6.0 CUMULATIVE EFFECTS

Section 15355 of the State CEQA Guidelines describes "cumulative impacts" as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from a project is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The discussion of cumulative impacts for the Stone Creek project considers both existing and future projects in the Stone Creek project vicinity. Existing and future projects are based on the following information sources:

- A summary of projections contained in the City's General Plan and the Mira Mesa Community Plan; and
- Past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the City of San Diego. These projects include those which result in or contribute to regional or area-wide conditions.

According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects *…need not be provided as great a detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.* The evaluation of cumulative impacts is required by Section 15130 to be based on either: *(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document, on in a prior environmental document which had been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.*

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the environmental issue and the project. Provided in Section 6.1, *Plans Considered for Cumulative Effects Analysis*, is a description of the planning documents used in this analysis of cumulative effects, as well as the development projects which have been individually evaluated for their contribution to cumulative effects. For analysis of cumulative impacts which are localized (e.g., traffic and public services), a list of past, approved and pending projects was identified. These projects are presented in Section 6.2, *Projects Considered for Cumulative Effects Analysis*, and listed in Table 6-1, *Cumulative Projects List*; the locations of the cumulative projects are illustrated in Figure 6-1, *General Location of Cumulative Projects.* The Cumulative Projects List includes projects that have been considered in the

Stone Creek TIA and other projects identified by the City's Planning Department and Development Services Department staff.

6.1 PLANS CONSIDERED FOR CUMULATIVE EFFECTS ANALYSIS

6.1.1 General Plan

The project is located within the City of San Diego. The City of San Diego's General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. The current General Plan was adopted in March 2008 and represents a comprehensive update and replacement of the City's 1979 *Progress Guide and General Plan*. The City's General Plan is its constitution for development. It is the foundation upon which all land use decisions in the City are based. It expresses community vision and values, and it embodies public policy for the distribution of future land use, both public and private.

State law requires each city to adopt a general plan to guide its future development and mandates that the plan be periodically updated to assure its continuing relevance and value. It also requires the inclusion of seven mandatory elements: Land Use, Circulation, Housing, Conservation, Noise, Open Space, and Safety. However, State law permits flexibility in the presentation of elements and the inclusion of optional elements to best meet the needs of a particular city. The City of San Diego's General Plan addresses State requirements through the following ten elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. State law requires internal consistency, meaning that policies within the components of the General Plan cannot conflict with one another, and that no one element may take precedence over another.

The City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. It was first adopted as a part of the Strategic Framework Element of the General Plan in 2002. It was developed through an intensive process of public collaboration over a three-year period. The strategy draws upon the character and strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers. The strategy is designed to sustain the long-term economic, environmental, and social health of the City and its many communities. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole.

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 is to be unique to the community in which it is located. All villages are to be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces may vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages would offer a variety of housing types, affordable for people with different incomes and

needs. Over time, villages are expected to connect to each other via an expanded regional transit system.

Implementation of the City of Villages strategy relies upon the designation and development of village sites. There are many factors to consider when designating village sites including the capacity for growth, existing and future public facilities, transportation options, community character, and environmental constraints. Precise village boundaries, the specific mix of uses, architectural form, needed public facilities, and the type of public space within proposed village areas is to be determined through community plan updates or amendments.

San Diego comprises 219,241 acres (approximately 342 square miles), and less than four percent of this land remains vacant and developable. The City expects to reach an estimated population of 1,514,336 by the year 2020 and 1,656,257 by the end of 2030. Future development requires the City to reinvest in existing communities to plan for greater urbanization of infill sites. The City of San Diego General Plan identifies the project site as Multiple Use.

6.1.2 Mira Mesa Community Plan

The project site is located within the Mira Mesa Community Plan area. The Mira Mesa community is located within the northcentral area of the City of San Diego, between the I-5 and I-15 freeways. The San Diego City Council first adopted the Mira Mesa Community Plan in 1992. It was subsequently amended numerous times, most recently in 2001.

The Mira Mesa 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. The expected population in the year 2030 is 107,791, based on SANDAG's population forecast for the Mira Mesa community. The project site is designated as intensive TOD development or industrial/business park uses in the Carroll Canyon Master Plan of the Mira Mesa Community Plan. The project proposes a mix of residential, commercial, light industrial/business park, and high technology uses and complies with the Mira Mesa Community Plan's intensive TOD development proposal for the project area.

6.2 PROJECTS CONSIDERED FOR CUMULATIVE EFFECTS ANALYSIS

As stated above, the past, present, and probable future projects considered in this cumulative analysis would produce related or cumulative impacts when evaluated in relation to the potential impacts of the proposed Stone Creek project. These projects are presented in Section 6.2, *Projects Considered for Cumulative Effects Analysis*, and listed in Table 6-1, *Cumulative Projects List*; the locations of the cumulative projects are illustrated in Figure 6-1, *General Location of Cumulative Projects.*

6.3 CUMULATIVE EFFECTS ANALYSIS

The project's potential to make a considerable contribution to cumulative effects associated with the various environmental issue areas addressed in this EIR is evaluated below.

6.3.1 Land Use

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment is consistent with applