p>H-28 Per CEQA Section 15126.6(a), “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the competitive merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.” As discussed in Section 10.1.1, <i>Alternative Location Alternative</i>, of the EIR, this alternative location has been evaluated and is already approved for a mixed-use commercial retail and office development. Accordingly, the <i>Alternative Location Alternative</i> is not a feasible alternative because another project has already been approved for the site.</p> |
| H-28 | <p>The Alternative Location alternative is rejected even though the applicant controls another suitable project site and the Business-Light Industrial Park alternative is rejected for not meeting the project objectives, even though the proposed project requires a General Plan Amendment and Community Plan Amendment. Both alternatives should have been evaluated since the proposed project site requires a General Plan Amendment and Community Plan Amendment in order to proceed.</p> | |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
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| | <p>The <i>Business-Light Industrial Park</i> alternative would not meet any of the project objectives. Accordingly, it cannot be selected for further evaluation because project alternatives must be able to “feasibly attain most of the basic objectives of the project.” CEQA Guidelines § 15126.6(a).</p> <p>A detailed discussion of the <i>Business-Light Industrial Park</i> alternative is included in the EIR to satisfy the requirements in CEQA Guidelines Section 15126.6€, which states:</p> <p><i>When the project is the revision of an existing land use or regulatory plan, policy, or on-going operation, the “No Project” alternative will be the continuation of the existing plan, policy, or operation into the future.</i></p> <p>Because the project site is currently designated Industrial Park and zoned IP-2-1, a <i>No Project</i> alternative could be developed with business/light industrial uses consistent with the Community Plan and current zoning. Thus, both the <i>Alternate Location</i> alternative and <i>Business-Light Industrial Park</i> alternative were rejected because they did not meet the CEQA Guidelines requirements that they satisfy most basic project objectives, and avoid or substantially lessen one or more of the significant effects of the project.</p> |

LETTERS OF COMMENTS AND RESPONSES

| COMMENT | RESPONSE |
|--|--|
| <div>Page 8 of 8</div> <div>Alternative 2 - Development Under Existing Land Use Designation and Zoning is easily confused with the rejected Business-Light Industrial Park alternative that was previously rejected. The rejected alternative would have been a reduced project scope of only 200,000 sf of industrial use while Alternative 2 proposes 800,000 sf of industrial use. Since Alternative 2 still resulted in significant impacts to traffic, an alternative that analyzes a reduced intensity business/industrial project should have been presented in order to fully compare the impacts of the proposed project to a project that does not require a GPA or Community Plan Amendment and has the possibility to avoid all significant environmental impacts. The EIR went into this level of detail for Alternatives 3A and 3B, and should have presented the same type of analysis for a project that does not require a GPA or Community Plan Amendment.</div> <div>Conclusion</div> <div>For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed project and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.</div> <div>Sincerely,</div> <div></div> <div>Joe Bourgeois Chairman of the Board Golden State Environmental Justice Alliance</div> | <div>H-29 CEQA requires that a project analyze a “No Project” alternative. CEQA Guidelines § 15126.6(e). Here, the DEIR analyzes two “no project” alternatives—one that assumes no change to the project site (Alternative 1) and another that assumes densification of the project site under current zoning. (See also Response No. H-28.) As discussed in detail in Section 10.3.2, <i>Alternative 2</i>, of the EIR, 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. However, it would result in greater impacts to traffic, air quality, and greenhouse gas emission and would not meet the objectives of the project. A full comparison of all impacts in each alternative is outlined on pages 10-12 through 10-50 within Section 10.0, <i>Alternatives</i> of the EIR. This same level of detailed analysis has been paid to all of the alternatives analyzed within the EIR.</div> <div>H-30 Comment noted. Please refer to Response H-1.</div> |

CARROLL CANYON MIXED USE PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

JUNE 2017

SCH NO. 2015081031
PTS NO. 240716

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TABLE OF CONTENTS

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|---|-------------|
| EXECUTIVE SUMMARY..... | ES-1 |
| 1.0 INTRODUCTION..... | 1-1 |
| 1.1 PURPOSE AND LEGAL AUTHORITY | 1-1 |
| 1.1.1 Authority and Intended Uses of the EIR..... | 1-1 |
| 1.1.2 Availability and Review of the Draft EIR..... | 1-2 |
| 1.2 SCOPE AND CONTENT OF EIR | 1-3 |
| 1.2.1 Scope of EIR..... | 1-3 |
| 1.2.2 Format of EIR..... | 1-3 |
| 1.2.3 Incorporation by Reference..... | 1-6 |
| 1.3 EVALUATION OF ENVIRONMENTAL EFFECTS..... | 1-6 |
| 1.3.1 Existing Conditions..... | 1-6 |
| 1.3.2 Impact Analysis..... | 1-6 |
| 1.4 RESPONSIBLE AND TRUSTEE AGENCIES | 1-8 |
| 1.4.1 California Department of Transportation..... | 1-8 |
| 1.4.2 Regional Water Quality Control Board..... | 1-8 |
| 1.4.3 Federal Aviation Administration..... | 1-9 |
| 2.0 ENVIRONMENTAL SETTING | 2-1 |
| 2.1 REGIONAL SETTING..... | 2-1 |
| 2.2 PROJECT LOCATION | 2-1 |
| 2.3 PROJECT BACKGROUND..... | 2-5 |
| 2.4 EXISTING SITE CONDITIONS | 2-5 |
| 2.4.1 Topography..... | 2-7 |
| 2.4.2 Biological Resources..... | 2-7 |
| 2.4.3 Cultural Resources..... | 2-7 |
| 2.4.4 Geologic Conditions..... | 2-7 |
| 2.4.5 Paleontological Resources..... | 2-7 |
| 2.4.6 Visual Resources..... | 2-7 |
| 2.5 SURROUNDING LAND USES | 2-8 |
| 2.6 PUBLIC INFRASTRUCTURE AND SERVICES | 2-8 |
| 2.6.1 Police..... | 2-8 |
| 2.6.2 Fire Safety..... | 2-10 |
| 2.7 PLANNING CONTEXT..... | 2-12 |
| 2.7.1 City of San Diego General Plan..... | 2-12 |
| 2.7.2 City of San Diego Climate Action Plan..... | 2-12 |
| 2.7.3 Scripps Miramar Ranch Community Plan..... | 2-14 |
| 2.8 ZONING..... | 2-14 |
| 2.9 MCAS MIRAMAR ALUCP | 2-14 |
| 2.10 BASELINE CONDITIONS | 2-18 |

TABLE OF CONTENTS

| | | |
|------------|---|------------|
| 3.0 | PROJECT DESCRIPTION | 3-1 |
| 3.1 | PURPOSE AND OBJECTIVES OF THE PROPOSED PROJECT | 3-1 |
| 3.2 | PROJECT CHARACTERISTICS | 3-2 |
| 3.2.1 | Scripps Miramar Ranch Community Plan/General Plan Amendment | 3-2 |
| 3.2.2 | Proposed Zoning | 3-3 |
| 3.2.3 | Vesting Tentative Map | 3-10 |
| 3.2.4 | Planned Development Permit | 3-10 |
| 3.3 | DISCRETIONARY ACTIONS | 3-24 |
| 4.0 | HISTORY OF PROJECT CHANGES | 4-1 |
| 5.0 | ENVIRONMENTAL ANALYSIS | 5-1 |
| 5.1 | Land Use | 5.1-1 |
| 5.1.1 | Existing Conditions | 5.1-1 |
| 5.1.2 | Impact Analysis | 5.1-20 |
| 5.2 | Transportation/Traffic Circulation/Parking | 5.2-1 |
| 5.2.1 | Existing Conditions | 5.2-2 |
| 5.2.2 | Impact Analysis | 5.2-7 |
| 5.3 | Visual Effects and Neighborhood Character | 5.3-1 |
| 5.3.1 | Existing Conditions | 5.3-1 |
| 5.3.2 | Impact Analysis | 5.3-3 |
| 5.4 | Air Quality | 5.4-1 |
| 5.4.1 | Existing Conditions | 5.4-1 |
| 5.4.2 | Impact Analysis | 5.4-9 |
| 5.5 | Global Climate Change | 5.5-1 |
| 5.5.1 | Existing Conditions | 5.5-1 |
| 5.5.2 | Impact Analysis | 5.5-13 |
| 5.6 | Energy | 5.6-1 |
| 5.6.1 | Existing Conditions | 5.6-1 |
| 5.6.2 | Impact Analysis | 5.6-2 |
| 5.7 | Noise | 5.7-1 |
| 5.7.1 | Existing Conditions | 5.7-1 |
| 5.7.2 | Impact Analysis | 5.7-7 |
| 5.8 | Biological Resources | 5.8-1 |
| 5.8.1 | Existing Conditions | 5.8-1 |
| 5.8.2 | Impact Analysis | 5.8-7 |
| 5.9 | Geologic Conditions | 5.9-1 |
| 5.9.1 | Existing Conditions | 5.9-1 |
| 5.9.2 | Impact Analysis | 5.9-4 |
| 5.10 | Paleontological Resources | 5.10-1 |
| 5.10.1 | Existing Conditions | 5.10-1 |
| 5.10.2 | Impact Analysis | 5.10-2 |
| 5.11 | Hydrology and Water Quality | 5.11-1 |
| 5.11.1 | Existing Conditions | 5.11-1 |
| 5.11.2 | Impact Analysis | 5.11-4 |
| 5.12 | Health and Safety | 5.12-1 |

TABLE OF CONTENTS

| | | |
|------------|---|------------|
| 5.12.1 | Existing Conditions..... | 5.12-1 |
| 5.12.2 | Impact Analysis..... | 5.12-5 |
| 5.13 | Public Services and Facilities..... | 5.13-1 |
| 5.13.1 | Existing Conditions..... | 5.13-1 |
| 5.13.2 | Impact Analysis..... | 5.13-3 |
| 5.14 | Public Utilities..... | 5.14-1 |
| 5.14.1 | Existing Conditions..... | 5.14-1 |
| 5.14.2 | Impact Analysis..... | 5.14-8 |
| 6.0 | CUMULATIVE EFFECTS..... | 6-1 |
| 6.1 | Plans Considered for Cumulative Effects Analysis..... | 6-3 |
| 6.1.1 | General Plan..... | 6-3 |
| 6.1.2 | Scripps Miramar Ranch Community Plan..... | 6-3 |
| 6.2 | Projects Considered for Cumulative Effects Analysis..... | 6-3 |
| 6.2.1 | Casa Mira View I..... | 6-3 |
| 6.2.2 | Casa Mira View II..... | 6-4 |
| 6.2.3 | Erma Road Apartments..... | 6-4 |
| 6.2.4 | Miramar Community College Master Plan..... | 6-4 |
| 6.2.5 | Stone Creek..... | 6-5 |
| 6.2.6 | Watermark..... | 6-5 |
| 6.2.7 | Carroll Canyon Master Plan..... | 6-5 |
| 6.2.8 | Fenton Carroll Canyon Technology Center..... | 6-6 |
| 6.3 | Cumulative Effects Analysis..... | 6-6 |
| 6.3.1 | Land Use..... | 6-6 |
| 6.3.2 | Transportation/Traffic Circulation/Parking..... | 6-7 |
| 6.3.3 | Visual Effects and Neighborhood Character..... | 6-8 |
| 6.3.4 | Air Quality..... | 6-8 |
| 6.3.5 | Global Climate Change..... | 6-9 |
| 6.3.6 | Energy..... | 6-9 |
| 6.3.7 | Noise..... | 6-9 |
| 6.3.8 | Biological Resources..... | 6-10 |
| 6.3.9 | Geologic Conditions..... | 6-10 |
| 6.3.10 | Paleontological Resources..... | 6-10 |
| 6.3.11 | Hydrology/Water Quality..... | 6-10 |
| 6.3.12 | Health and Safety..... | 6-10 |
| 6.3.13 | Public Services and Facilities..... | 6-11 |
| 6.3.14 | Public Utilities..... | 6-11 |
| 7.0 | EFFECTS NOT FOUND TO BE SIGNIFICANT..... | 7-1 |
| 7.1 | Agricultural Resources and Forestry..... | 7-1 |
| 7.2 | Historical Resources (Archaeological Resources and Historical Resources)..... | 7-1 |
| 7.3 | Mineral Resources..... | 7-2 |
| 7.4 | Population and Housing..... | 7-2 |
| 7.5 | Tribal Cultural Resources..... | 7-2 |

TABLE OF CONTENTS

| | | |
|-------------|---|-------------|
| 8.0 | GROWTH INDUCEMENT | 8-1 |
| 8.1 | Existing Conditions | 8-1 |
| 8.2 | Impact Analysis | 8-1 |
| 9.0 | SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES | 9-1 |
| 10.0 | ALTERNATIVES | 10-1 |
| 10.1 | Alternatives Considered But Rejected | 10-2 |
| 10.1.1 | Alternative Location Alternative | 10-2 |
| 10.1.2 | Business-Light Industrial Park Alternative | 10-3 |
| 10.2 | Alternatives Considered | 10-4 |
| 10.3 | Alternatives Analysis | 10-4 |
| 10.3.1 | Alternative 1 – No Project/No Build Alternative | 10-5 |
| 10.3.2 | Alternative 2 – No Project/Development Under Existing Land Use Designation and Zoning | 10-12 |
| 10.3.3 | Alternative 3 – Reduced Intensity Alternatives | 10-19 |
| 10.4 | Environmentally Superior Alternative | 10-33 |
| 11.0 | MITIGATION MONITORING AND REPORTING PROGRAM | 11-1 |
| 11.1 | Monitoring Activities | 11-1 |
| 11.2 | Program Procedures | 11-2 |
| 11.3 | Summary of Project Impacts and Mitigation Measures | 11-2 |
| 12.0 | REFERENCES | 12-1 |
| 13.0 | INDIVIDUALS AND AGENCIES CONSULTED | 13-1 |
| 14.0 | CERTIFICATION | 14-1 |

APPENDICES

- 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 – Soil and Geologic Reconnaissance
- Appendix H – Storm Water Quality Management Plan
- Appendix I – Letters to Service Providers and Responses
- 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

- Appendix O – Miscellaneous Correspondence
- Appendix P - Phase I Environmental Site Assessment

FIGURES

| | | |
|---------------|---|--------|
| Figure 2-1. | Regional Map..... | 2-2 |
| Figure 2-2. | Vicinity Map | 2-3 |
| Figure 2-3. | Project Location Map..... | 2-4 |
| Figure 2-4. | Existing Site Conditions..... | 2-6 |
| Figure 2-5. | Surrounding Land Uses | 2-9 |
| Figure 2-6. | City of San Diego General Plan Land Use Map | 2-13 |
| Figure 2-7. | Scripps Miramar Ranch Community Plan Land Use Map | 2-15 |
| Figure 2-8. | Existing Zoning | 2-16 |
| Figure 2-9. | MCAS Miramar – Airport Influence Area Map | 2-17 |
| Figure 3-1. | Scripps Miramar Ranch Community Plan Land Use Plan | 3-5 |
| Figure 3-2. | Scripps Miramar Ranch Community Plan Residential Element | 3-6 |
| Figure 3-3. | Scripps Miramar Ranch Community Plan Commercial Element | 3-7 |
| Figure 3-4. | Scripps Miramar Ranch Community Plan Industrial Element | 3-8 |
| Figure 3-5. | Proposed Zoning..... | 3-9 |
| Figure 3-6. | Carroll Canyon Mixed-Use Project Vesting Tentative Map | 3-11 |
| Figure 3-7. | Carroll Canyon Mixed-Use Project Grading Plan | 3-12 |
| Figure 3-8. | Carroll Canyon Mixed-Use Project Site Plan | 3-17 |
| Figure 3-9a. | Project Elevations – Along Carroll Canyon Road | 3-18 |
| Figure 3-9b. | Project Elevations – Along I-15 and Retail Building Elevations..... | 3-19 |
| Figure 3-9c. | Project Elevations – Along East and North | 3-20 |
| Figure 3-10a. | Carroll Canyon Mixed-Use Project Landscape Development Plan | 3-22 |
| Figure 3-10b. | Carroll Canyon Mixed-Use Project Landscape Development Plan | 3-23 |
| Figure 5.1-1. | City of San Diego General Plan Village Propensity Map..... | 5.1-4 |
| Figure 5.1-2. | Prime Industrial Lands Map | 5.1-8 |
| Figure 5.1-3. | Multi-Habitat Planning Area | 5.1-19 |
| Figure 5.1-4. | Inventory of Eucalyptus Trees..... | 5.1-37 |
| Figure 5.1-5. | MCAS Miramar Compatibility Policy Map: Noise | 5.1-53 |
| Figure 5.1-6. | MCAS Miramar Compatibility Policy Map: Safety | 5.1-54 |
| Figure 5.1-7. | MCAS Miramar Compatibility Policy Map: Airspace Protection | 5.1-55 |
| Figure 5.1-8. | MCAS Miramar Compatibility Policy Map: Overflight..... | 5.1-56 |
| Figure 5.2-1. | Existing Volumes | 5.2-3 |
| Figure 5.2-2. | Project Distribution | 5.2-12 |
| Figure 5.2-3. | Project Assignment..... | 5.2-13 |
| Figure 5.3-1. | Current Conditions Aerial | 5.3-2 |
| Figure 5.4-1. | Wind Rose – MCAS Miramar..... | 5.4-2 |
| Figure 5.5-1. | Transit Priority Areas Proximate to Project Site..... | 5.5-17 |

TABLE OF CONTENTS

| | | |
|----------------|---|--------|
| Figure 5.7-1. | Ambient Noise Monitoring Locations..... | 5.7-5 |
| Figure 5.7-2. | MCAS Miramar Noise Contours | 5.7-6 |
| Figure 5.7-3. | Reference Noise Source Locations | 5.7-11 |
| Figure 5.7-4. | Modeled Receptor Locations..... | 5.7-16 |
| Figure 5.7-5. | Future Traffic Noise Contours | 5.7-18 |
| Figure 5.8-1. | Existing Vegetation | 5.8-3 |
| Figure 5.8-2. | Projected Impacts to Biological Resources..... | 5.8-10 |
| Figure 5.11-1. | Hydrology – Existing Conditions | 5.11-2 |
| Figure 5.11-2. | Hydrology – Proposed Conditions | 5.11-5 |
| Figure 5.12-1. | Carroll Canyon Mixed-Use Project Brush Management Plan..... | 5.12-9 |
| Figure 5.13-1. | Location of Public Services | 5.13-2 |
| Figure 6-1. | General Location of Cumulative Projects | 6-2 |

TABLES

| | | |
|---------------|--|--------|
| Table ES-1. | Summary of Environmental Impacts and Mitigation Measures | ES-5 |
| Table 3-1. | Scripps Miramar Ranch Community Plan – Table 2: Plan Summary of Land Use Allocations with Project Changes | 3-4 |
| Table 3-2. | Carroll Canyon Mixed-Use Project Deviations | 3-13 |
| Table 5.1-1. | General Plan Consistency | 5.1-22 |
| Table 5.1-2. | Scripps Miramar Ranch Community Plan Consistency | 5.1-39 |
| Table 5.2-1. | Existing Intersection Levels of Service | 5.2-5 |
| Table 5.2-2. | Existing Street Segment ADT Volumes and Levels of Service | 5.2-5 |
| Table 5.2-3a. | Existing On-Ramp Operations..... | 5.2-5 |
| Table 5.2-3b. | Existing On-Ramp Observations | 5.2-6 |
| Table 5.2-4. | Existing Intersection 95 th Percentile Queuing | 5.2-6 |
| Table 5.2-5. | Existing Freeway Volumes and Levels of Service | 5.2-7 |
| Table 5.2-6. | Carroll Canyon Mixed Use Project Traffic Generation | 5.2-10 |
| Table 5.2-7. | Existing with Project Intersection Levels of Service..... | 5.2-14 |
| Table 5.2-8. | Existing with Project Street Segment ADT Volumes and Levels of Service..... | 5.2-14 |
| Table 5.2-9. | Existing with On-Ramp Operations | 5.2-15 |
| Table 5.2-10. | Existing with Project Freeway Volumes and Level of Service | 5.2-15 |
| Table 5.2-11. | Existing with Project Intersection 95 th Percentile Queuing | 5.2-16 |
| Table 5.2-12. | Near Term (Existing plus Cumulative) Intersection Levels of Service | 5.2-19 |
| Table 5.2-13. | Near Term (Existing plus Cumulative) Street Segment ADT Volumes and Levels of Service..... | 5.2-19 |
| Table 5.2-14. | Near Term (Existing plus Cumulative) On-Ramp Operations..... | 5.2-19 |
| Table 5.2-15. | Near Term (Existing plus Cumulative) Intersection 95 th Percentile Queuing | 5.2-20 |

TABLE OF CONTENTS

| | | |
|---------------|--|--------|
| Table 5.2-16. | Near Term (Existing plus Cumulative) Freeway Volumes and Levels of Service | 5.2-20 |
| Table 5.2-17. | Near Term with Project Intersection Levels of Service | 5.2-21 |
| Table 5.2-18. | Near Term with Project Street Segment ADT Volumes and Levels of Service | 5.2-21 |
| Table 5.2-19. | Near Term with Project On-Ramp Operations..... | 5.2-22 |
| Table 5.2-20. | Near Term with Project Freeway Volumes and Levels of Service | 5.2-22 |
| Table 5.2-21. | Near Term with Project Intersection 95 th Percentile Queuing | 5.2-23 |
| Table 5.2-22. | Horizon Year (2035) without Project Intersection Levels of Service..... | 5.2-24 |
| Table 5.2-23. | Horizon Year (2035) without Project Street Segment ADT Volumes and Levels of Service..... | 5.2-25 |
| Table 5.2-24. | Horizon Year (2035) without Project On-Ramp Operations | 5.2-25 |
| Table 5.2-25. | Horizon Year (2035) without Project Freeway Volumes and Levels of Service | 5.2-26 |
| Table 5.2-26. | Horizon Year (2035) without Project Intersection 95 th Percentile Queuing..... | 5.2-26 |
| Table 5.2-27. | Horizon Year (2035) with Project Intersection Levels of Service..... | 5.2-27 |
| Table 5.2-28. | Horizon Year (2035) with Project Street Segment ADT Volumes and Levels of Service..... | 5.2-28 |
| Table 5.2-29. | Horizon Year (2035) with Project On-Ramp Operations | 5.2-28 |
| Table 5.2-30. | Horizon Year (2035) with Project Freeway Volumes and Levels of Service | 5.2-29 |
| Table 5.2-31. | Horizon Year (2035) with Project Intersection 95 th Percentile Queuing | 5.2-30 |
| | | |
| Table 5.4-1. | Ambient Background Concentrations..... | 5.4-2 |
| Table 5.4-2. | Ambient Air Quality Standards..... | 5.4-7 |
| Table 5.4-3. | Significance Criteria for Air Quality Impacts..... | 5.4-10 |
| Table 5.4-4. | Comparison of Project Emissions with RAQS and SIP Emissions Budgets | 5.4-13 |
| Table 5.4-5. | Operational Emissions | 5.4-15 |
| Table 5.4-6. | CO Hot Spots Evaluation | 5.4-16 |
| Table 5.4-7. | Estimated Maximum Daily Construction Emissions..... | 5.4-21 |
| | | |
| Table 5.5-1. | Global Warming Potentials and Atmospheric Lifetimes of GHGs..... | 5.5-2 |
| Table 5.5-2. | State of California GHG Emissions by Sector | 5.5-3 |
| Table 5.5-3. | San Diego County 2006 GHG Emissions by Category | 5.5-3 |
| | | |
| Table 5.6-1. | Carroll Canyon Mixed Use Project Sustainable Design Features..... | 5.6-4 |
| | | |
| Table 5.7-1. | City of San Diego Noise Compatibility Guidelines | 5.7-3 |
| Table 5.7-2. | Measured Ambient Noise Levels | 5.7-4 |
| Table 5.7-3. | Sound Level Limits in Decibels..... | 5.7-7 |
| Table 5.7-4. | Project HVAC Noise Levels (Eastern Property Line)..... | 5.7-12 |
| Table 5.7-5. | Project HVAC Noise Levels (Southern Property Line)..... | 5.7-13 |
| Table 5.7-6. | Project HVAC Noise Levels (Northern Property Line)..... | 5.7-13 |
| Table 5.7-7. | On-site HVAC Noise Levels (Building 3)..... | 5.7-14 |
| Table 5.7-8. | On-site HVAC Noise Levels (Building 4)..... | 5.7-14 |
| Table 5.7-9. | Traffic Parameters | 5.7-15 |
| Table 5.7-10. | Future Residential Exterior Noise Levels | 5.7-17 |
| Table 5.7-11. | Existing Noise Levels without Project..... | 5.7-20 |
| Table 5.7-12. | Existing + Project Noise Levels | 5.7-21 |
| Table 5.7-13. | Existing vs. Existing + Project Noise Levels..... | 5.7-21 |

TABLE OF CONTENTS

| | | |
|---------------|---|---------|
| Table 5.7-14. | Construction Noise Levels | 5.7-25 |
| Table 5.8-1. | Biological Resources On-Site | 5.8-1 |
| Table 5.8-2. | Plant Species Observed On-Site..... | 5.8-2 |
| Table 5.8-3. | Wildlife Species Observed On-Site..... | 5.8-5 |
| Table 5.8-4. | Summary of Impacts to Existing Habitats..... | 5.8-9 |
| Table 5.9-1. | Deterministic Spectra Site Parameters | 5.9-2 |
| Table 5.9-2. | Probabilistic Seismic Hazards Parameters | 5.9-3 |
| Table 5.9-3. | Probabilistic Site Parameters for Selected Faults | 5.9-3 |
| Table 5.10-1. | Paleontological Determination Matrix | 5.10-3 |
| Table 5.11-1. | Existing Hydrology Summary | 5.11-3 |
| Table 5.11-2. | Proposed Hydrology Summary..... | 5.11-7 |
| Table 5.13-1. | Public School Capacities and Enrollments..... | 5.13-6 |
| Table 5.13-2. | Estimated Generation Rates for the Carroll Canyon Mixed Use Project | 5.13-6 |
| Table 5.14-1. | Estimated Solid Waste Generation from the Carroll Canyon Mixed-Use Project – Occupancy Phase | 5.14-10 |
| Table 10-1. | Proposed Project – No Project/Development Under Existing Land Use Designation Alternative Comparison | 10-12 |
| Table 10-2. | Proposed Project – Reduced Intensity Project Alternatives Comparison | 10-20 |
| Table 10-3. | Impact Comparison of Alternatives to Proposed Project | 10-34 |
| Table 11-1. | Mitigation Monitoring and Reporting Program | 11-5 |

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 ₄ | methane |
| CHRIS | California Historic Resources Information System |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-------------------|---|
| CM | Construction Manager |
| CNEL | community noise equivalent level |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ e | CO ₂ 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

| | |
|----------------------|--|
| H ₂ 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 ³ | micrograms per cubic meter |
| mg/m ³ | 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 ₂ e | million metric tons equivalent CO ₂ |
| 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

| | |
|-------------------|---|
| NB/nb | northbound |
| NDDDB | Natural Diversity Data Base |
| NESHAP | National Emission Standard for Hazardous Air Pollutants |
| NF ₃ | nitrogen trifluoride |
| NOC | Notice of Completion |
| NOI | Notice of Intent |
| NOP | Notice of Preparation |
| No. | number |
| NO | nitrogen oxide |
| NO _x | oxides of nitrogen |
| NO ₂ | nitrogen dioxide |
| NPDES | National Pollution Discharge Elimination System |
| NTP | Notice to Proceed |
| NUP | Neighborhood Use Permit |
| N ₂ O | nitrous oxide |
| O ₃ | 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 _{2.5} | particulate matter less than 2.5 microns in diameter |
| PM ₁₀ | 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

| | |
|-----------------|--|
| 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 ₆ | sulfur hexafluoride |
| SIP | State Implementation Plan |
| SO _x | sulfur monoxide |
| SO ₂ | 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

| | |
|------|--------------------------------|
| 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 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 to reduce the impact to below a level of significance.

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 |
|---|--|--|
| Transportation/Traffic Circulation 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. 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. |
| Noise 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. |
| Biological Resources 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 that may be located on-site or adjacent to the project site. | Mitigated to below a level of significance. |
| Paleontological Resources 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 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 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 *Reduced Intensity* alternative. 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.

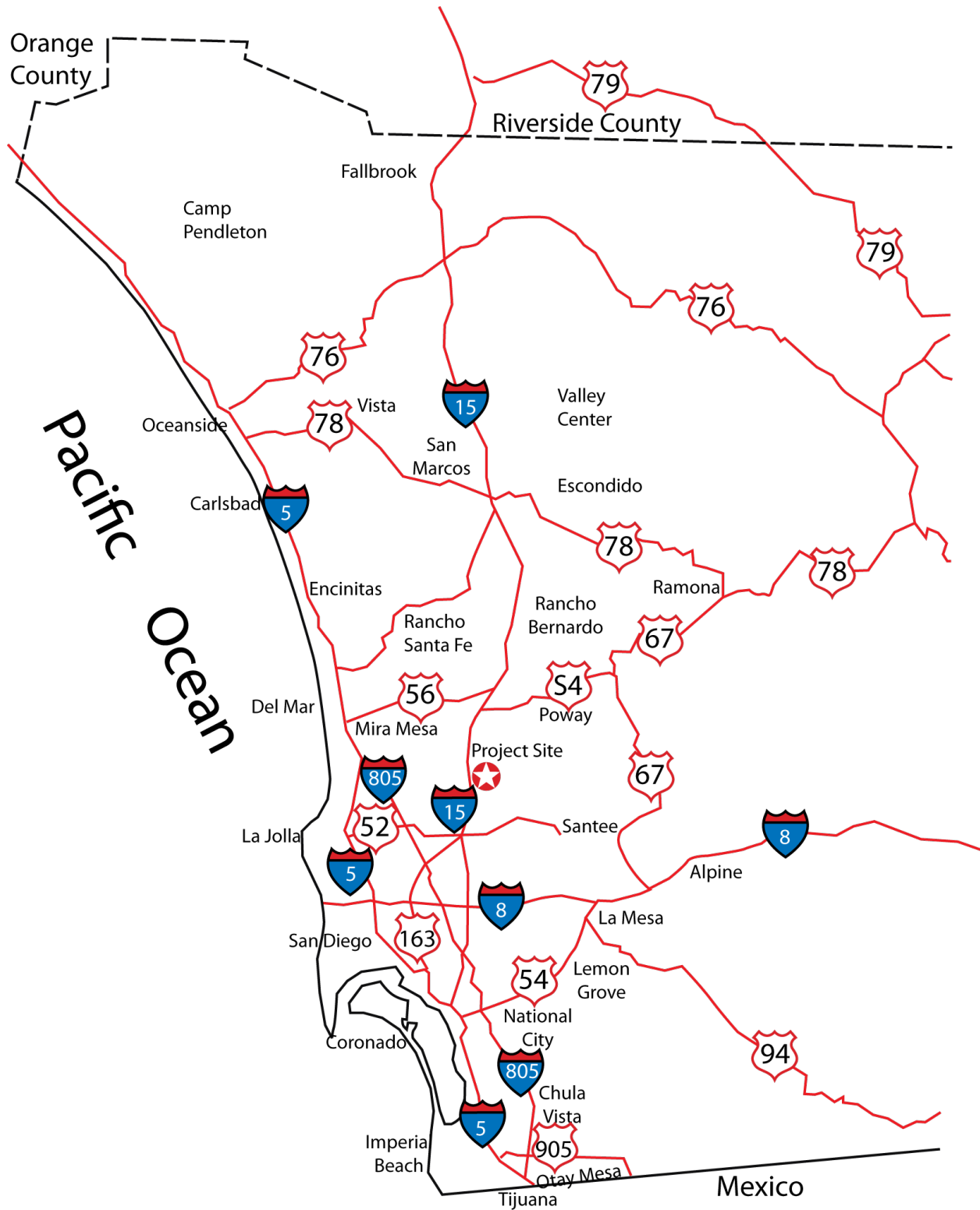


Figure 2-1. Regional Map

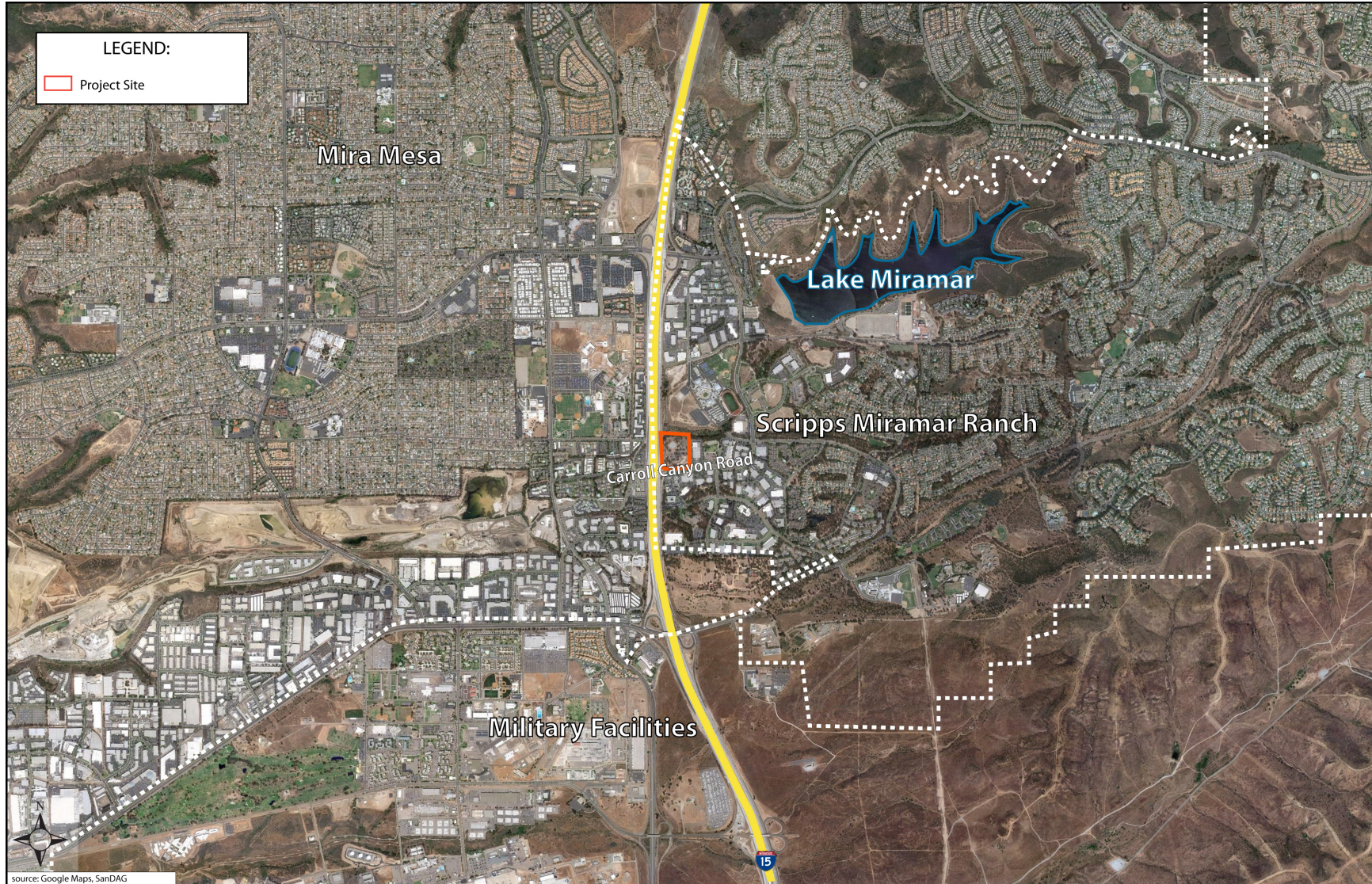


Figure 2-2. Vicinity Map

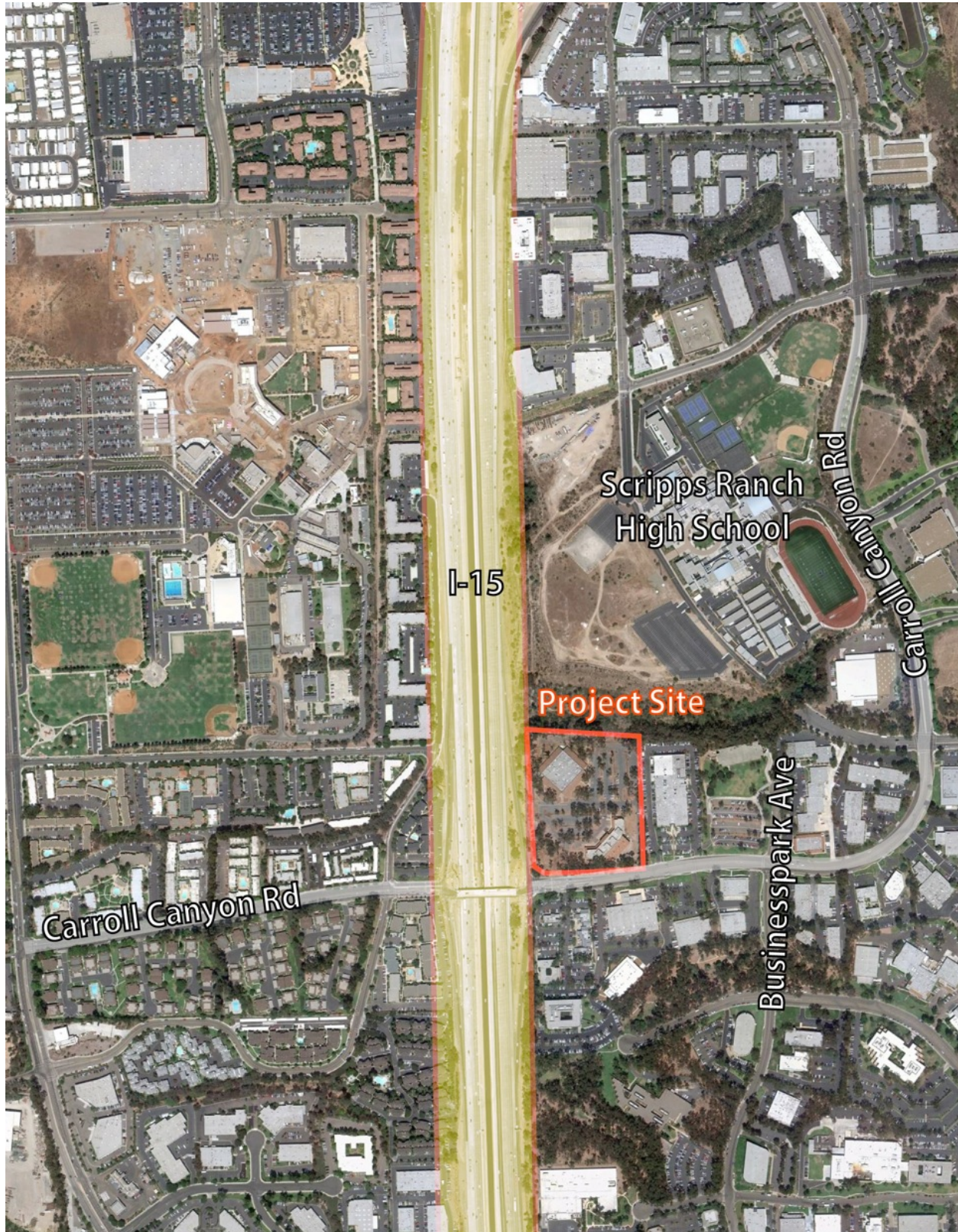


Figure 2-3. Project Location Map

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 VTM. 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; 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 a VTM. 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 (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.

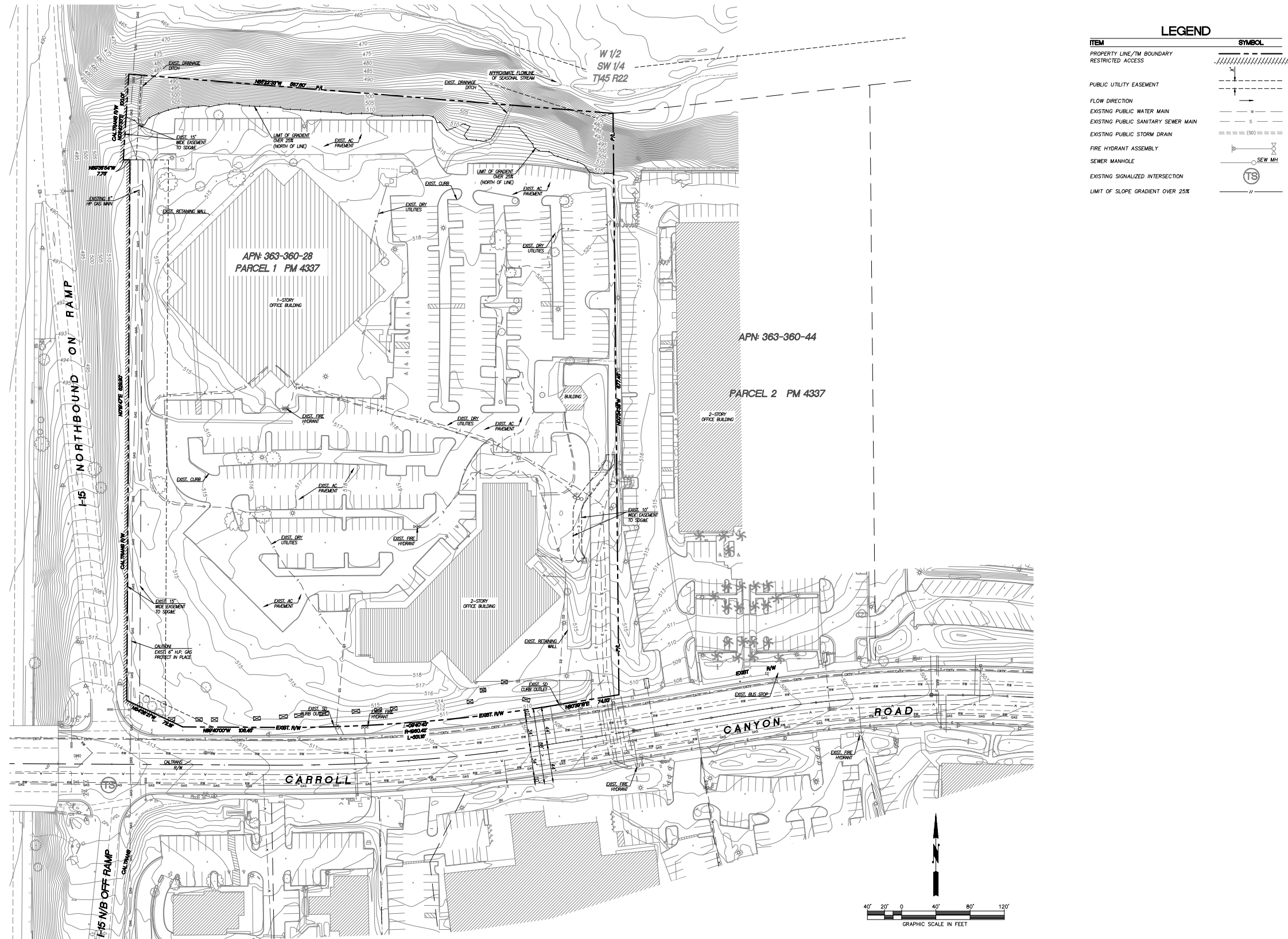


Figure 2-4. Existing Site Conditions

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.

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 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.

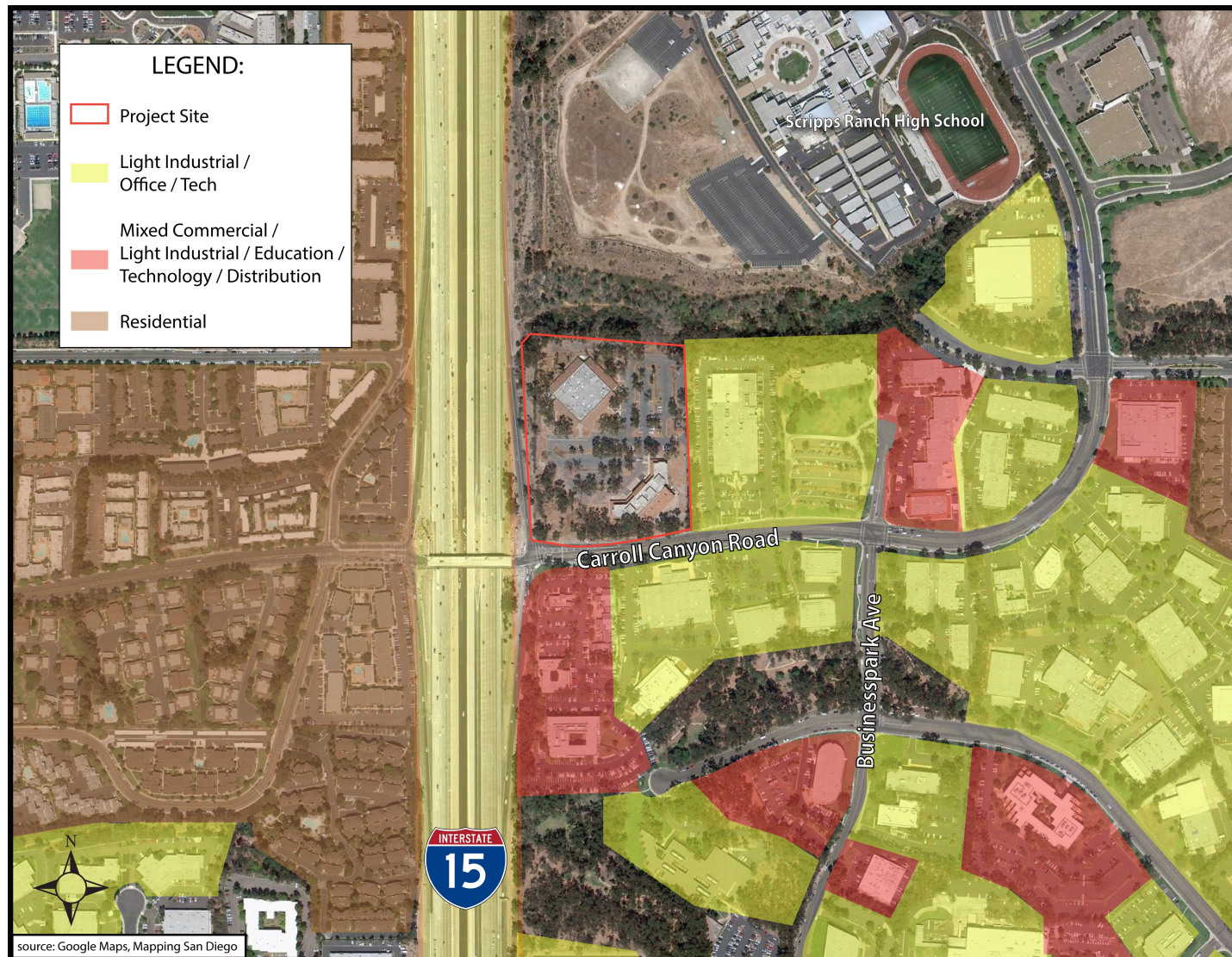


Figure 2-5. Surrounding Land Uses

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**

| | Structure Fire Urban Area | Structure Fire Rural Area | Structure Fire Remote Area | Wildfires Populated Areas |
|------------------------------------|------------------------------|--------------------------------|-------------------------------|-------------------------------|
| | >1,000- people/sq. mi. | 1,000 to 500 people/sq. mi. | 500 to 50 people/sq. mi. * | Permanent open space areas |
| 1 st Due Travel Time | 5 | 12 | 20 | 10 |
| Total Reflex Time | 7.5 | 14.5 | 22.5 | 12.5 |
| 1 st Alarm Travel Time | 8 | 16 | 24 | 15 |
| 1 st 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 9.28 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

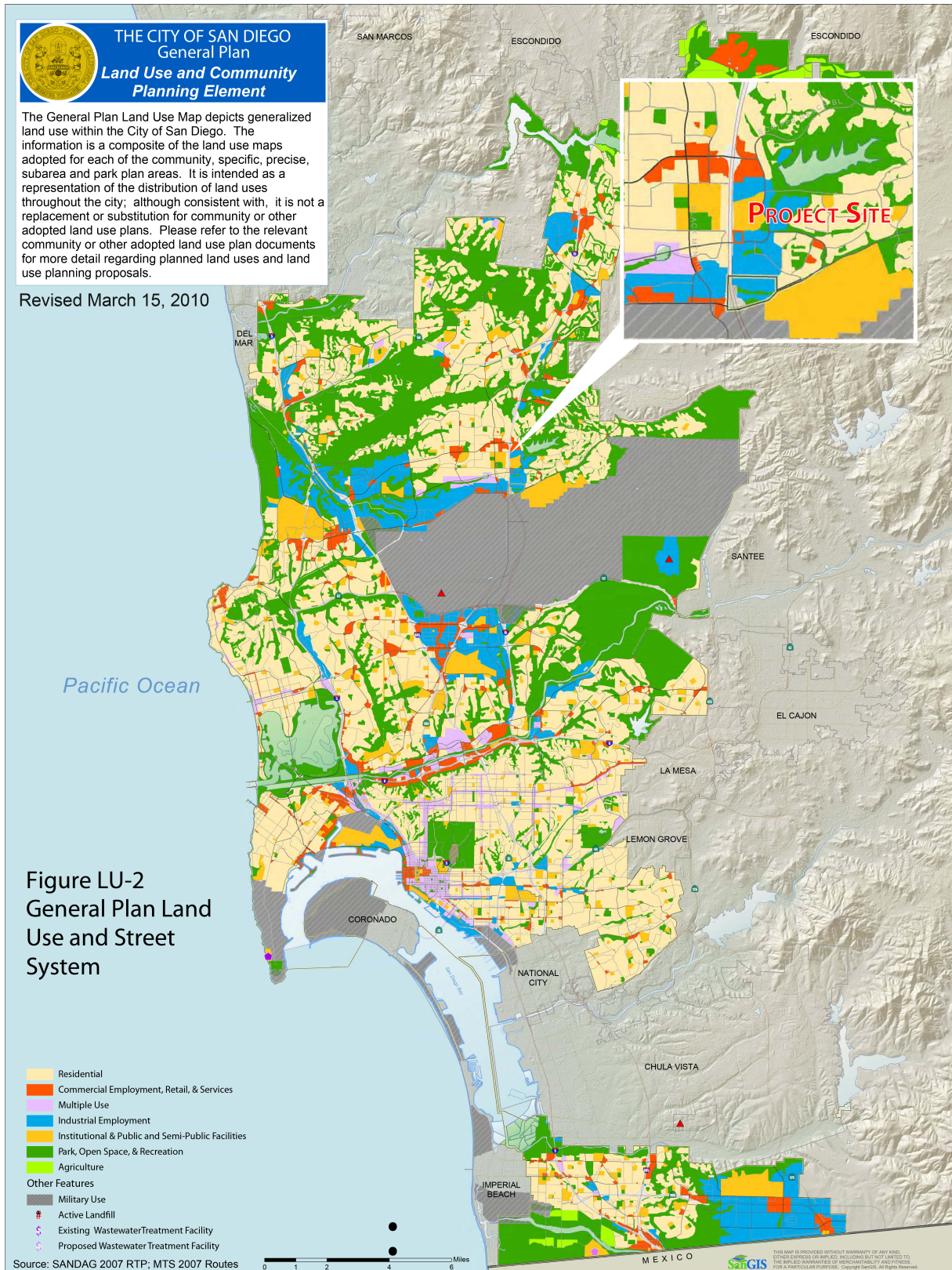


Figure 2-6. City of San Diego General Plan Land Use Map

Checklist (Checklist) to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development. See Section 5.5, *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 contain in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the City's Municipal Code).

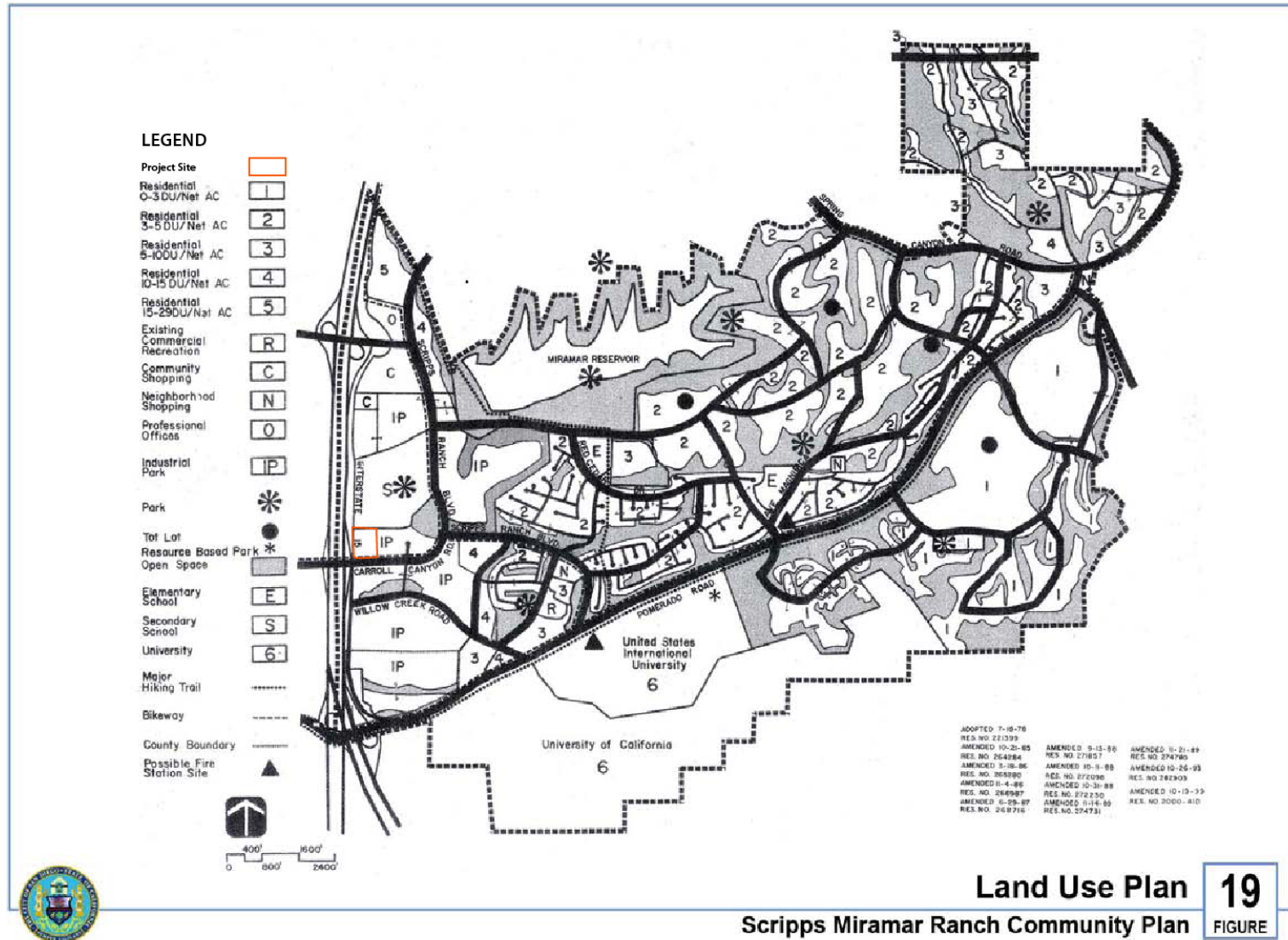


Figure 2-7. Scripps Miramar Ranch Community Plan Land Use Map

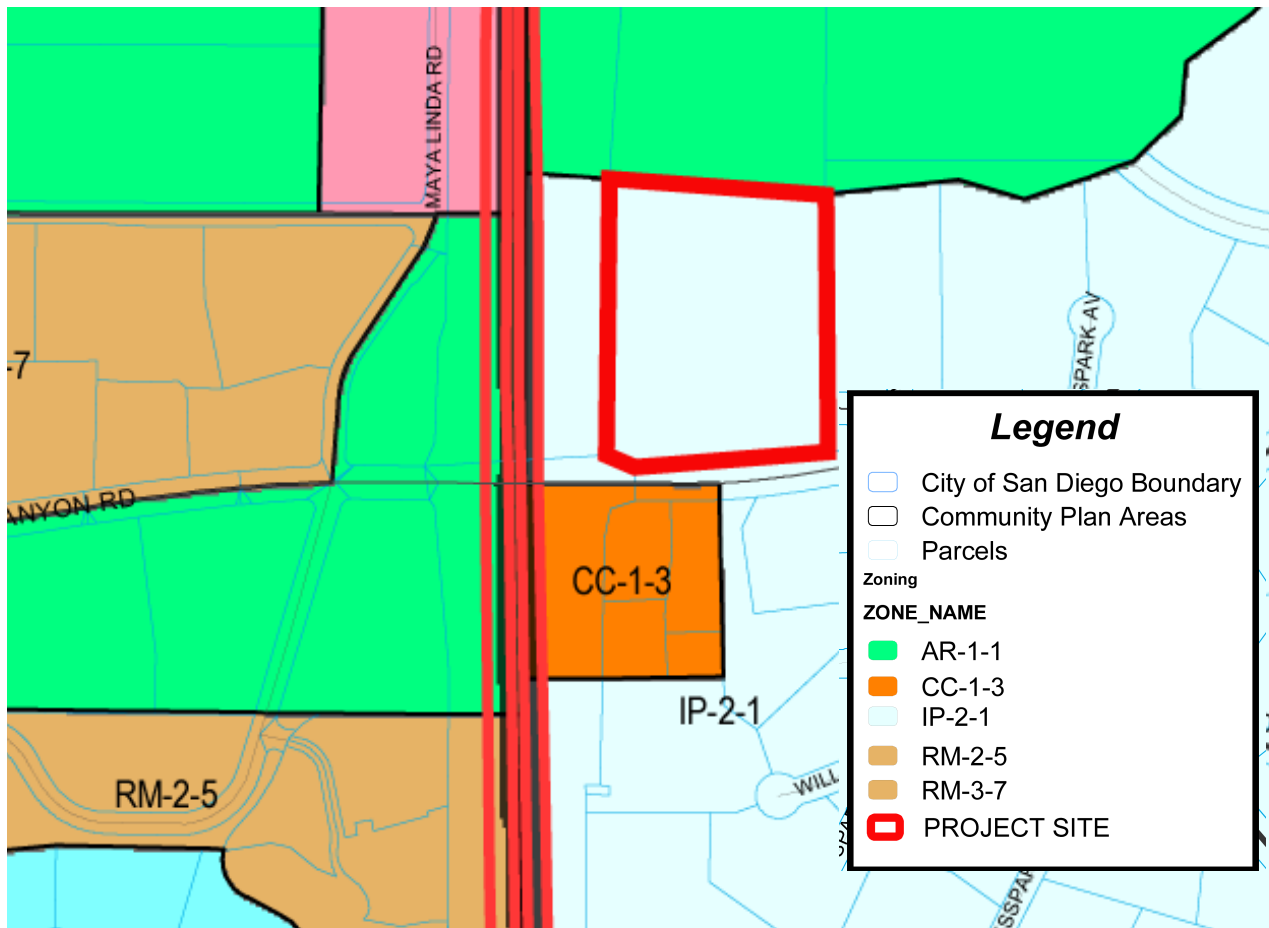


Figure 2-8 Existing Zoning

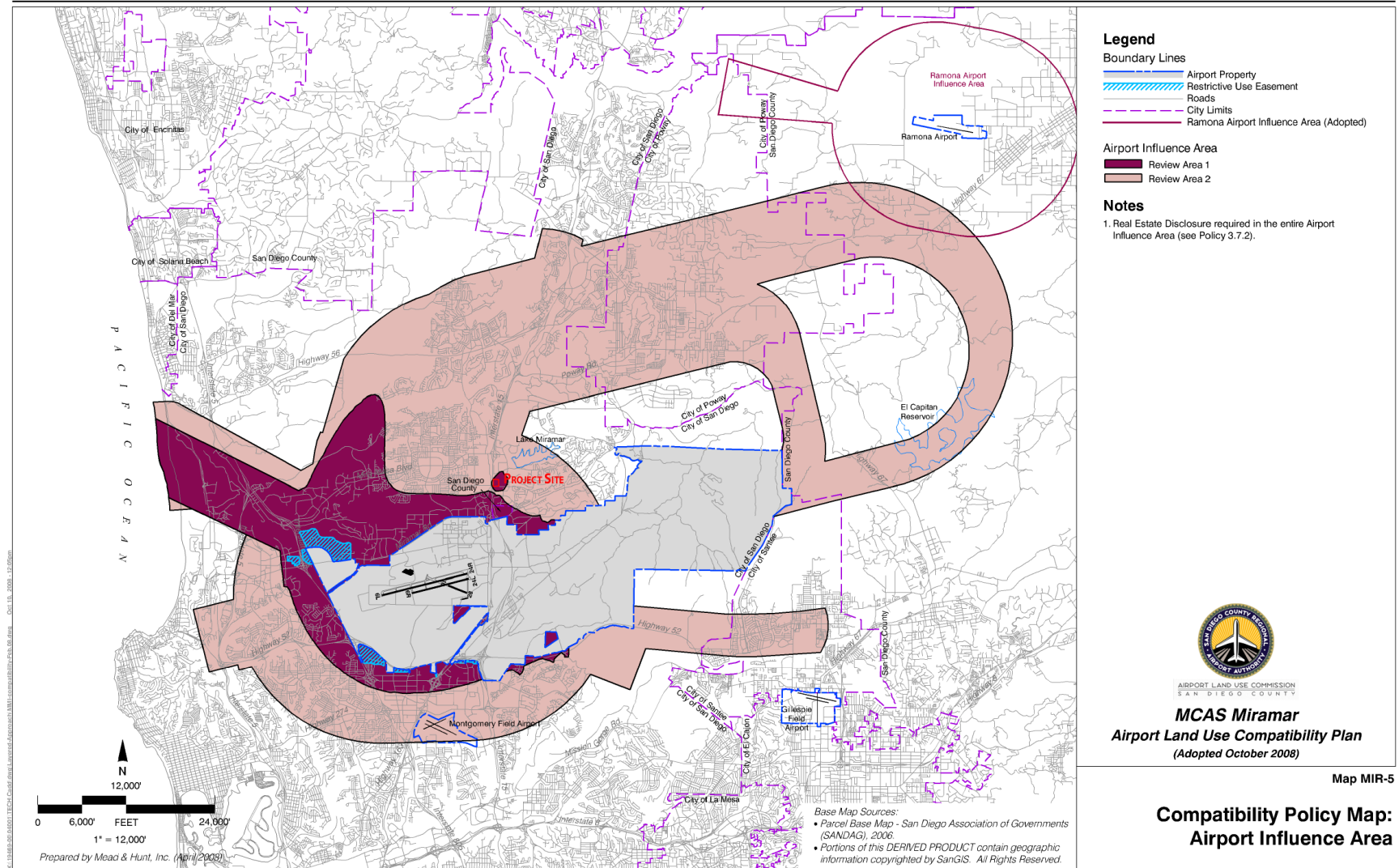


Figure 2-9. MCAS Miramar – Airport Influence Area Map

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. 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 9.28 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 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 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 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+ |
| Total Net Area | 3,923+ |
| Streets, Other Public Rights-of-Way | 467+ |
| Total Planning Area | 4,365+ |

* 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.

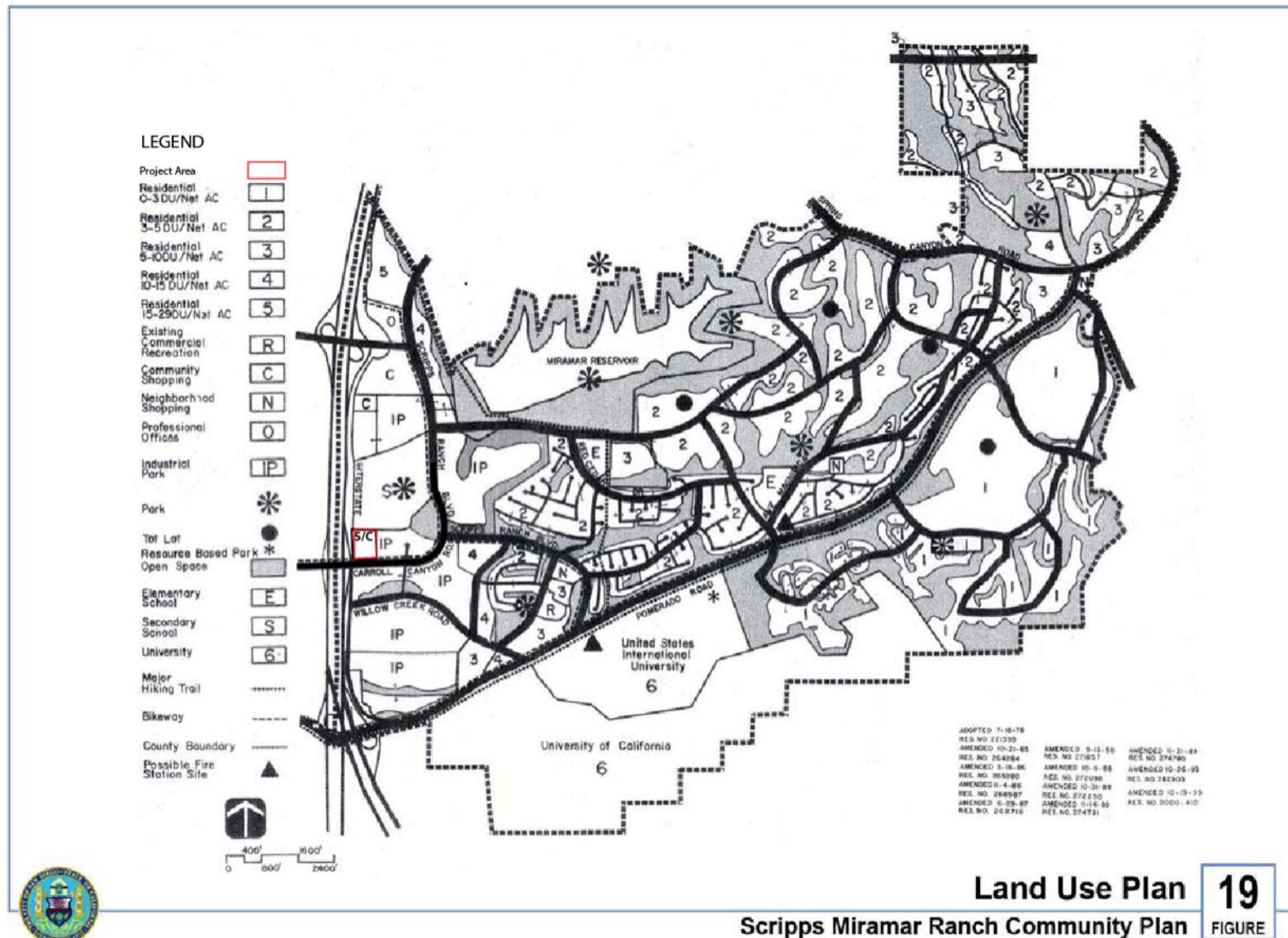


Figure 3-1. Scripps Miramar Ranch Community Plan Land Use Plan

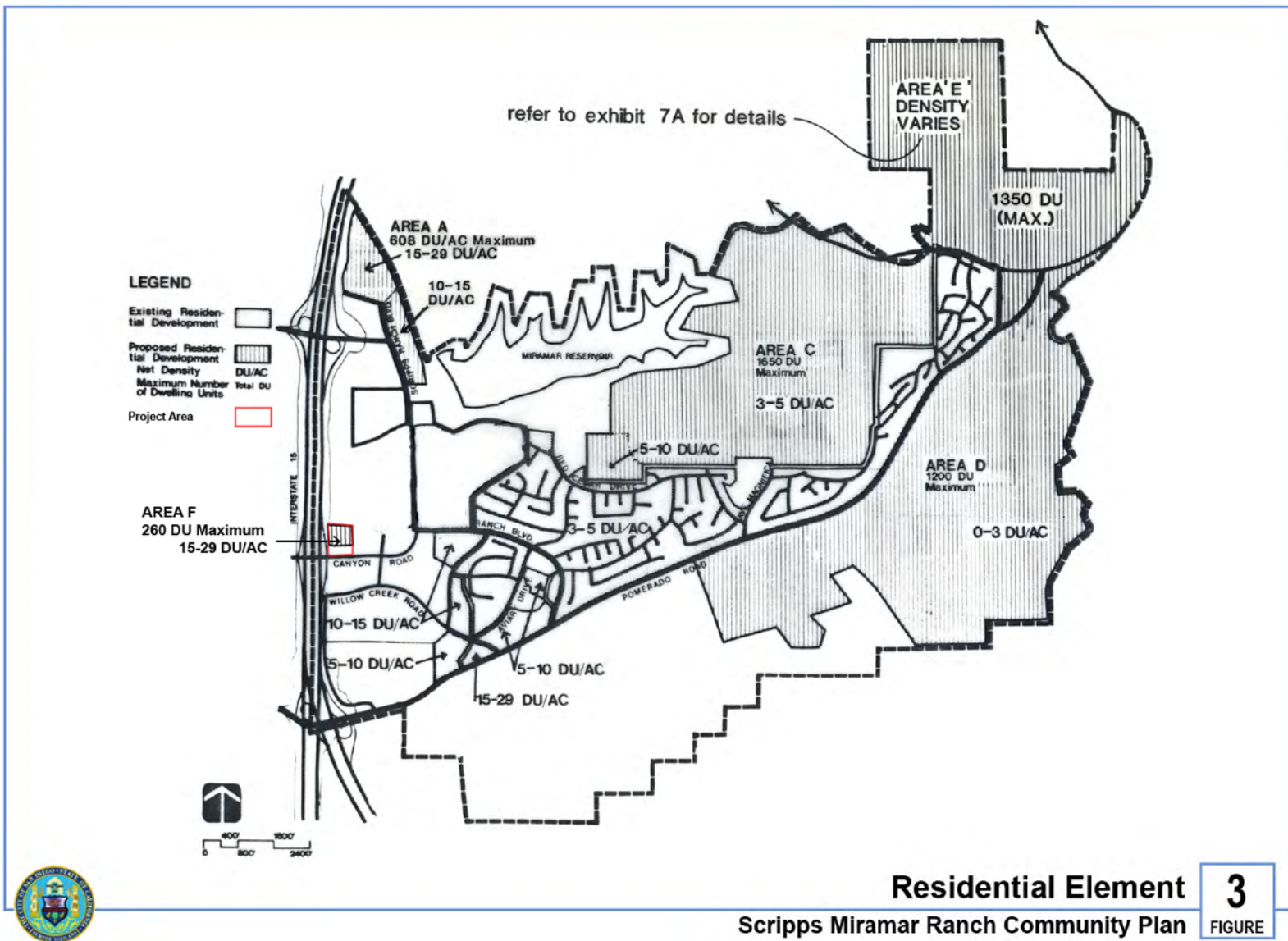


Figure 3-2. Scripps Miramar Ranch Community Plan Residential Element

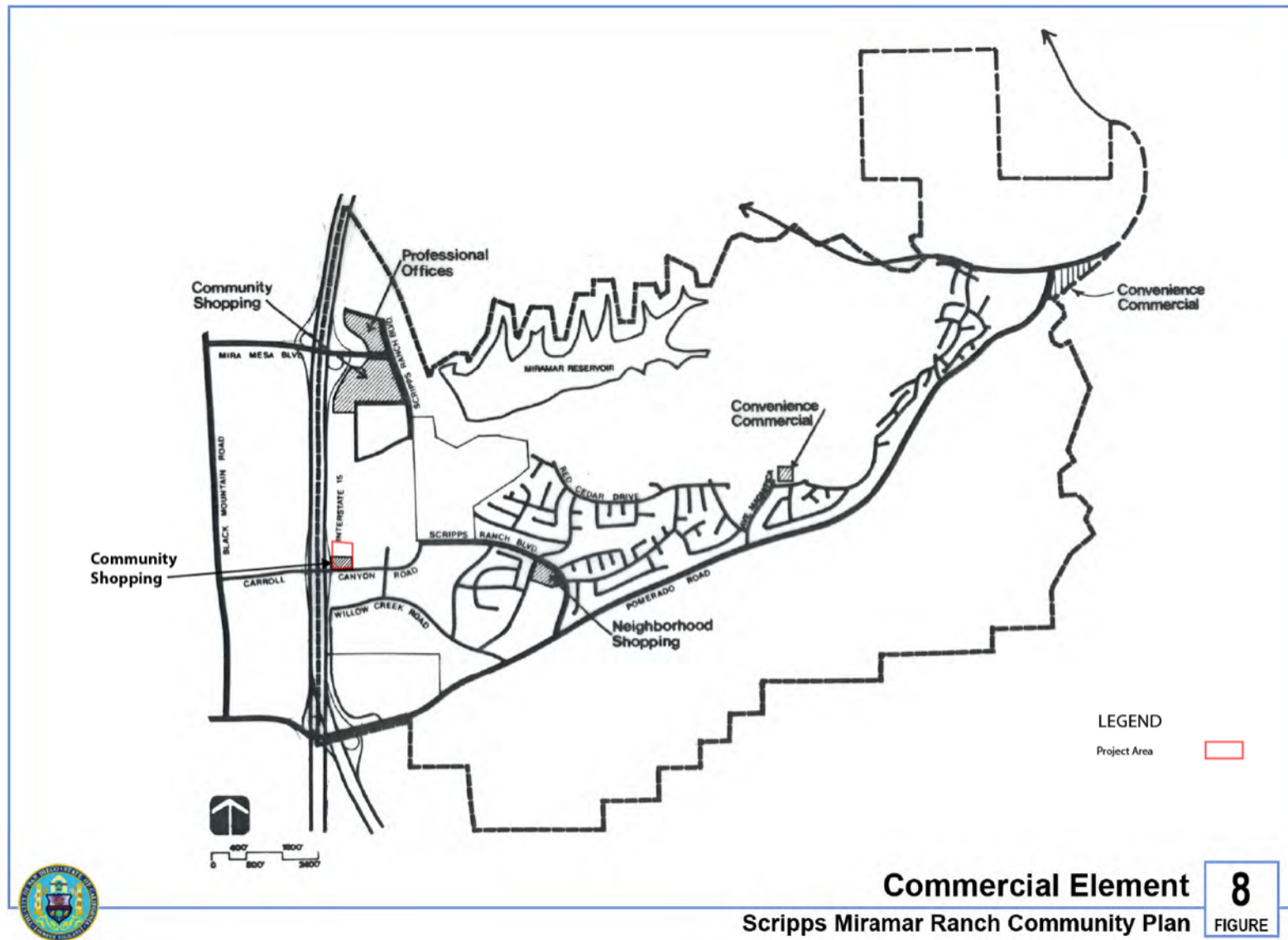


Figure 3-3. Scripps Miramar Ranch Community Plan Commercial Element

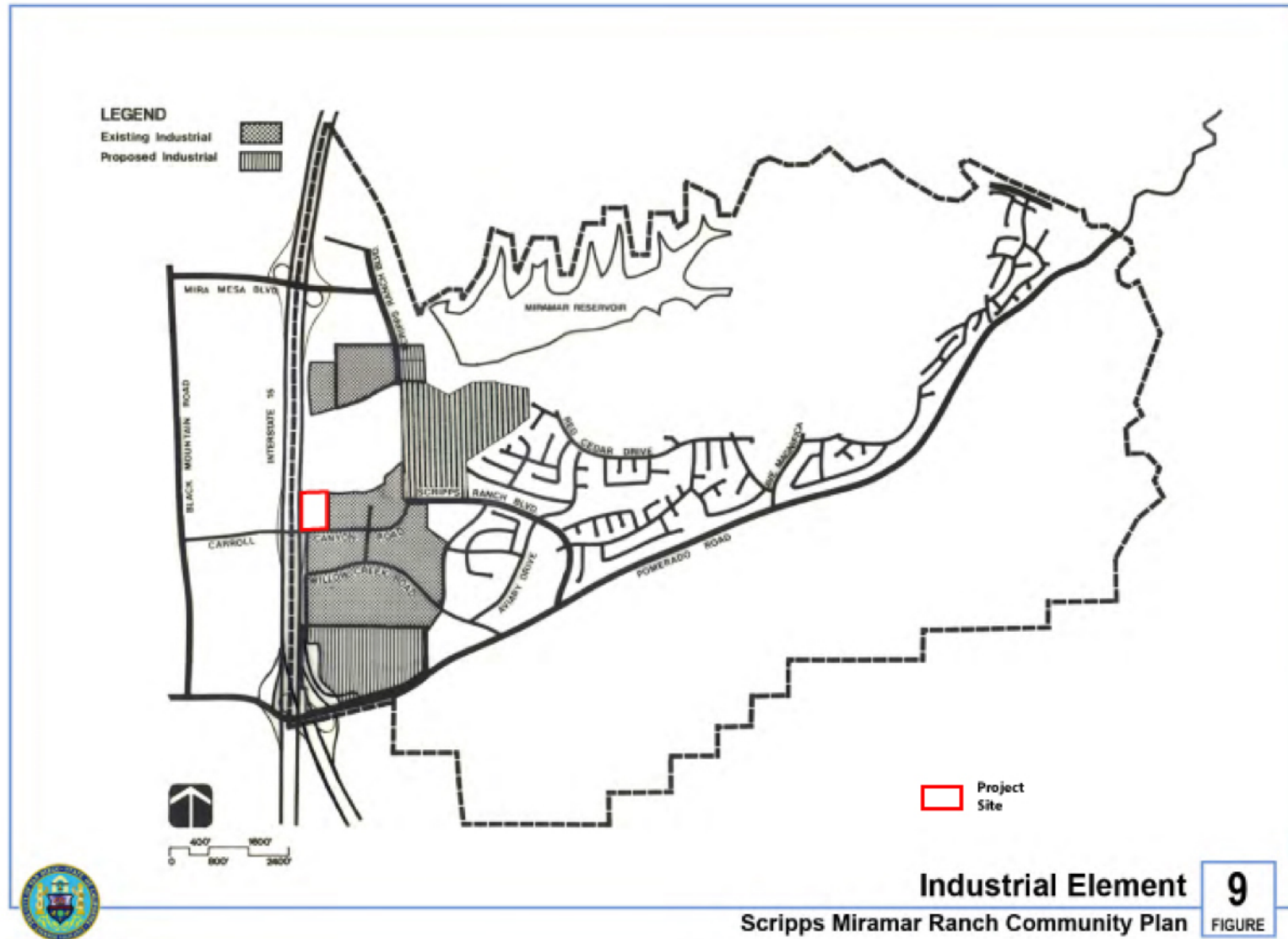


Figure 3-4. Scripps Miramar Ranch Community Plan Industrial Element

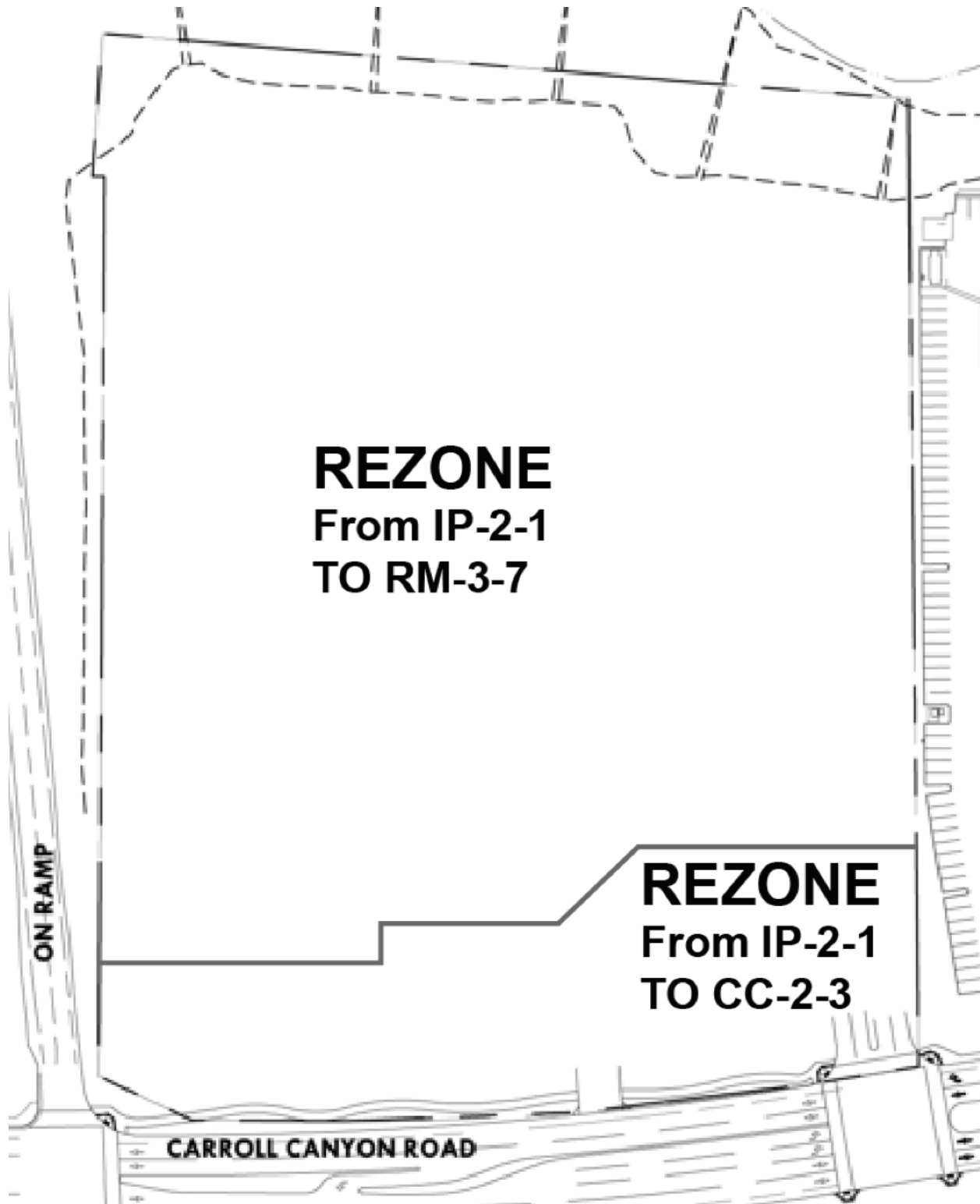


Figure 3-5. *Proposed Zoning*

3.2.3 Vesting Tentative Map

In order to facilitate development of the Carroll Canyon Mixed-Use project, a VTM is proposed. 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.

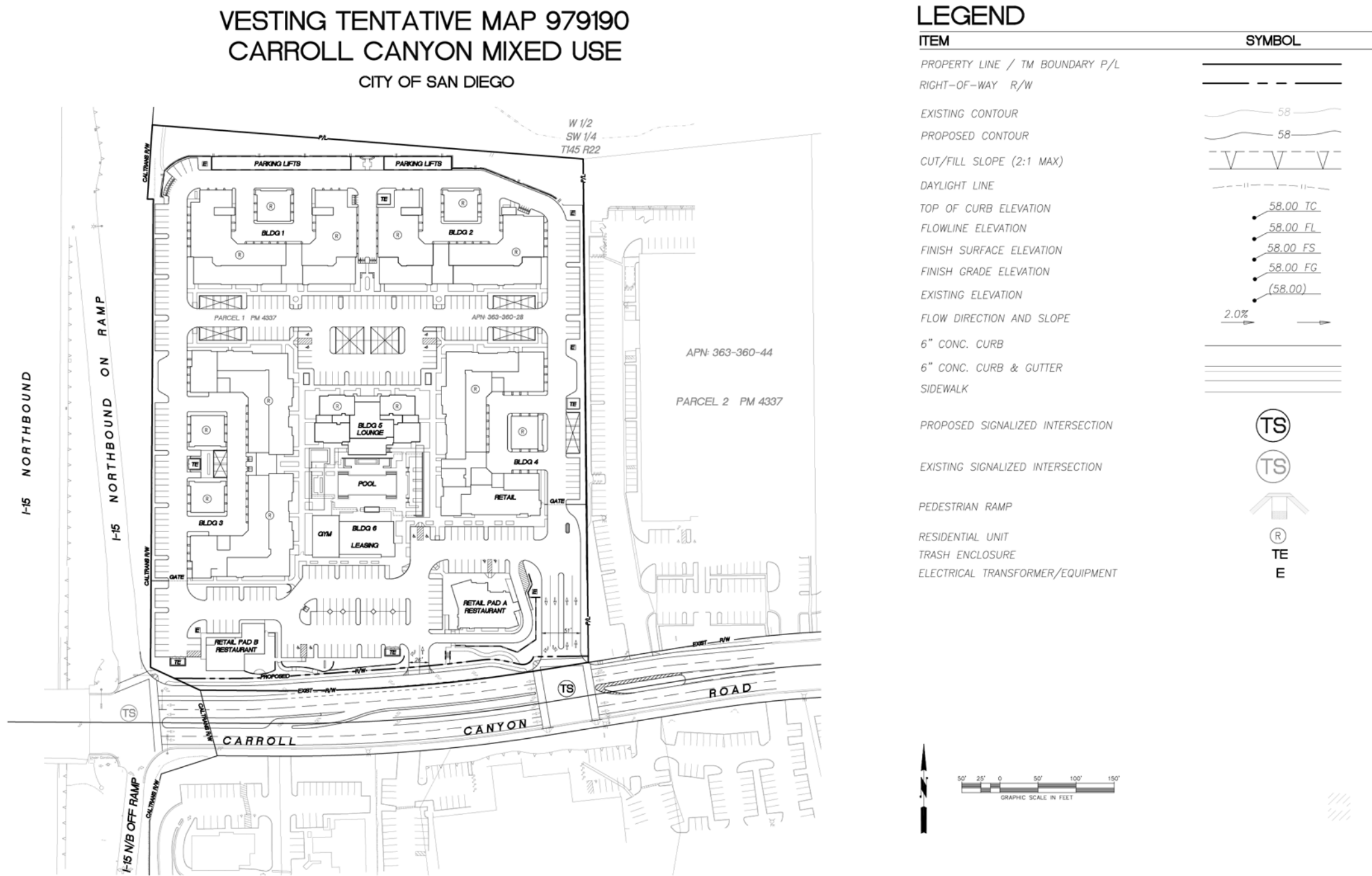


Figure 3-6. Carroll Canyon Mixed-Use Project Vesting Tentative Map

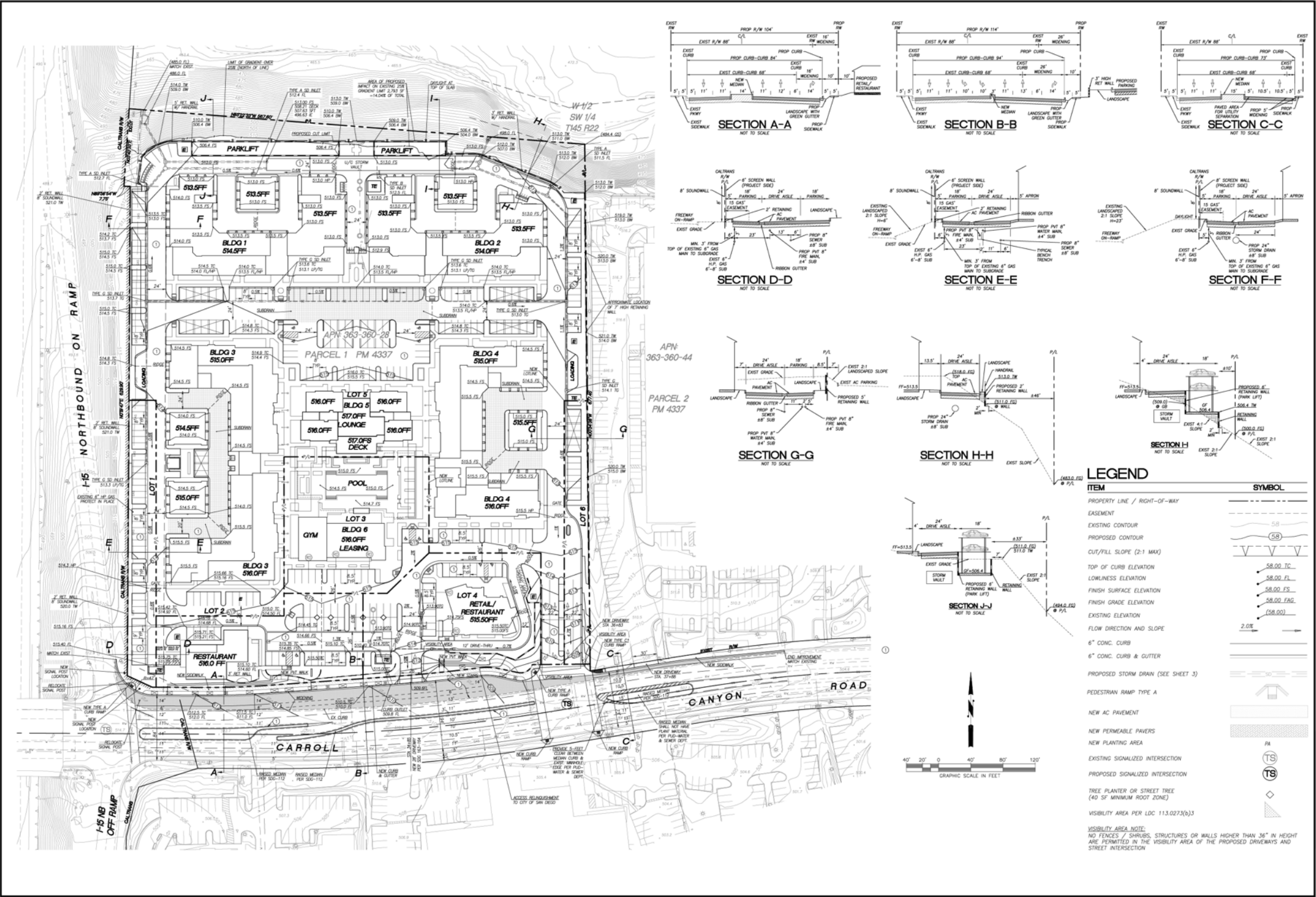


Figure 3-7. Carroll Canyon Mixed-Use Project Grading Plan

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,</i> <i>RM-3-7: 70 feet</i> <i>Minimum street frontage,</i> <i>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) 8-50 feet eight inches 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 50 feet 8 feet inches for Building 2 and 51 feet six inches for Building 4 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 | <i>Proposed wall height:</i> Eight feet | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

3.0 PROJECT DESCRIPTION

| DEVIATION NO. | APPLICABLE REGULATION | PROPOSED DEVIATION | PURPOSE FOR DEVIATION | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|---|--------------------|--|--|--|---------|--------|--|--------|--|----------|--------------------|----------|--------------------|---|---------------|----|---------------|---------------|---|----|---------------|---|---------------|---------------|---|
| | SDMC Section 142.0340 | (solid trash enclosure walls) | height of six feet. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | <i>Residential signs for property identification, yard sale, and real estate</i> (Commercial signs in the RM-3-7 zone not addressed by the City's Sign Regulations) | <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/ restaurant uses. | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | <i>Minimum lot area,</i> <i>RM-3-7: 7,000 square feet</i> <i>Minimum lot area,</i> <i>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,</i> <i>RM-3-7: 70 feet</i> <i>Minimum lot width,</i> <i>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,</i> <i>RM-3-7: 70 feet</i> <i>Minimum lot width,</i> <i>CC-2-3: 100 feet</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 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | |

3.0 PROJECT DESCRIPTION

| DEVIATION NO. | APPLICABLE REGULATION | PROPOSED DEVIATION | PURPOSE FOR DEVIATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|---|--------------------|--|--|--|---------|--------|--|--------|--|----------|--------------------|----------|--------------------|---|-----|----|---------|--------|---|--------|-------|-----|----|---|-----|----|---------|--------|---|-----|----|---------|--------|---|
| | SDMC Table 131-04G SDMC Table 131-05E | <p>requirements as indicated in the table below.</p> <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. | <p>minimum lot frontage requirements in the RM-3-7 and the CC-2-3 zones.</p> <p>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.</p> <p>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.</p> |
| 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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. 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

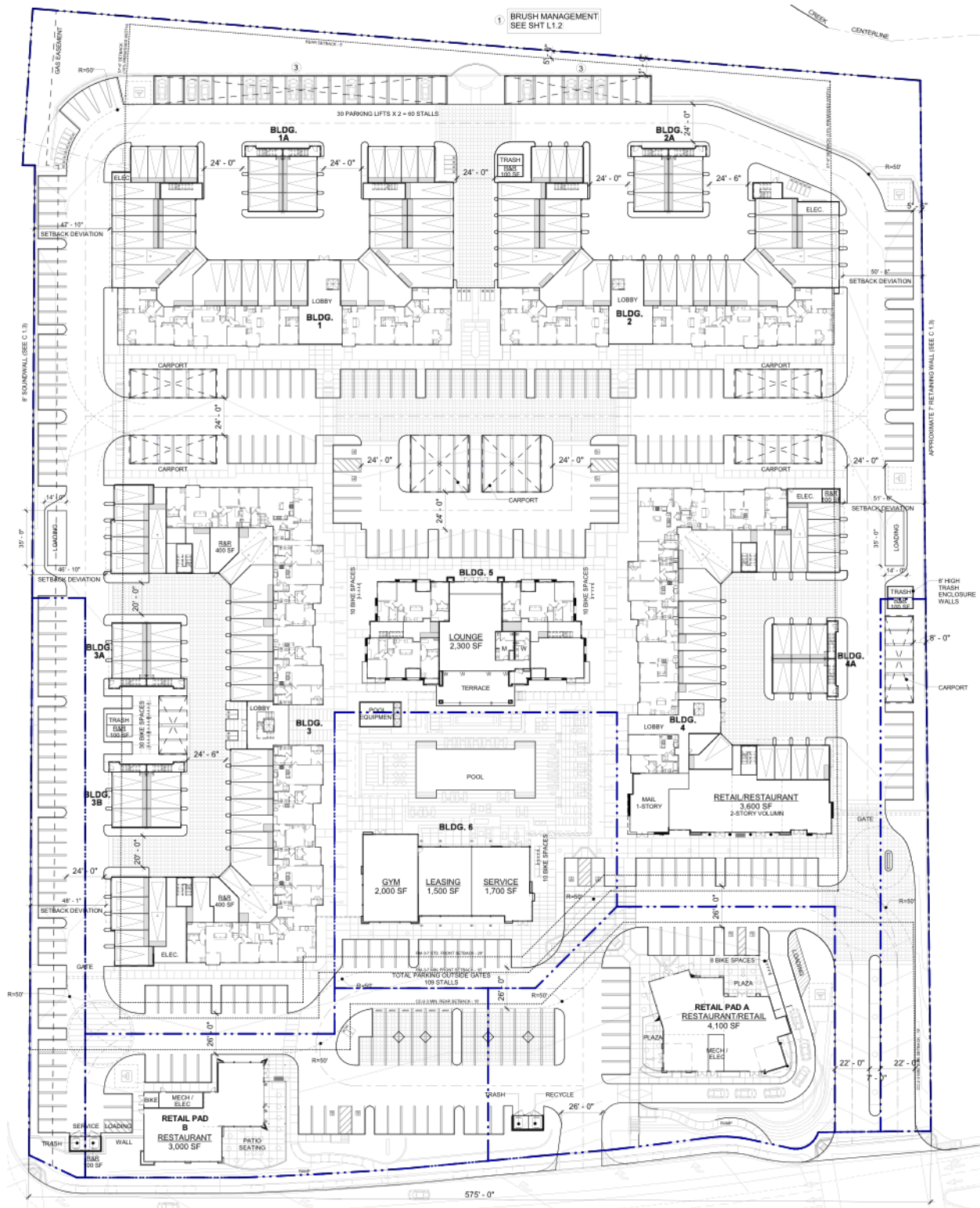
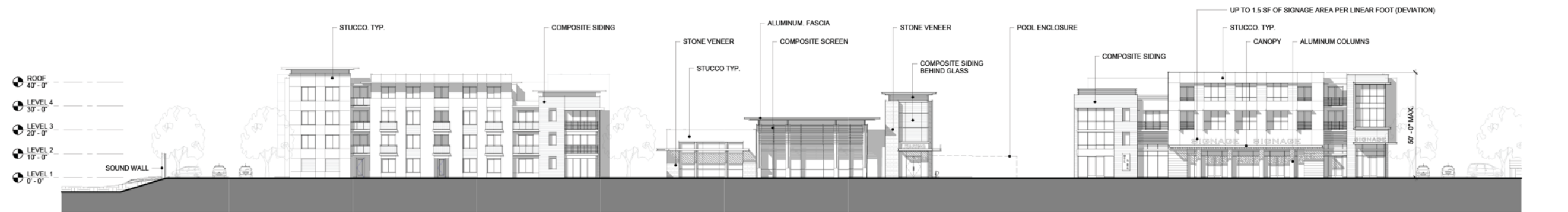
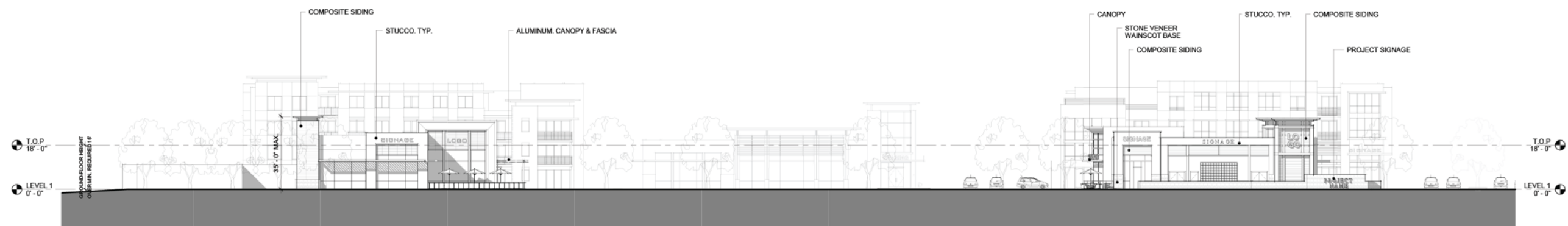


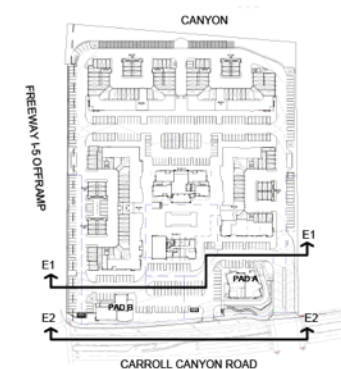
Figure 3-8. Carroll Canyon Mixed-Use Project Site Plan



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**

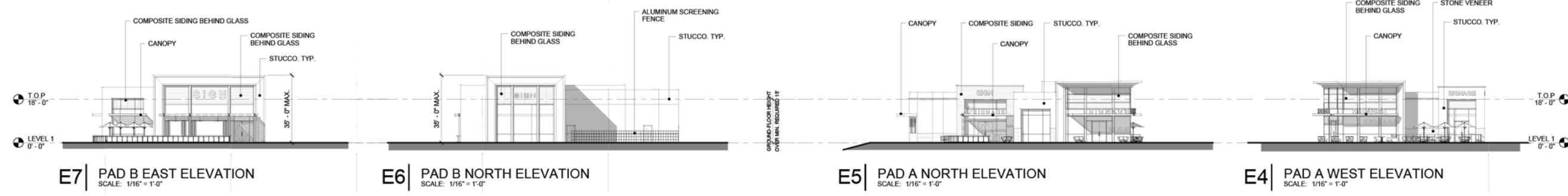
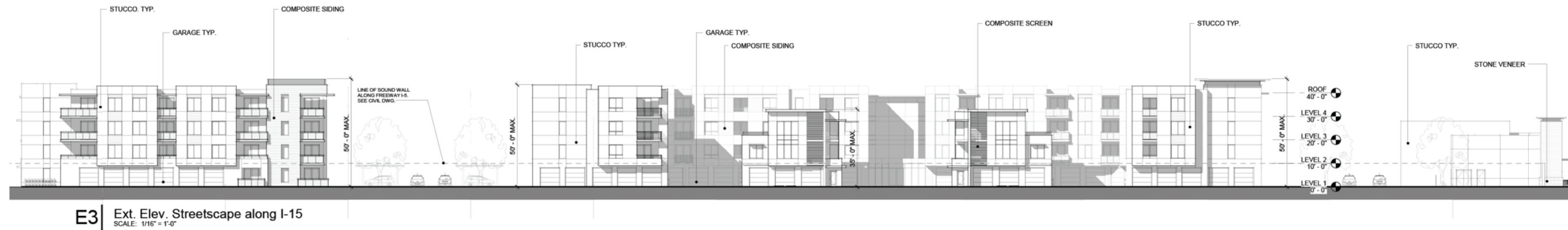


Figure 3-9b. Project Elevations – Along I-15 and Retail Building Elevations

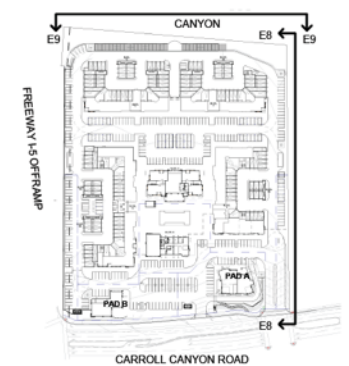
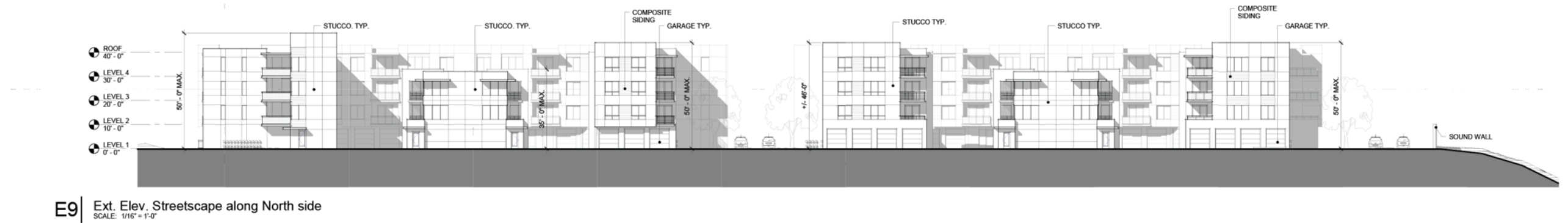
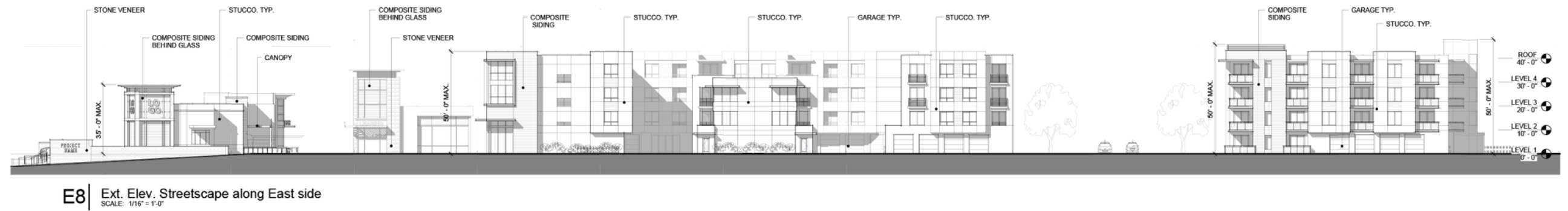


Figure 3-9c. Project Elevations – Along East and North

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

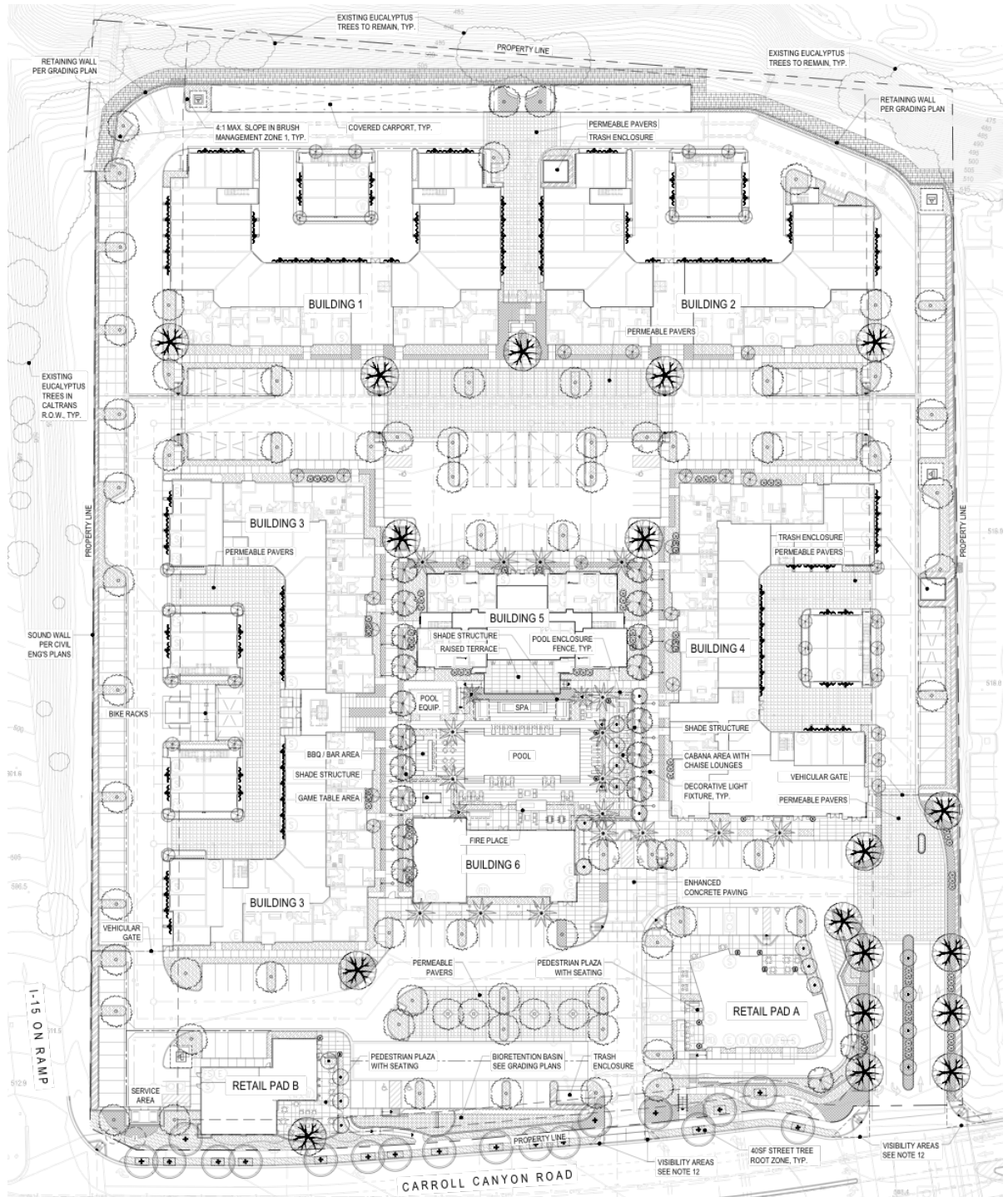


Figure 3-10a. Carroll Canyon Mixed-Use Project Landscape Development Plan

PLANT MATERIAL LEGEND




















| | | | |
|---|--|---|--|
|  | Existing Eucalyptus Trees To Remain 1 - 35'H x 20"W x 15" CALIPER 2 - 40'H x 25"W x 29" CALIPER |  | Accent Plants: 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) |
|  | Large Deciduous Canopy Tree: 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) |  | Evergreen Flowering Vines: 5 GALLON SIZE, SUCH AS: DISTICTUS BUCCINATORIA (RED TRUMPET VINE) SOLANUM JASMINOIDES (POTATO VINE) TRACHELOSPERMUM JASMINOIDES (STAR JASMINE) |
|  | Medium Flowering Accent Tree: MATURE SIZE: 15'-20' TALL x 15'-20' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS: CALODENDRUM CAPENSE (CAPE CHESTNUT) LAGERSTROEMIA INDICA x FAUREI CULTIVARS (CRAPE MYRTLE) TABEBUIA IPE (PINK TRUMPET TREE) |  | Medium Height Evergreen Shrub: 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. |
|  | Evergreen Parking Lot Shade Tree 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) |  | Medium Height Flowering Shrub: 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) |
|  | Evergreen Community Theme Tree MATURE SIZE: 20'-50' TALL x 20'-30' WIDE, FORM: UPRIGHT, 24" BOX SIZE, SUCH AS: EUCALYPTUS CITRIDODORA (LEMON-SCENTED GUM) EUCALYPTUS FICIFOLIA (RED FLOWERING GUM) EUCALYPTUS TORQUATA (CORAL GUM) |  | Low Evergreen Foreground Plants: 5 GALLON SIZE, SUCH AS: CARISSA MACROCARPA 'EMERALD CARPET' (EMERALD CARPET NATAL PLUM) DIANELLA SPP. (FLAX LILY) SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS) TRACHELOSPERMUM JASMINOIDES (STAR JASMINE) |
|  | Medium Evergreen Canopy Tree at Pedestrian Promenade 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) |  | Ornamental Grasses & Spreading Groundcovers: 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. SENECIO MANDRALISCAE (BLUE CHALK STICKS) SESLARIA AUTUMNALIS (AUTUMN MOOR GRASS) TRACHELOSPERMUM JASMINOIDES (STAR JASMINE) |
|  | Vertical Evergreen Tree / Large Shrub 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) |  | Bioswale Grasses: 1 GALLON SIZE, SUCH AS: CAREX PANSA (CALIFORNIA MEADOW SEDGE) CAREX SPISSA (SAN DIEGO SEDGE) MUHLENBERGIA RIGENS (DEERGRASS) |
|  | Palm Accent Trees at Retail Building Façades 20' BTH SIZE, SUCH AS: ARCHONTOPHOENIX CUNNINGHAMIANA (KING PALM) PHOENIX DACTYLIFERA (DATE PALM) |  | Low-Growing Native Plants on Disturbed Slope: 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) |
|  | Tall Evergreen Screening Hedge (6' Tall Min.): 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) |  | Pots and Site Furnishings: ACCENT PLANTINGS IN FREE-STANDING CONTAINERS, CAFE-STYLE LOOSE TABLES AND CHAIRS WITH UMBRELLAS, CHAISE LOUNGES, CONTEMPORARY BENCHES AND DEEP SEATING |
|  | Medium Height Evergreen Screening Hedge: 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 9.28-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/ Parking*
- *Visual Effects and 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*

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.

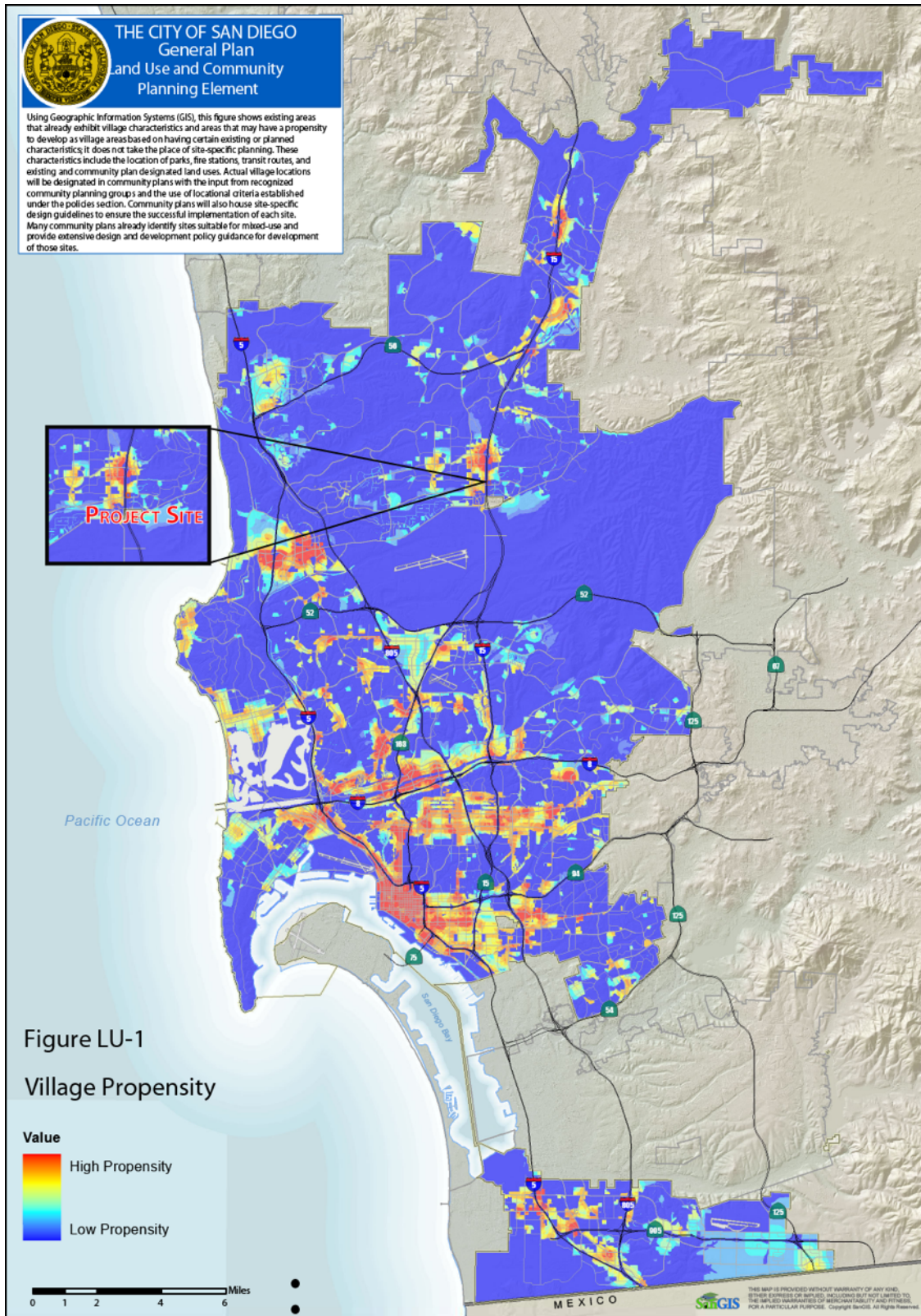


Figure 5.1-1. City of San Diego General Plan Village Propensity Map

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.

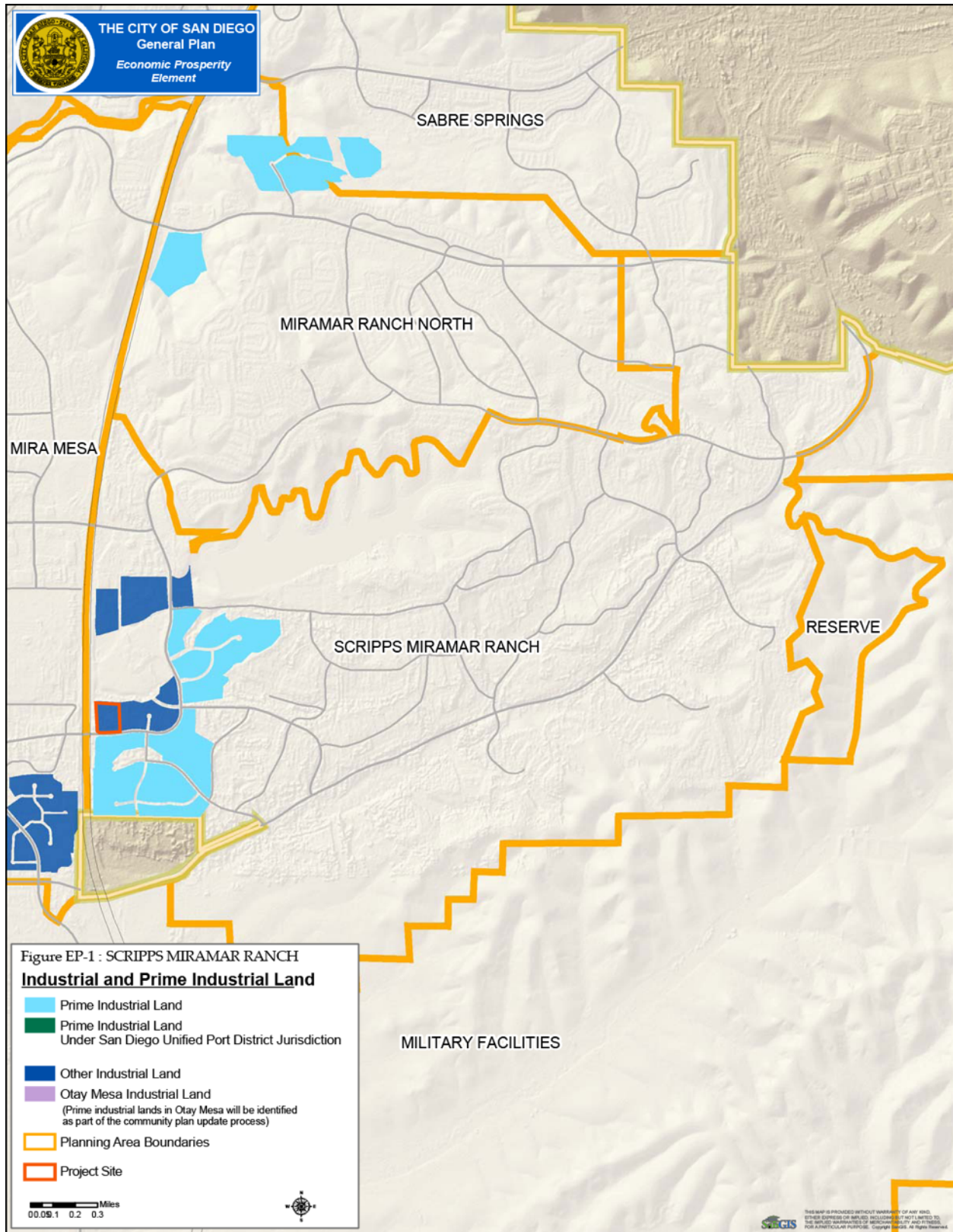


Figure 5.1-2. Prime Industrial Lands Map

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 Developments¹ 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.

¹*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

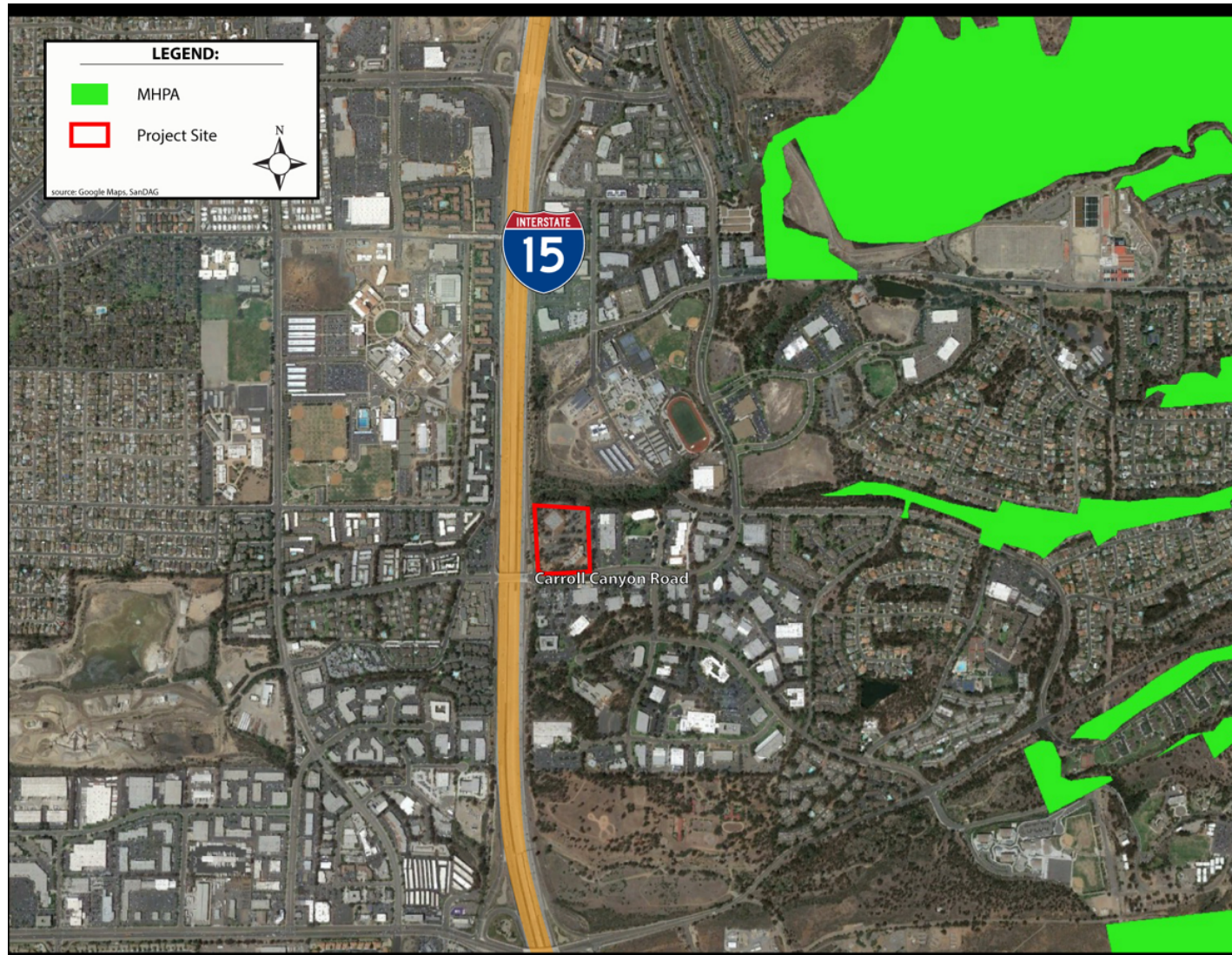


Figure 5.1-3. Multi-Habitat Planning Area

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, *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

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|---|---|----------------------------|
| <i>Land Use and Community Planning Element (Land Use Element)</i> | | |
| City of Villages Strategy Goal. 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 |
| City of Villages Policy LU-A.7.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 |
| Balanced Communities and Equitable Development Goal. 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 |
| Balanced Communities and Equitable Development Policy LU-H.4. 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 |
| Balanced Communities and Equitable Development Policy LU-H.4.d. 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 |
| Balanced Communities and Equitable Development Policy LU-H.6. Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network. | 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 |
| Balanced Communities and Equitable Development Policy LU-H.7. 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 |

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|--|----------------------------|
| 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. | |
| Mobility Element | | |
| Walkable Communities Goal. 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 |
| Walkable Communities Goal. 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 |
| Walkable Communities Goal. 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 |
| Walkable Communities Goal. 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 |
| Walkable Communities Policy ME-A.2.f. 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 |

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|--|----------------------------|
| Walkable Communities Policy ME-A.4. 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 |
| Walkable Communities Policy ME-A.6. 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 |
| Walkable Communities Policy ME-A.6.a.3. 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 |
| Walkable Communities Policy 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. | 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 |
| Walkable Communities Policy ME-A.7.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 |
| Walkable Communities Policy ME-A.7.c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design. | 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 |
| Walkable Communities Policy ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking. | 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 |
| Transit First Goal. 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 |
| Transit First Policy ME-B.9.b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services. | 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. | |
| Street and Freeway System Policy ME-C.6.i. 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 |
| Street and Freeway System Policy 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. | 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 |
| Transportation Demand Management Goal. 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 |
| Bicycling Goal. 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 |
| Bicycling Policy ME-F.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. | 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 |
| Parking Management Goal. 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 |
| Parking Management Goal. 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 |
| Parking Management Goal. 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. | |
| Parking Management Policy ME-G.1. 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 |
| Parking Management Policy ME-G.2. 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> | | |
| General Urban Design Goal. 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 |
| General Urban Design Goal. 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 |
| General Urban Design Goal. 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 |
| General Urban Design Policy UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development. | 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 |
| General Urban Design Policy UD-A.5. 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. | |
| General Urban Design Policy UD-A.5.j. 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 |
| General Urban Design Policy UD-A.6. 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 |
| General Urban Design Policy UD-A.6.a. 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 |
| General Urban Design Policy UD-A.6.c. 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 |
| General Urban Design Policy UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. | 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. | |
| General Urban Design Policy UD-A.8.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 |
| General Urban Design Policy UD-A.8.c. 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 |
| General Urban Design Policy UD-A.8.e. 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 |
| General Urban Design Policy UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking. | 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 |
| General Urban Design Policy UD-A.12. 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 |
| General Urban Design Policy UD-A.13. 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 |
| Distinctive Neighborhoods and Residential Design Goal. 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 |

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|--|----------------------------|
| Distinctive Neighborhoods and Residential Design Policy 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. | 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 |
| Distinctive Neighborhoods and Residential Design Policy UD-B.2.a. 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 |
| Distinctive Neighborhoods and Residential Design Policy UD-B.2.c. 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 |
| Distinctive Neighborhoods and Residential Design Policy UD-B.4.a. 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 |
| Open Space and Creation Policy UD-B.8. 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 |
| Mixed-Use Village and Commercial Areas Goal. 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. | |
| Mixed-Use Village and Commercial Areas Policy UD-C.1.a. 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 |
| Mixed-Use Village and Commercial Areas Policy UD-C.3. 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 |
| Mixed-Use Village and Commercial Areas Policy UD-C.4.b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level. | 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 |
| Mixed-Use Village and Commercial Areas Policy UD-C.4.d. 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 |
| Mixed-Use Village and Commercial Areas Policy UD-C.7. 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> | | |
| Commercial Land Use Goal. 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. | |
| Commercial Land Use Goal. 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 |
| Commercial Land Use Policy EP-B.8. Retain the City's existing Neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible. | 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> | | |
| Evaluation of Growth, Facilities, and Services Goal. 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 |
| Evaluation of Growth, Facilities, and Services Goal. 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 |
| Evaluation of Growth, Facilities, and Services Goal. 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 |
| Evaluation of Growth, Facilities, and Services Policy PF-C.1. 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 |
| Fire-Rescue Goal. 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 |
| Police Goal. 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 |
| Wastewater Goal. 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 |
| Wastewater Goal. 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 |
| Storm Water Infrastructure Goal. 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 |
| Waste Management Goal. 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 |

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|---|----------------------------|
| Waste Management Policy PF-I.2. 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 |
| Public Utilities Goal. 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 |
| Seismic Safety Goal. 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 |
| Conservation Element | | |
| Climate Change & Sustainable Development Goal. 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 |
| Climate Change & Sustainable Development Policy CE-A.5. 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 |
| Climate Change & Sustainable Development Policy CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible. | 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 |
| Climate Change & Sustainable Development Policy CE-A.10. 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 |
| Climate Change & Sustainable Development Policy CE-A.11. 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 |
| Open Space and Landform Preservation Goal. 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 |

| City of San Diego General Plan Applicable Aspect | Project Analysis | Project Consistency |
|---|--|----------------------------|
| Open Space and Landform Preservation Policy CE-B.4. 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 |
| Open Space and Landform Preservation policy CE-B.6. Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures. | 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 |
| Urban Runoff Management Goal. 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 |
| Urban Runoff Management Policy CE-E.2. Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. | 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 |
| Urban Runoff Management Policy CE-E.3. 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 |
| Air Quality Goal. 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 |
| Air Quality Goal. 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 |
| Sustainable Energy Goal. 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 |

| Noise Element | | |
|---|---|------------|
| Noise and Land Use Compatibility Goal. Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise. | Section 5.7, <i>Noise</i> , 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 |
| Noise and Land Use Compatibility Policy 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. | 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 |
| Noise and Land Use Compatibility Policy NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the [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 |
| Motor Vehicle Noise Goal. Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses. | Section 5.7, <i>Noise</i> , 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 |
| Motor Vehicle Noise Policy NE-B.1. 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 |
| Motor Vehicle Noise Policy NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic. | The 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 |
| Commercial and Mixed-Use Activity Noise Goal. 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 |
| Commercial and Mixed-Use Activity Noise Policy NE-E.1. Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use. | 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 | Consistent |

| | | |
|---|--|------------|
| | uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal. | |
| Commercial and Mixed-Use Activity Noise Policy NE-E.2. Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other high-noise components away from the residential component of the development. | 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 |
| Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal. 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 |
| Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Policy NE-G.1. 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.

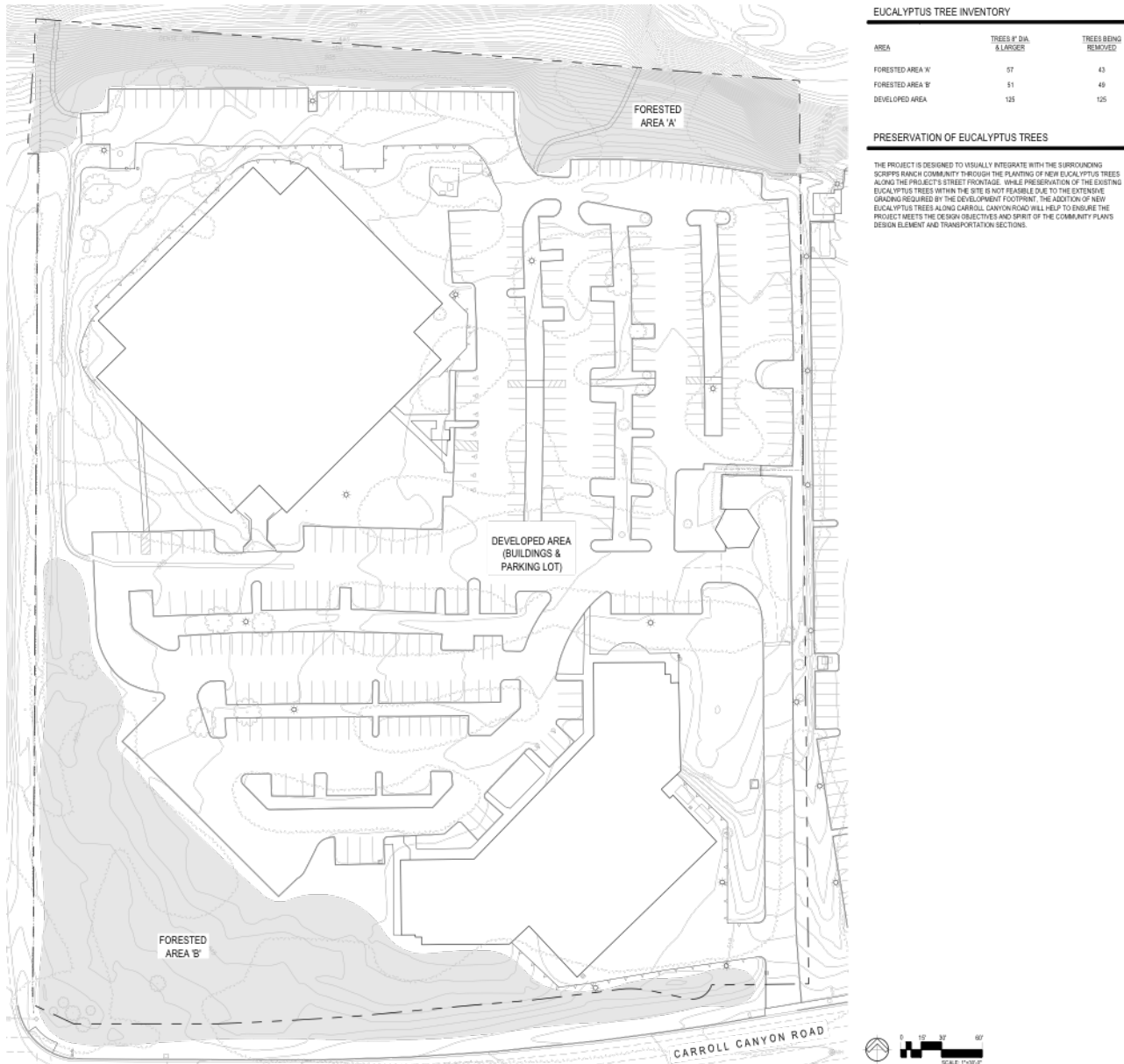


Figure 5.1-4. Inventory of Eucalyptus Trees

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. | |
| Objective. 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 |
| Objective. 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 |
| Proposal. 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 |
| Proposal. 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 |
| Proposal. 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 |
| Proposal. 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 |
| Proposal. 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 |

| <i>Scripps Miramar Ranch Community Plan Applicable Aspect</i> | <i>Project Analysis</i> | <i>Project Consistency</i> |
|--|--|-----------------------------------|
| Proposal. 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 |
| 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. | 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 |
| Proposal. 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 |
| Proposal. 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 |
| <i>Public Facilities and Services Element</i> | | |
| 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. | 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 |
| Objective. 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 |
| 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. | 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 |
| 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, | The new fire station on Spring Canyon Road west of Semillon Boulevard will provide response times within acceptable levels for the entire community. | Consistent |

| Scripps Miramar Ranch Community Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|--|----------------------------|
| response times will be within acceptable levels for the entire community. | | |
| 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. | 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 |
| Transportation Element | | |
| 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. | 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 |
| Objective. 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 |
| 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. | The proposed project includes existing and proposed eucalyptus trees. The proposed project would be consistent with this objective. | Consistent |
| Objective. 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 |

| Scripps Miramar Ranch Community Plan Applicable Aspect | Project Analysis | Project Consistency |
|---|--|----------------------------|
| Objective. 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 |
| 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. | 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 |
| Proposal (Design Objectives). 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 |
| Proposal (Design Objectives). 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 |
| Proposal (Design Objectives). 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 |
| Proposal (Design Objectives). 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 |
| Proposal (Design Objectives). 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 |
| Proposal (Design Objectives). 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. | |
| Proposal (Design Objectives). 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 |
| 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. | 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 |
| Proposal (Design Objectives). 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 |
| 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 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> | | |
| 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. | 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 |
| 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. | 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 |
| Objective. 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> |
|--|---|----------------------------|
| Objective. 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 |
| Objective. 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. | |
| Objective. 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. |
| 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. | 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. |
| 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. | 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 |
| 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. | 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 |
| 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 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 |

| Scripps Miramar Ranch Community Plan Applicable Aspect | Project Analysis | Project Consistency |
|--|---|----------------------------|
| 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. | The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective. | Consistent |
| Design Element | | |
| 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. | 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. 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 |
| Proposal (Landform and Grading). 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 |
| 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. | 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 |
| 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. | 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> |
|--|---|-----------------------------------|
| <i>Proposal (Circulation Element).</i> 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 |
| <i>Proposal (Preservation of Eucalyptus Trees).</i> 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 |
| <i>Proposal (Architectural Form and Character).</i> 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 |
| <i>Proposal (Architectural Form and Character).</i> 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 |
| <i>Proposal (Architectural Form and Character).</i> 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 |
| <i>Proposal (Planned Commercial Developments).</i> 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> |
|--|---|-----------------------------------|
| 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. | 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 |
| 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. | 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 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 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 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 I-15/Carroll Canyon southbound ramp. The applicant would be responsible for paying a fair share contribution to circulation improvements at this location. 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 I-15/Carroll Canyon southbound ramp 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

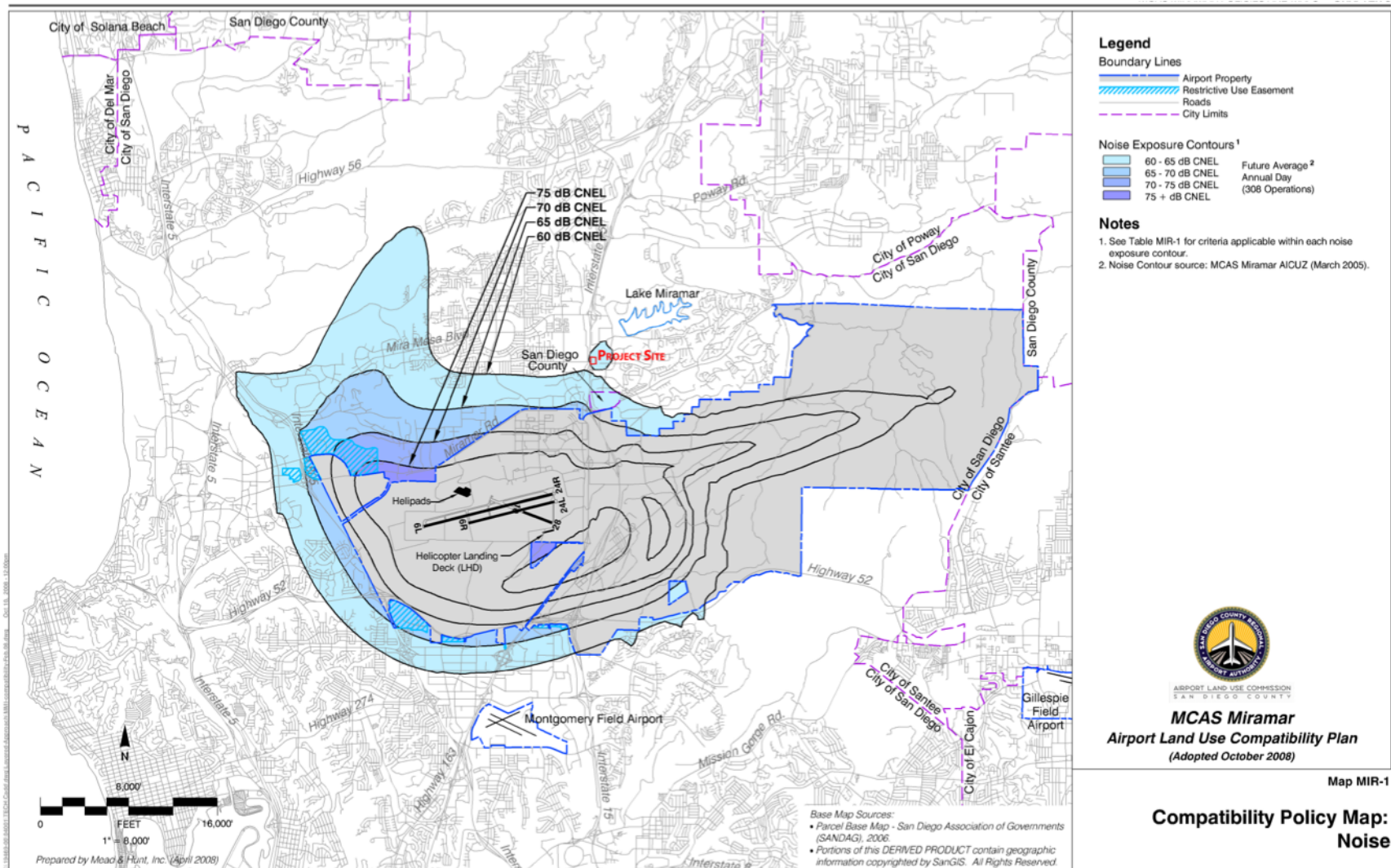


Figure 5.1-5. MCAS Miramar Compatibility Policy Map: Noise

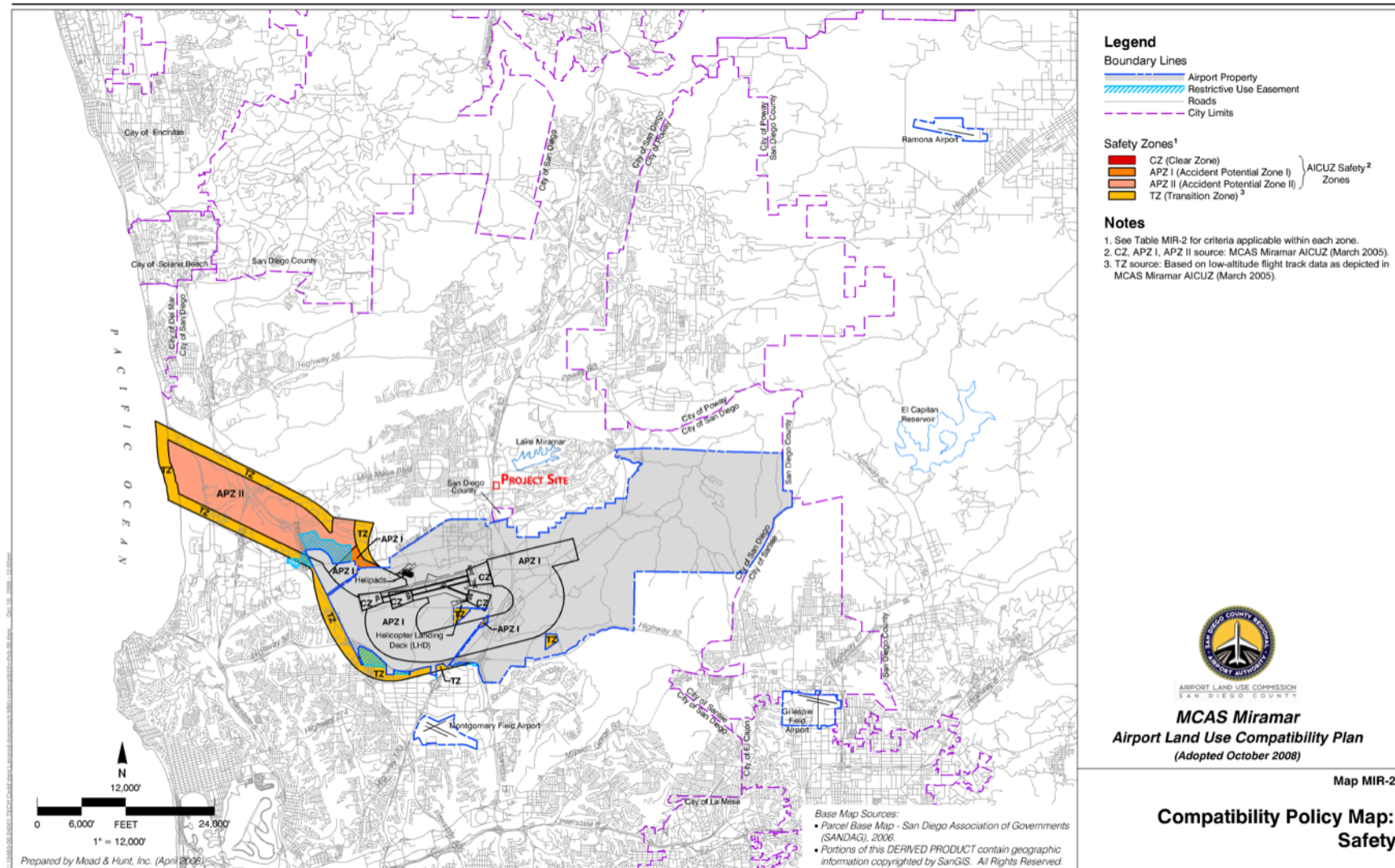


Figure 5.1-6. MCAS Miramar Compatibility Policy Map: Safety

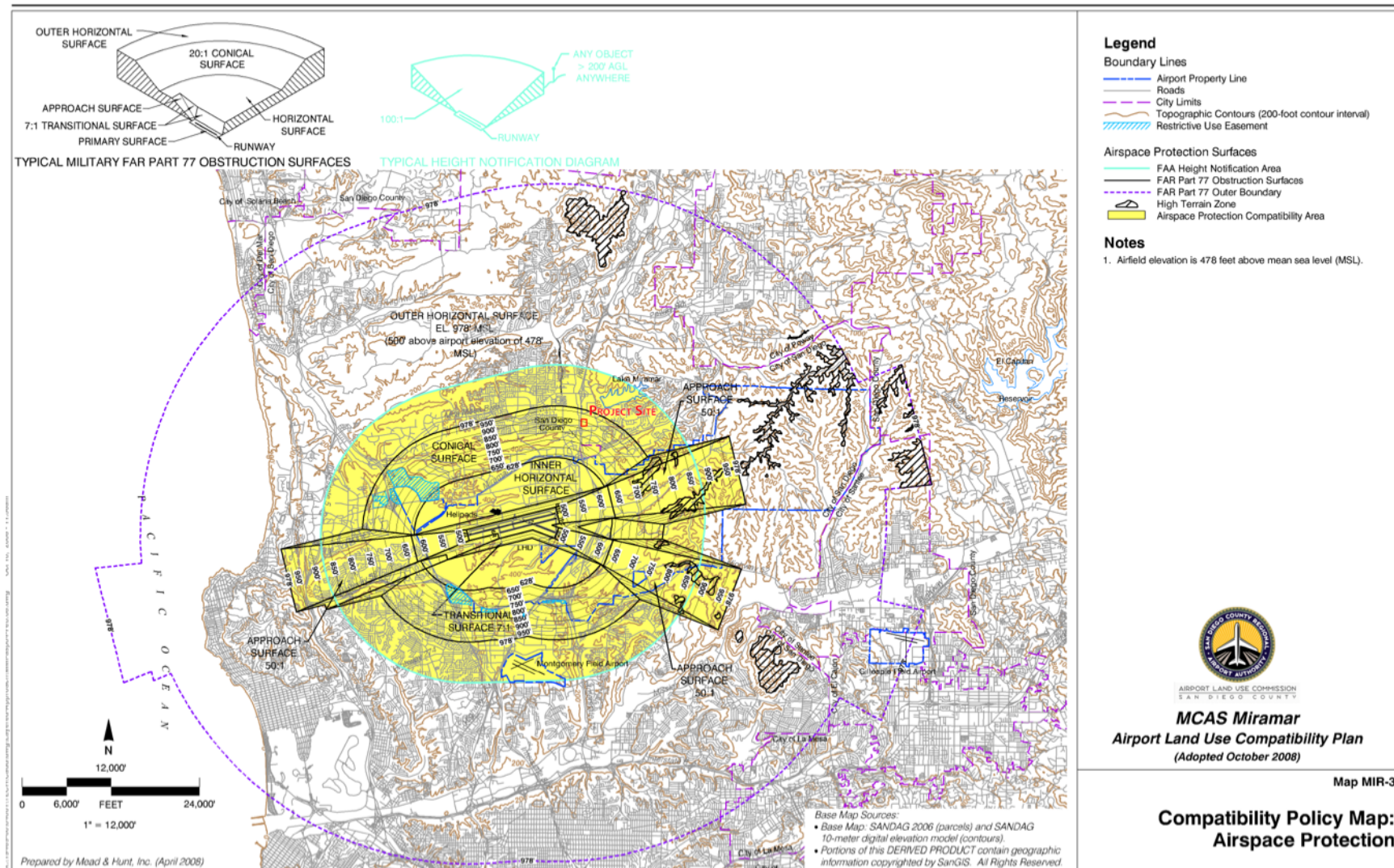


Figure 5.1-7. MCAS Miramar Compatibility Policy Map: Airspace Protection

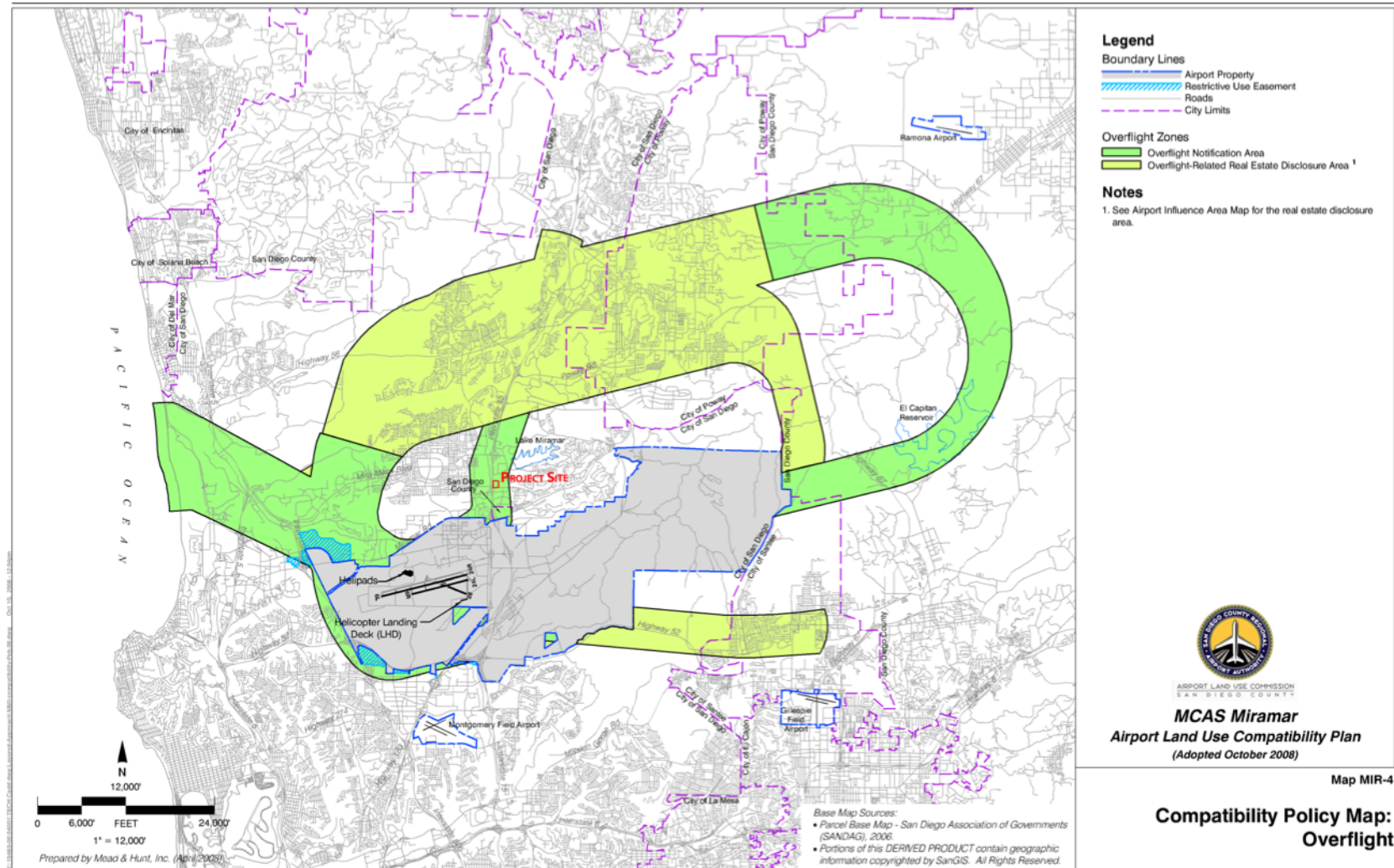


Figure 5.1-8. MCAS Miramar Compatibility Policy Map: Overflight

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.

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 20 (22) 20 (45) 95 (311)</p> | <p>I-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>2 1191 (1191) 1130 (987)</p> | <p>I-15 NB Ramp 223 (386) 490 (595)</p> <p>826 (415) 1 (6) 701 (596)</p> <p>3 33 (78) 18 (5) 6 (28)</p> <p>Carroll Canyon Road 148 (290) 982 (697)</p> <p>Bus- in- es- park Ave 93 (26) 685 (872) 412 (248)</p> <p>235 (349) 4 (4) 74 (61)</p> <p>5 34 (4) 876 (519) 112 (64)</p> |
|---|--|---|

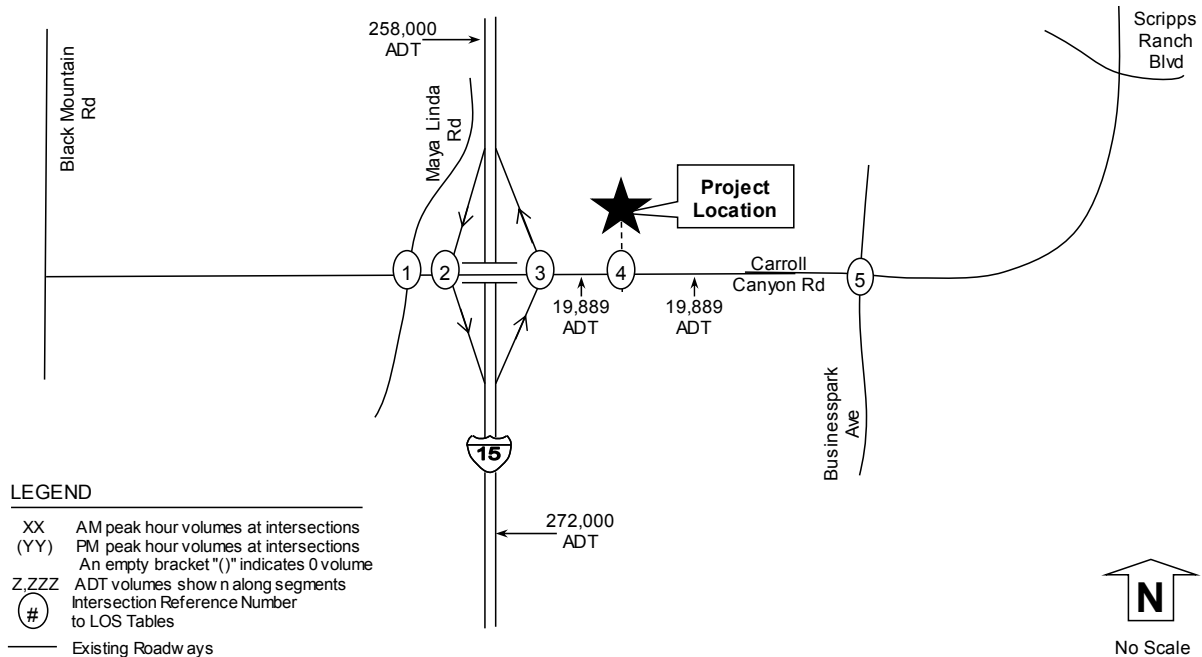


Figure 5.2-1. Existing Volumes

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 95th 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) ¹ | Movement | Peak Hour | Existing | |
|--|----------|--------------|--------------------|------------------|
| | | | Delay ² | LOS ³ |
| 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 |
| <u>Carroll Canyon Road</u> | | | | | | |
| 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 95th 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 | 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 95th percentile queue. As shown in Table 5.2-11, *Existing with Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th 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 95th 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>Businesspark Ave</p> <p>15%</p> <p>13%</p> <p>13%</p> <p>15%</p> <p>5</p> <p>Carroll Canyon Road</p> |

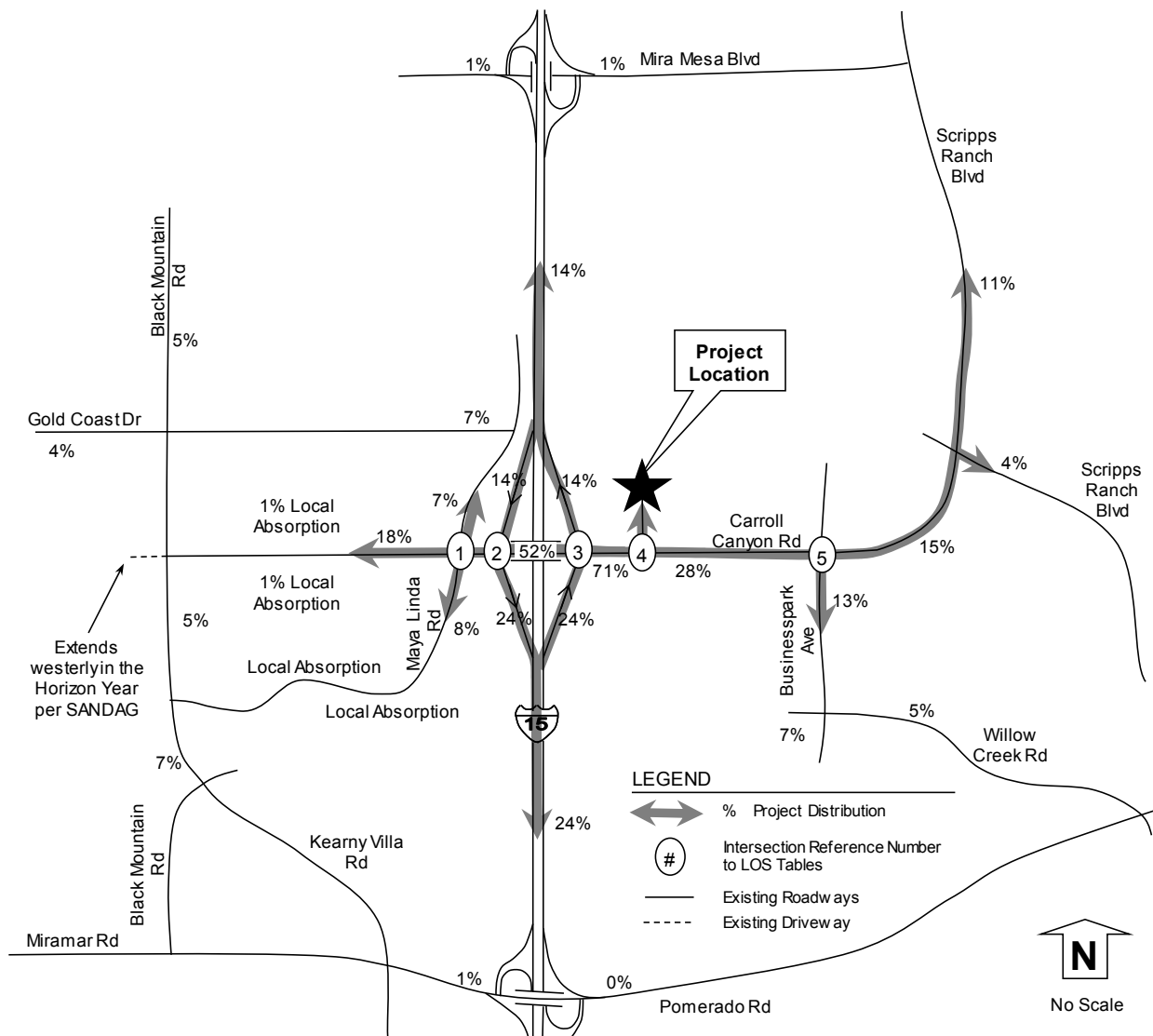


Figure 5.2-2. Project Distribution

| | | |
|--|---|---|
| <div><div>Maya</div><div>0 10 0</div><div><div>()</div><div>(32) ()</div><div>0 0 ()</div><div>0 0 ()</div><div>4 (12) 4 (14)</div><div>Carroll Canyon Road</div><div>8 (7) 22 (18) 10 (8)</div><div>1</div></div></div> | <div><div>I-15 SB Ramp</div><div>18 0</div><div>(58) ()</div><div>0 ()</div><div>0 ()</div><div>8 (24)</div><div>Carroll Canyon Road</div><div>40 29 (33) (24)</div><div>2</div></div> | <div><div>I-15 NB Ramp</div><div>0 26 (82)</div><div>0 0 ()</div><div>0 0 ()</div><div>13 (42)</div><div>Carroll Canyon Road</div><div>17 69 (14) (57)</div><div>3</div></div> |
| <div><div>Project Right-In/Right-Out Dwy</div><div>26 (26)</div><div>1 (2) 67 (66)</div><div>4a</div><div>Carroll Canyon Road</div></div> | <div><div>Project Dwy</div><div>67 (66)</div><div>37 (36)</div><div>Carroll Canyon Road</div><div>19 1 (56) (2)</div><div>4b</div></div> | <div><div>Bus- in- ess- park Ave</div><div>0 0 ()</div><div>0 0 ()</div><div>0 0 ()</div><div>0 0 ()</div><div>Carroll Canyon Road</div><div>0 8 0 () (26) ()</div><div>5</div></div> |

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

| | |
|---|---|
| <p>Project Dwy 51 (146)</p> <p>67 (66)</p> <p>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> |
|---|---|

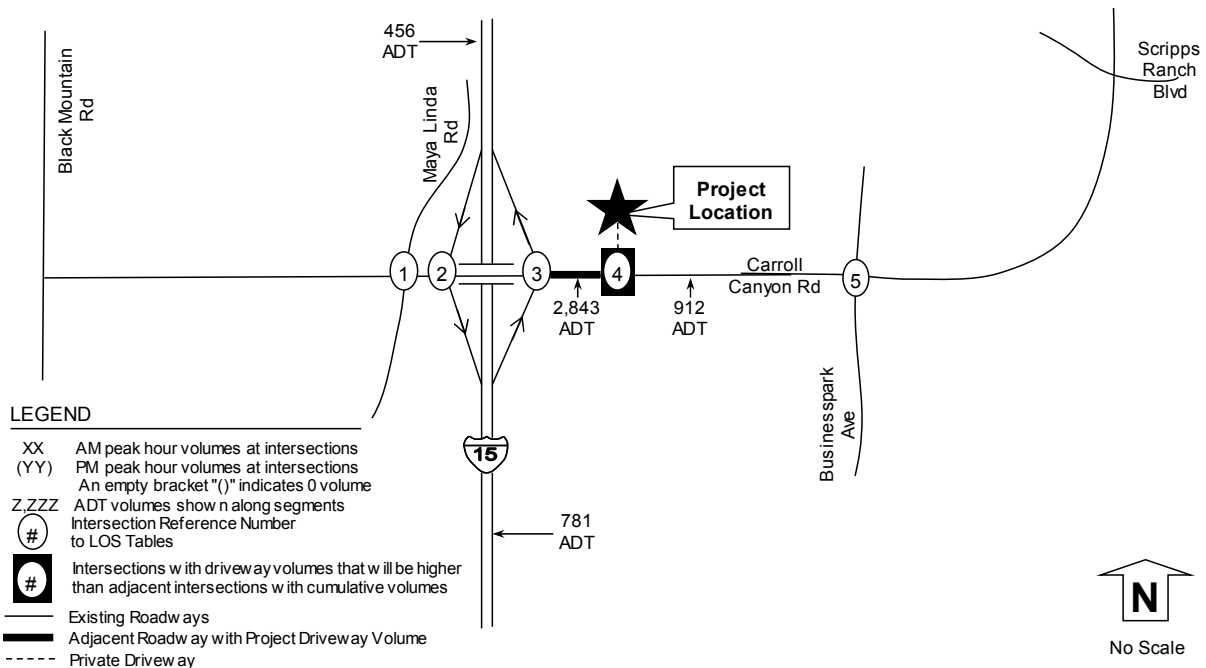


Figure 5.2-3. Project Assignment

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

| Intersection and (Analysis) ¹ | Movement | Peak Hour | Existing | | Existing + Project | | | |
|--|----------|--------------|--------------------|------------------|--------------------|------------------|--------------------|-----------------------------|
| | | | Delay ² | LOS ³ | Delay ² | LOS ³ | Delta ⁴ | Direct Impact? ⁵ |
| 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? | |
| Carroll Canyon Road | | | | | | | | | | | | | |
| 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 | 0 | |
| AM NB On-Ramp | E+P | 58 | 1 HOV | Meter Not Turned On | 0 | 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 95th 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 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 95th 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).

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

| Intersection and (Analysis) ¹ | Movement | Peak Hour | Existing | | Existing + Cumulative | |
|---|----------|-----------|--------------------|------------------|-----------------------|------------------|
| | | | Delay ² | LOS ³ | Delay ² | LOS ³ |
| 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 95th 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 | | | | I-15 | | | | |
|-----------------------------|-------------------------------------|------------|------------|------------|------------------------------|------------|------------|------------|--|
| | Mira Mesa Blvd to Carroll Canyon Rd | | | | Carroll Canyon Rd to Miramar | | | | |
| <u>Existing (Year 2013)</u> | | | | | | | | | |
| ADT | | 258,000 | | | | 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) | 0.0808 | 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 | |
| <u>Existing+Cumulative</u> | | | | | | | | | |
| 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.

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.

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) ¹ | Movement | Peak Hour | Existing + Cumulative | | Existing + Cumulative + Project | | | |
|--|----------|--------------|-----------------------|------------------|---------------------------------|------------------|--------------------|-------------------------------|
| | | | Delay ² | LOS ³ | Delay ² | LOS ³ | Delta ⁴ | Near-Term Impact ⁵ |
| 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 Daily Volume | Existing + Cumulative + Project | | | | | | |
|------------------------------------|------------------|-----------------------|-------------------|-------|-----|----------------------------|---------------------------------|-------------------|-------|-----|------------------|----------------------|--|
| | | Daily Volume | LOS E Capacity | V/C | LOS | | 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 Mira Mesa Blvd to Carroll Canyon Rd | | | | I-15 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 95th percentile queue. As shown in Table 5.2-21, *Near-Term with Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th 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 95th 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 95th 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) ¹ | Movement | Peak Hour | Horizon Year (2035) | |
|--|----------|--------------|---------------------|------------------|
| | | | Delay ² | LOS ³ |
| 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.

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 |
| <u>Carroll Canyon Road</u> | | | | | |
| 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 | 0 | 0.0 | 0 |
| AM NB On-Ramp | Year 2035 | 86 | 1 HOV | Existing Conditions | | 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.

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 95th Percentile Queuing* are shown in Table 5.2-26.

Table 5.2-25. Horizon Year (2035) without 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 | | | | |
| SANDAG (Horizon Year 2035) | | | | | | | | | |
| ADT | | 308,900 | | | | 307,700 | | | |
| 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 | |

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 95th 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.

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

| Intersection and (Analysis) ¹ | Movement | Peak Hour | Horizon Year | | Horizon Year (2035) + Project | | | |
|--|----------|--------------|--------------------|------------------|-------------------------------|------------------|--------------------|---------------------------------|
| | | | Delay ² | LOS ³ | Delay ² | LOS ³ | Delta ⁴ | Cumulative Impact? ⁵ |
| 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).

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)

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 | 1.6 | | 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 | 1.5 | | 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 | 1.3 | | 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 95th percentile queue. As shown in Table 5.2-31, *Horizon Year (2035) With Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th 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 95th 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 95th 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, 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, 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-~~2-3~~ 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 5.2-5. Emergency access would not be impeded by project development. 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. 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 9.28-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 9.28 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 9.28 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.

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 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 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*.

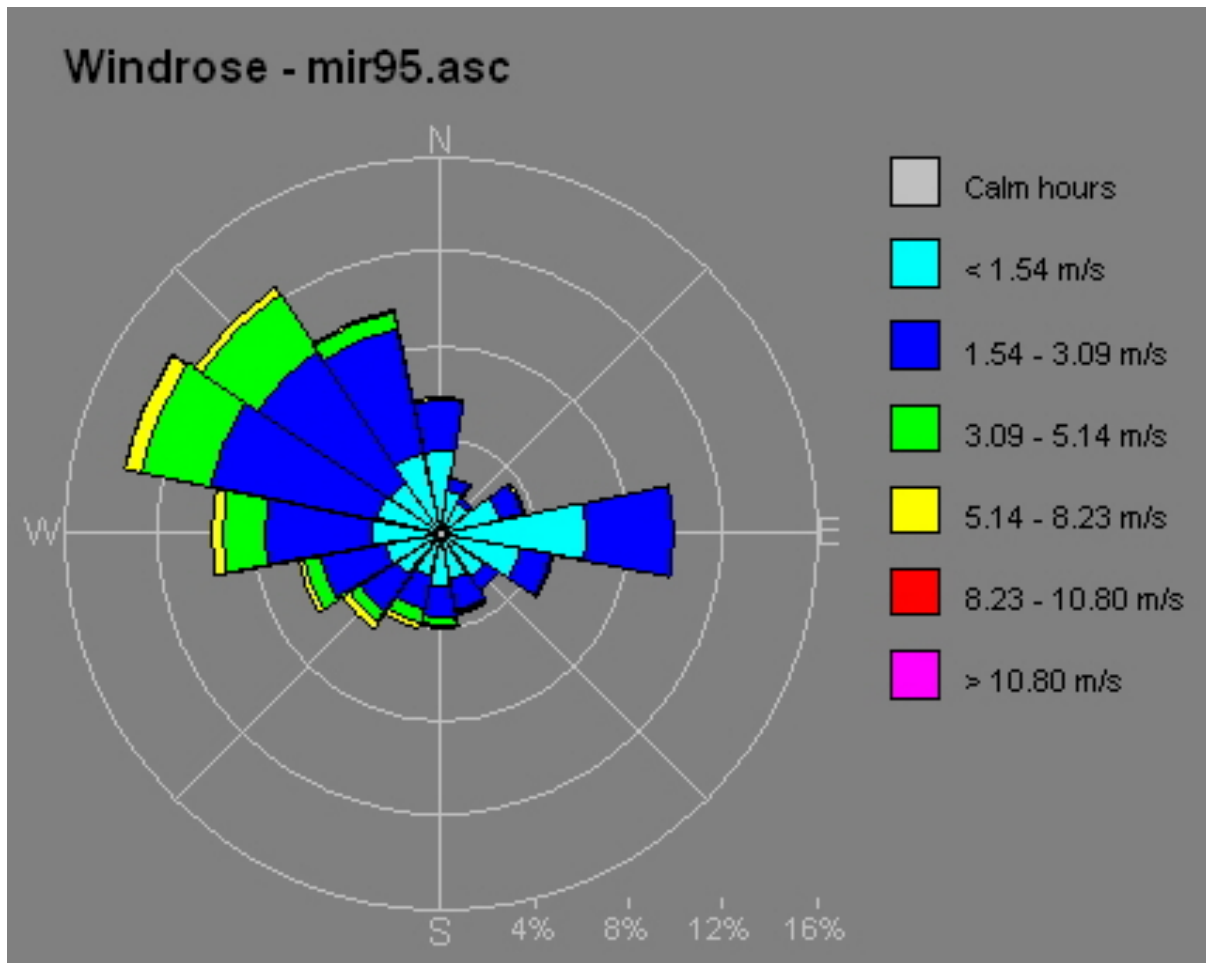


Figure 5.4-1. Wind Rose – MCAS Miramar

**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 ₁₀ | Annual | 24.7 | 18.6 | 20.2 | 20 µg/m ³ | -- | Kearny Mesa |
| | 24 hour | 50 | 32 | 47 | 50 µg/m ³ | 150 µg/m ³ | Kearny Mesa |
| PM _{2.5} | Annual | 10.5 | 8.7 | 8.9 | 12 µg/m ³ | 15 µg/m ³ | Kearny Mesa |
| | 24 hour | 25.1 | 18.7 | 29.9 | -- | 35 µg/m ³ | Kearny Mesa |
| NO ₂ | 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 ₂ | 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 PM₁₀ 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 (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (or particulate matter with an aerodynamic diameter of 10 microns or less, PM₁₀), fine particulate matter (or particulate matter with an aerodynamic diameter of 2.5 microns or less, PM_{2.5}), sulfur dioxide (SO₂), 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 O₃ nonattainment area for the 8-hour O₃ standard. The SDAB is in attainment for the NAAQS for all other criteria pollutants.

In September 1997, the EPA promulgated 8-hour O₃ and 24-hour and annual PM_{2.5} 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 O₃. 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 O₃ 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. O₃ is considered a photochemical oxidant, which is a chemical that is formed when reactive organic gases (ROG) and oxides of nitrogen (NO_x), both by-products of combustion, react in the presence of ultraviolet light. O₃ 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 O₃.

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. NO₂ 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. NO₂ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO₂ can also increase the risk of respiratory illness.

Respirable Particulate Matter and Fine Particulate Matter. Respirable particulate matter, or PM₁₀, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM_{2.5}, 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. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations, and windblown dust. PM₁₀ and PM_{2.5} can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM_{2.5} is considered to have the potential to lodge deeper in the lungs.

Sulfur dioxide. SO₂ 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 SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO₂ 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 O₃, PM₁₀, and PM_{2.5}. It should be noted that the ARB does not differentiate between attainment of the 1-hour and 8-hour CAAQS for O₃; therefore, if an air basin records exceedances of either standard the area is considered a nonattainment area for the CAAQS for O₃. The SDAB has recorded exceedances of both the 1-hour and 8-hour CAAQS for O₃. 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 (SO₂) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ 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 fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide. H₂S 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 H₂S 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 H₂S 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_x 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 ₃) | 1 hour | 0.09 ppm (176 µg/m ³) | Ultraviolet Photometry | -- | -- | Ethylene Chemiluminescence |
| | 8 hour | 0.070 ppm (137 µg/m ³) | | 0.075 ppm (147 µg/m ³) | 0.075 ppm (147 µg/m ³) | |
| Carbon Monoxide (CO) | 8 hours | 9.0 ppm (10 mg/m ³) | Non-Dispersive Infrared Spectroscopy (NDIR) | 9 ppm (10 mg/m ³) | -- | Non-Dispersive Infrared Spectroscopy (NDIR) |
| | 1 hour | 20 ppm (23 mg/m ³) | | 35 ppm (40 mg/m ³) | | |
| Nitrogen Dioxide (NO ₂) | Annual Average | 0.030 ppm (56 µg/m ³) | Gas Phase Chemiluminescence | 0.053 ppm (100 µg/m ³) | -- | Gas Phase Chemiluminescence |
| | 1 hour | 0.18 ppm (338 µg/m ³) | | 0.100 ppm (188 µg/m ³) | -- | |
| Sulfur Dioxide (SO ₂) | 24 hours | 0.04 ppm (105 µg/m ³) | Ultraviolet Fluorescence | -- | -- | Pararosaniline |
| | 3 hours | -- | | -- | 0.5 ppm (1300 µg/m ³) | |
| | 1 hour | 0.25 ppm (655 µg/m ³) | | 0.075 ppm (196 µg/m ³) | -- | |
| Respirable Particulate Matter (PM ₁₀) | 24 hours | 50 µg/m ³ | Gravimetric or Beta Attenuation | 150 µg/m ³ | 150 µg/m ³ | Inertial Separation and Gravimetric Analysis |
| | Annual Arithmetic Mean | 20 µg/m ³ | | -- | -- | |
| Fine Particulate Matter (PM _{2.5}) | Annual Arithmetic Mean | 12 µg/m ³ | Gravimetric or Beta Attenuation | 12 µg/m ³ | 15 µg/m ³ | Inertial Separation and Gravimetric Analysis |
| | 24 hours | -- | | 35 µg/m ³ | -- | |
| Sulfates | 24 hours | 25 µg/m ³ | Ion Chromatography | -- | -- | -- |
| Lead | 30-day Average | 1.5 µg/m ³ | Atomic Absorption | -- | -- | Atomic Absorption |
| | Calendar Quarter | -- | | 1.5 µg/m ³ | 1.5 µg/m ³ | |
| | 3-Month Rolling Average | -- | | 0.15 µg/m ³ | 0.15 µg/m ³ | |
| Hydrogen Sulfide | 1 hour | 0.03 ppm (42 µg/m ³) | Ultraviolet Fluorescence | -- | -- | -- |
| Vinyl Chloride | 24 hours | 0.010 ppm (26 µg/m ³) | Gas Chromatography | -- | -- | -- |

ppm= parts per million; µg/m³ = micrograms per cubic meter ; mg/m³= milligrams per cubic meterSource: California Air Resources Board, 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_x 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_x.

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 O₃. The RAQS does not address the State air quality standards for PM₁₀ or PM_{2.5}.

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 O₃ 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 O₃ 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 O₃. Emission inventories, projections, and trends in the Attainment Plan are based on the latest O₃ 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 (NO _x) | 25 | 250 | 40 |
| Respirable Particulate Matter (PM ₁₀) | -- | 100 | 15 |
| Oxides of Sulfur (SO _x) | 25 | 250 | 40 |
| Lead and Lead Compounds | -- | 3.2 | 0.6 |
| Fine Particulate Matter (PM _{2.5}) | -- | -- | -- |
| 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 12th 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 O₃. 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_x), 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_x 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 | NOx | CO | SO _x | PM ₁₀ | PM _{2.5} |
|-----------------------------|---------|---------|---------|-----------------|------------------|-------------------|
| 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 _x | PM ₁₀ | PM _{2.5} |
|---------------------------------|--------------|--------------|---------------|-----------------|------------------|-------------------|
| 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 |
| TOTAL | 19.74 | 18.97 | 107.60 | 0.19 | 12.49 | 3.63 |
| 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 |
| TOTAL | 20.51 | 20.04 | 115.94 | 0.18 | 12.49 | 3.63 |
| 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 12th 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 ₁₀ Dust | PM ₁₀ Exhaust | PM ₁₀ Total | PM _{2.5} Dust | PM _{2.5} Exhaust | PM _{2.5} Total |
|--|--------------|--------------|--------------|-------------|-----------------------|--------------------------|------------------------|------------------------|---------------------------|-------------------------|
| Site Preparation | | | | | | | | | | |
| 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 |
| TOTAL | 4.69 | 50.15 | 37.96 | 0.04 | 0.66 | 2.481 | 3.14 | 0.13 | 2.31 | 2.44 |
| Site Grading | | | | | | | | | | |
| 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 |
| TOTAL | 3.89 | 40.49 | 27.41 | 0.03 | 2.56 | 2.33 | 4.89 | 1.33 | 2.14 | 3.47 |
| Building Construction | | | | | | | | | | |
| 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 |
| TOTAL | 4.85 | 34.77 | 33.08 | 0.05 | 1.91 | 2.19 | 4.10 | 0.51 | 2.06 | 2.57 |
| Paving | | | | | | | | | | |
| 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 |
| TOTAL | 2.16 | 22.45 | 15.49 | 0.02 | 0.12 | 1.26 | 1.38 | 0.03 | 1.16 | 1.19 |
| Architectural Coatings | | | | | | | | | | |
| 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 |
| TOTAL | 47.63 | 2.54 | 3.71 | 0.00 | 0.34 | 0.20 | 0.54 | 0.09 | 0.20 | 0.29 |
| MAXIMUM DAILY EMISSIONS¹ | 54.27 | 57.65 | 50.73 | 0.09 | 2.37 | 3.49 | 5.86 | 0.63 | 3.27 | 3.90 |
| Significance Criteria | 137 | 250 | 550 | 250 | | | 100 | | | 55 |
| Significant? | No | No | No | No | | | No | | | No |

¹Maximum 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 (CO₂), methane (CH₄) and nitrous oxide (N₂O), 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 CO₂ concentrations remained steady prior to the current period for approximately 10,000 years; however, concentrations of CO₂ 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 CO₂, CH₄, and N₂O) 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 CO₂ 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: CO₂, CH₄, nitrous oxide N₂O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) [California Health and Safety Code Section 38505(g)]. CO₂, followed by CH₄ and N₂O, are the most common GHGs that result from human activity.

SOURCES AND GLOBAL WARMING POTENTIALS OF GHG

Anthropogenic sources of CO₂ include combustion of fossil fuels (coal, oil, natural gas, gasoline and wood). CH₄ is the main component of natural gas and also arises naturally from anaerobic decay of organic matter. Accordingly, anthropogenic sources of CH₄ include landfills, fermentation of manure and cattle farming. Anthropogenic sources of N₂O 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 CO₂; therefore, CO₂ has a GWP of 1. The other main greenhouse gases that have been attributed to human activity include CH₄, which has a GWP of 28, and N₂O, 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 CO₂ equivalents (CO₂e) 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 ₂ | 1 | Variable |
| Methane | CH ₄ | 28 | 12 |
| Nitrous Oxide | N ₂ O | 265 | 121 |
| Sulfur Hexafluoride | SF ₆ | 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 ₃ | 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 CO₂, CH₄, N₂O, SF₆, 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 (MMTCO₂e) | Percent of Total 1990 Emissions | Total 2012 Emissions (MMTCO₂e) | 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 MMTCO₂e.

Table 5.5-3. San Diego County 2006 GHG Emissions by Category

| Sector | Total Emissions (MMTCO₂e) | 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 2014), the City identified the 2010 baseline for GHG emissions of 12,851,000 MT CO₂e. Based on the community-wide emissions inventory, 55 percent of the baseline emissions are attributable to transportation, 23 percent are attributable to electricity use, 17 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 21st 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 O₃ 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 O₃ 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_{2.5} 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 (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF₆), and other fluorinated gases, including nitrogen trifluoride (NF₃) 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 CO₂e, and the projection for “business as usual” emissions for 2020 was 596 MMT net CO₂e. The ARB therefore estimated that a reduction of 169 MMT net CO₂e 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 CO₂e. 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 CO₂e by 2020 and to 6.4 MMT CO₂e 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.

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 Employ sustainable or "green" building techniques for the construction and operation of buildings.
- (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:
- Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;

- 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">• Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;• Using life cycle costing in decision making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;• Removing code obstacles to using recycled materials and for construction; and• Implementing effective economic incentives to recycle construction and demolition debris. |
| 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">• Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. |

- 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 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

VMT¹ annually and generation of approximately 11,835 CO₂ 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 CO₂ 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 ₂ 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

¹ 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 CO₂ equivalent GHG emissions.

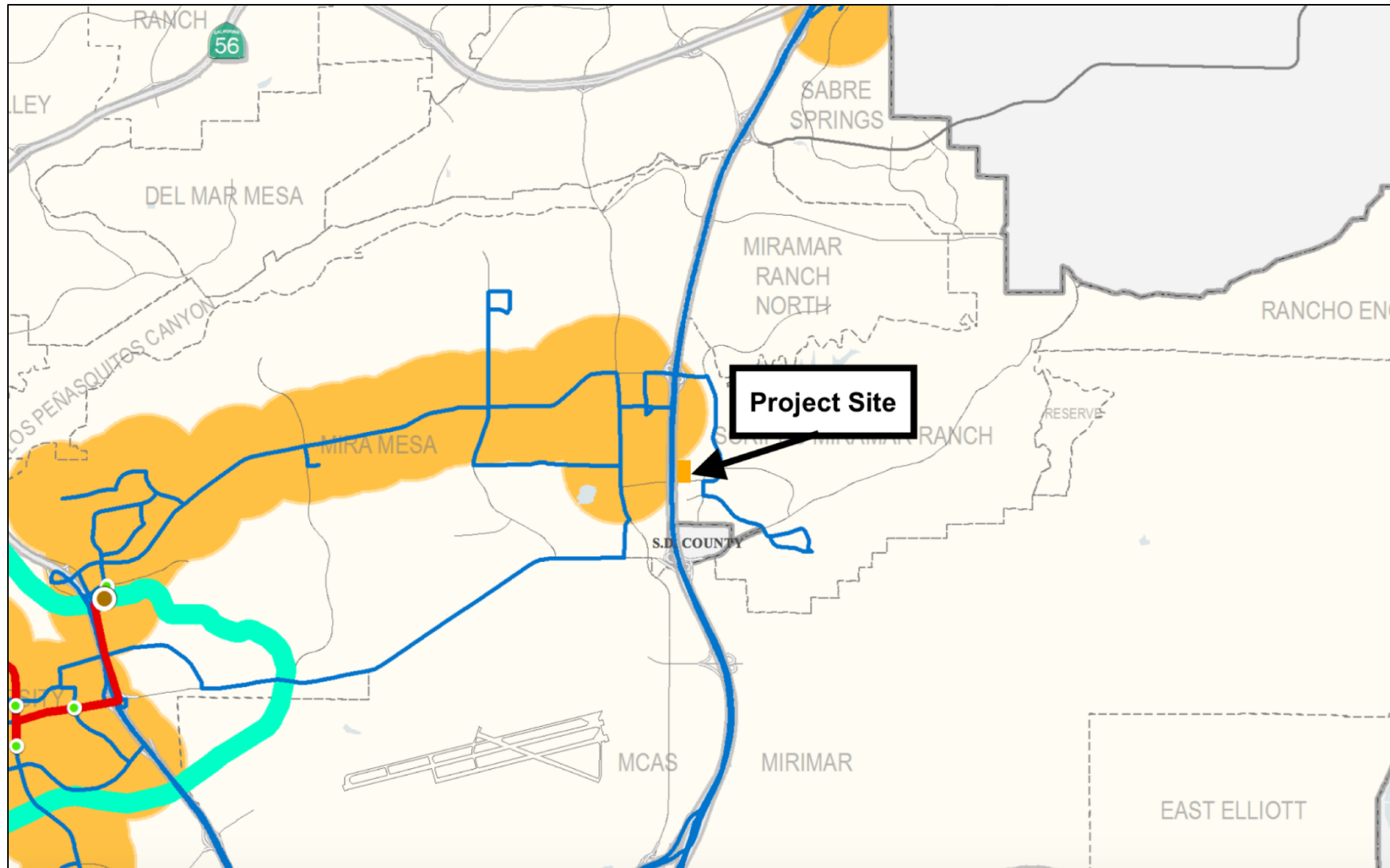


Figure 5.5-1. Transit Priority Areas in Relationship to the Project Site

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

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 & 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 Star 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.

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

| SITE DESIGN |
|---|
| <ul style="list-style-type: none"> • At least one principal participant of the project team is a LEED Accredited Professional. • Located within ¼-mile of one or more transit stops. • Provide secure bicycle racks and/or storage. • Use of materials with recycled content. • 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. • 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. |
| GRADING and CONSTRUCTION |
| <ul style="list-style-type: none"> • Create and implement an erosion and sediment control plan for all construction. • Recycle and salvage at least 50% of non-hazardous construction debris. • 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. • Protect stored on-site or installed absorptive materials from moisture damage. • Adhesives, sealants, and sealant primers will comply with SCAQMD. • Aerosol adhesives will comply with Green Seal Standard for commercial Adhesives. • Paints and coatings uses on the interior of the building will comply with the Green Seal Standard and SCAQMD. • Composite wood and agrifiber products will contain no added urea-formaldehyde resins. • Laminated adhesives used to fabricate on-site and shop-applied composite wood and agrifiber assemblies will contain no added urea-formaldehyde resins. • Individual lighting controls will be provided for a minimum of 90% of building occupants. • Lighting system controllability will be provided for all shared multi-occupant spaces to enable lighting adjustment that meets group needs and preferences. • The design of HVAC systems and building envelope will meet the requirements of ASHRAE Standard 55-2004, Thermal Comfort Conditions for Human Occupancy. |
| PARKING |
| <ul style="list-style-type: none"> • Provide electrical plugs in parking garage for electric/electric hybrid vehicles. • Provide vegetated open space within the project boundary to exceed requirements by 25%. • Place a minimum of 50% of parking spaces under cover. |
| EXTERIOR LIGHTING |
| <ul style="list-style-type: none"> • 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. |
| BUILDING DESIGN FEATURES |
| <ul style="list-style-type: none"> • Use water-conserving fixtures. • Use 20% less water than the water use baseline calculated for the building. • Buildings designed to comply with Title 24 requirements. • Zero use of CFC-based refrigerants. • Select refrigerants and HVAC&R that minimize or eliminate the emission of compounds that contribute to ozone depletion and global warming. • Does not use fire suppression systems that contain ozone-depleting substances (CFCs, HCFCs, or Halons). |

SOLID WASTE MANAGEMENT/RECYCLING

- 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 examines 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. & 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

| Measurement Identification | Description | Time | Noise Levels (dBA) | | | | | |
|-----------------------------------|--------------------|------------------|---------------------------|-------------|-------------|------------|------------|------------|
| | | | Leq | Lmax | Lmin | L10 | L50 | L90 |
| 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.

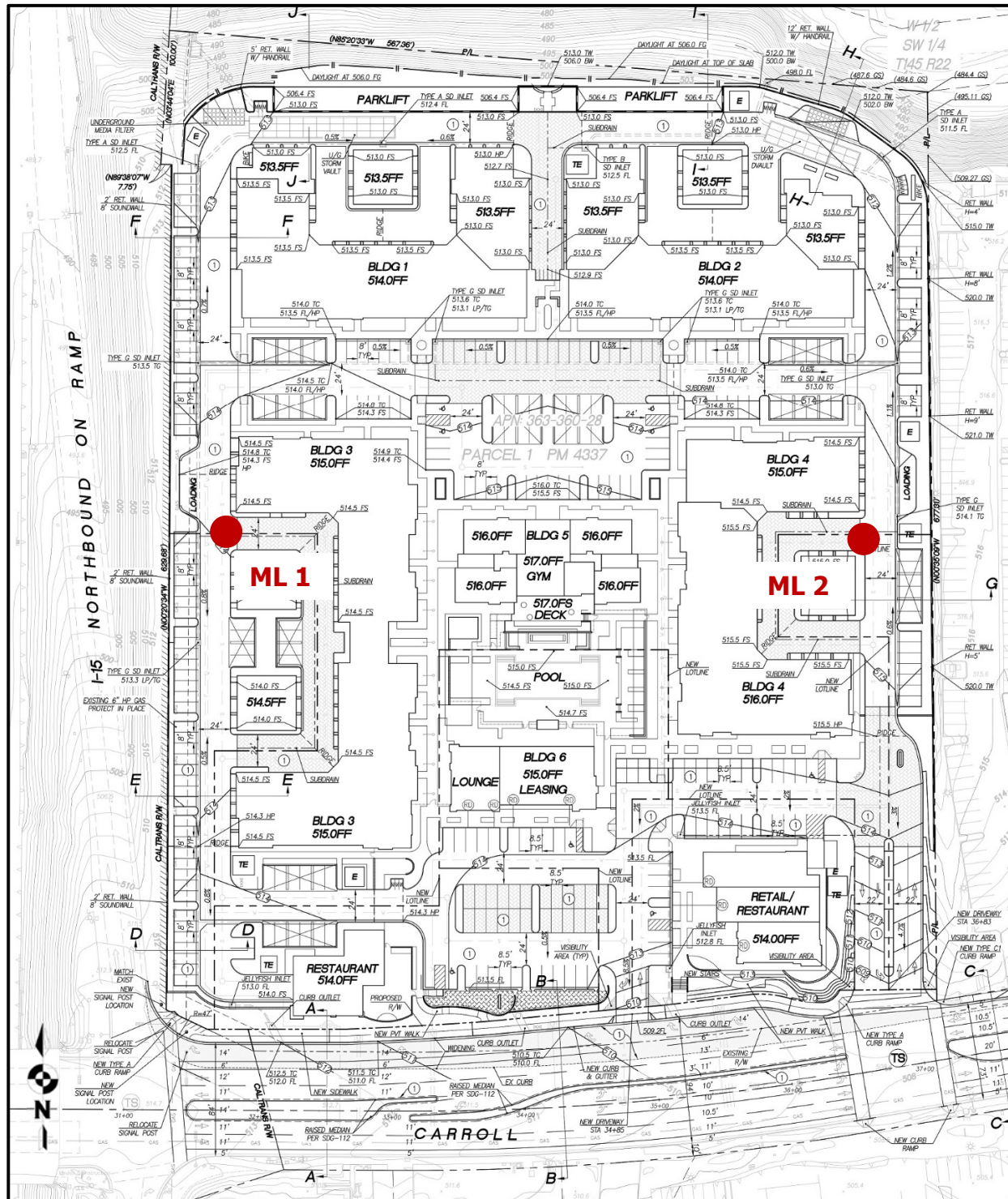


Figure 5.7-1. Ambient Noise Monitoring Locations

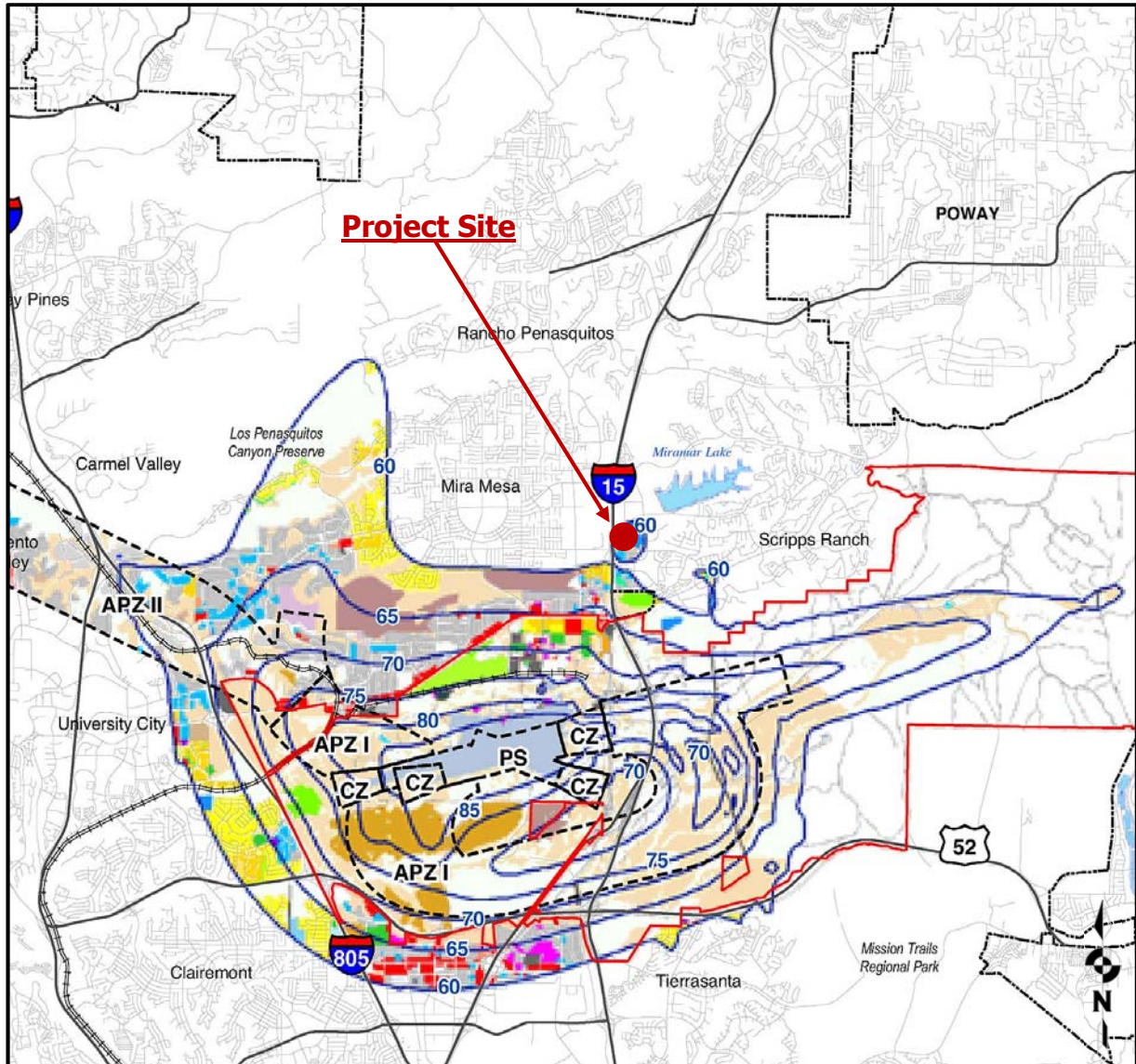


Figure 5.7-2. MCAS Miramar Noise Contours

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)

| Structure or Proposed Use that would be impacted by Traffic Noise | Interior Space | Exterior Useable Space¹ | General Indication of Potential Significance |
|---|---|---|--|
| Single-family detached | 45 dB | 65 dB | Structure or outdoor useable area ² is < 50 feet from the center of the closest (outside) lane on a street with existing or ³ future ADTs > 7500 |
| Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes. | Development Services Department (DSD) ensures 45 dB pursuant to Title 24. | 65 dB | |
| Offices, Churches, Business, Professional Uses | n/a | 70 dB | Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000 |
| Commercial, Retail, Industrial, Outdoor Spectator Sports Uses. | n/a | 75 dB. | Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000. |

¹ 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.

² 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.

³ Traffic counts are available from: San Diego Regional Association of Governments (SANDAG) Regional Economic Development Information System (REDI): <http://cart.sandag.cog.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 Requirement for Aviation Easement. |
| Remodels and additions to existing single and multi-family | Noise study & mitigation not required for airport noise > 65 dB(A) CNEL. See also § 132.0309 Requirement for Aviation Easement. 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 required for airport noise > 65 dB(A) CNEL. See also § 132.0309 Requirement for Aviation Easement. |

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.

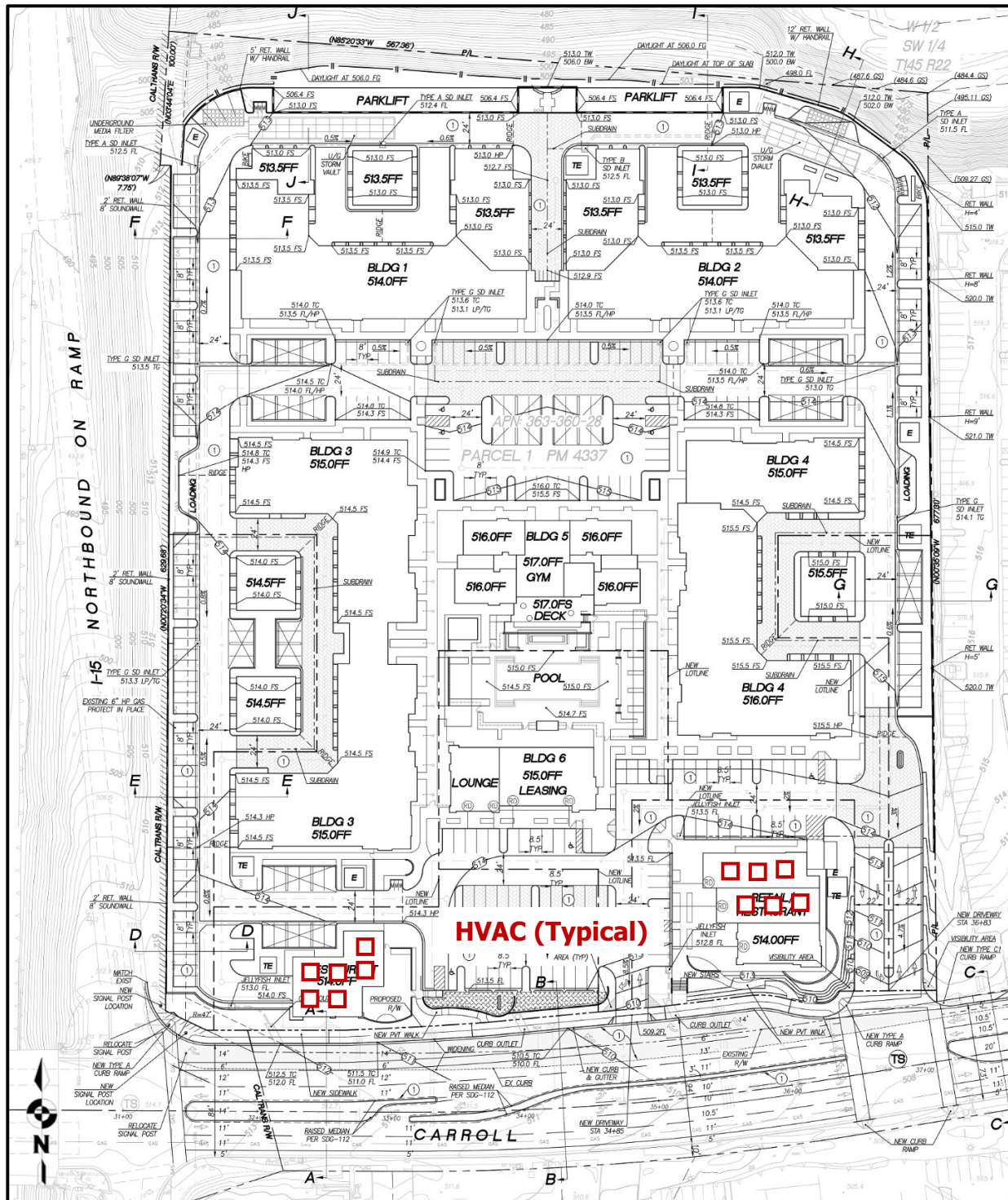


Figure 5.7-3. Reference Noise Source Locations

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)

| <i>Building</i> | <i>Distance To Observer Location (Feet)</i> | <i>Hourly Reference Noise Level (dBA Leq)</i> | <i>Noise Source Reference Distance (Feet)</i> | <i>Noise Reduction Due To Distance (dBA)</i> | <i>Noise Level At Property Line Single Unit (dBA Leq)</i> | <i>Quantity</i> | <i>Property Line Cumulative Noise Level (dBA Leq)*</i> |
|---|--|--|--|---|--|------------------------|---|
| 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 |
| Cumulative Noise Level from ALL HVAC Units | | | | | | | 52.4* |

*Complies with the nighttime Noise Standard of 60 dBA.

Table 5.7-5. Project HVAC Noise Levels (Southern Property Line)

| Building | Distance To Observer Location (Feet) | Hourly Reference Noise Level (dBA Leq) | Noise Source Reference Distance (Feet) | Noise Reduction Due To Distance (dBA) | Noise Level At Property Line Single Unit (dBA Leq) | Quantity | Property Line Cumulative Noise Level (dBA Leq)* |
|---|---|---|---|--|---|-----------------|--|
| 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 |
| Cumulative Noise Level from ALL HVAC Units | | | | | | | 49.8* |

*Complies with the nighttime Noise Standard of 60 dBA.

Table 5.7-6. Project HVAC Noise Levels (Northern Property Line)

| Building | Distance To Observer Location (Feet) | Hourly Reference Noise Level (dBA Leq) | Noise Source Reference Distance (Feet) | Noise Reduction Due To Distance (dBA) | Noise Level At Property Line Single Unit (dBA Leq) | Quantity | Property Line Cumulative Noise Level (dBA Leq)* |
|---|---|---|---|--|---|-----------------|--|
| 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 |
| Cumulative Noise Level from ALL HVAC Units | | | | | | | 41.8* |

*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)

| Building | Distance To Observer Location (Feet) | Hourly Reference Noise Level (dBA Leq) | Noise Source Reference Distance (Feet) | Noise Reduction Due To Distance (dBA) | Noise Level At Property Line Single Unit (dBA Leq) | Quantity | Property Line Cumulative Noise Level (dBA Leq)* |
|---|---|---|---|--|---|-----------------|--|
| 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 |
| Cumulative Noise Level from ALL HVAC Units | | | | | | | 54.6* |

*Complies with the nighttime Noise Standard of 55 dBA.

Table 5.7-8. On-site HVAC Noise Levels (Building 4)

| Building | Distance To Observer Location (Feet) | Hourly Reference Noise Level (dBA Leq) | Noise Source Reference Distance (Feet) | Noise Reduction Due To Distance (dBA) | Noise Level At Property Line Single Unit (dBA Leq) | Quantity | Property Line Cumulative Noise Level (dBA Leq)* |
|---|---|---|---|--|---|-----------------|--|
| 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 |
| Cumulative Noise Level from ALL HVAC Units | | | | | | | 54.9* |

*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) ¹ | Vehicle Speeds (MPH) | Vehicle Mix % | | |
|---------------------|--------------|--|----------------------|-------------------|---------------|--------------|
| | | | | Auto | Medium Trucks | Heavy Trucks |
| Interstate 15 | Freeway | 308,9000 | 65 | 96.1 ² | 2.3 | 1.6 |
| Carroll Canyon Road | 4 Lane | 27,600 | 40 | 96.0 ³ | 2.0 | 2.0 |

¹ Source: Project Traffic Study, LOS Engineering 2015.

² Caltrans 2012 Annual Average Daily Truck Traffic on the California State Highway System.

³ 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.



Table 5.7-10. Future Residential Exterior Noise Levels

| Receptor Number ¹ | 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 | -- | -- | -- |

¹ Interior Noise Study required if noise level is above 60 dBA CNEL per City Guidelines.
² Commercial interior Noise Levels are anticipated to meet the 50 dBA CNEL standard.

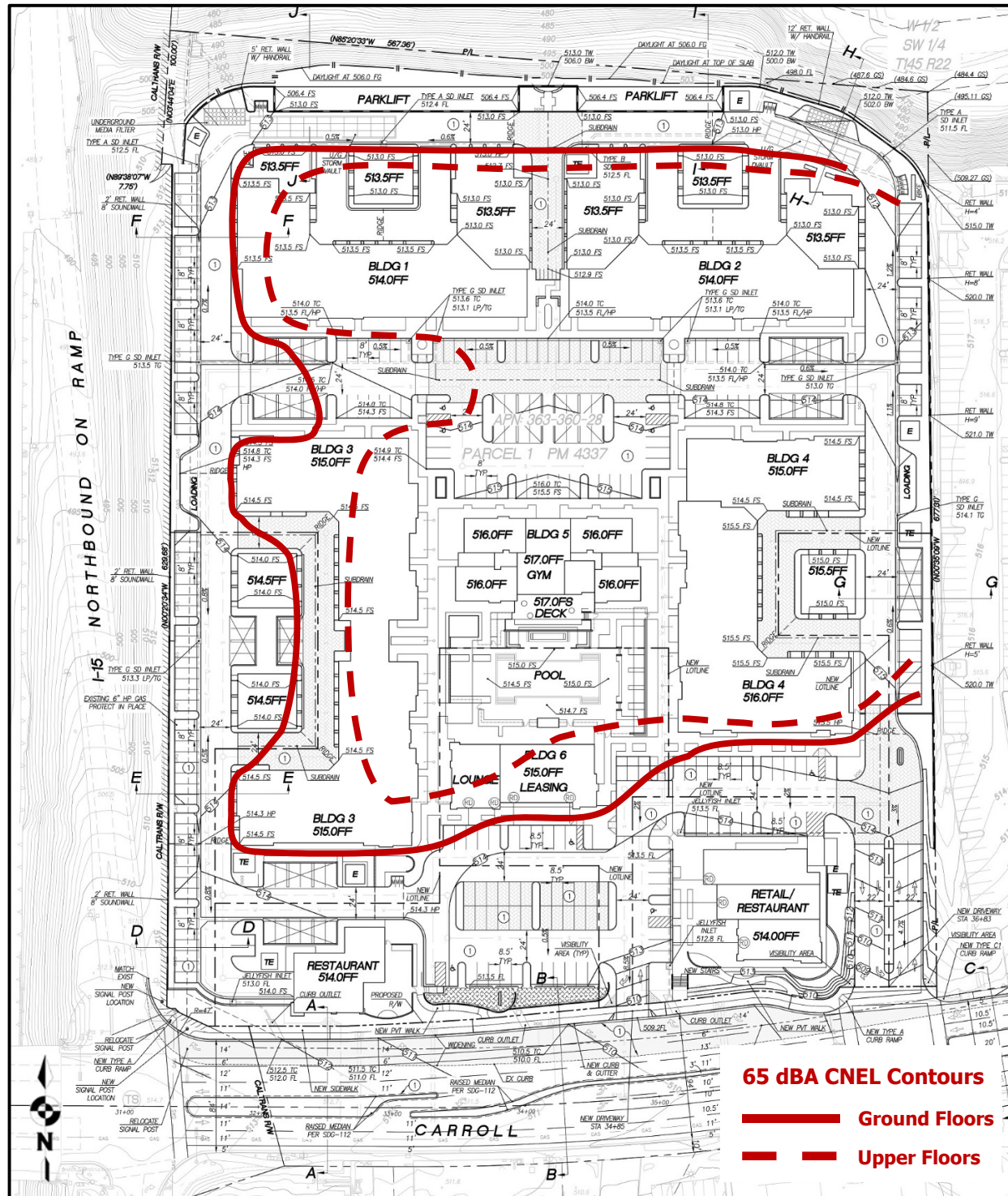


Figure 5.7-5. Future Traffic Noise Contours

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.

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>ADT¹</i> | <i>Vehicle Speeds (MPH)¹</i> | <i>Noise Level at 50 Feet (dBA CNEL)</i> | <i>65 dBA CNEL Contour Distance (Feet)</i> |
|---------------------------------------|------------------------|---|--|--|
| Carroll Canyon Road | | | | |
| I-15 to Project Access | 19,889 | 40 | 71.1 | 643 |
| Project Access to Businesspark Avenue | 19,889 | 40 | 71.1 | 643 |

¹ Source: Project Transportation Impact Analysis prepared by LOS Engineering, 2015

Table 5.7-12. Existing + Project Noise Levels

| <i>Roadway Segment</i> | <i>ADT¹</i> | <i>Vehicle Speeds (MPH)¹</i> | <i>Noise Level @ 50- Feet (dBA CNEL)</i> | <i>65 dBA CNEL Contour Distance (Feet)</i> |
|---------------------------------------|------------------------|---|--|--|
| Carroll Canyon Road | | | | |
| I-15 to Project Access | 20,089 | 40 | 71.1 | 650 |
| Project Access to Businesspark Avenue | 20,889 | 40 | 71.1 | 650 |

¹ 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> |
|---------------------------------------|---|--|---|
| Carroll Canyon Road | | | |
| 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-Foot (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 |
| Cumulative Noise Levels @ 50-Foot (dBA) | | | | 81.7 |
| Nearest Average Distance (Feet) | | | | 110 |
| Anticipated Property Line Noise Level @ 110-Foot (dBA) | | | | 74.8 |

*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.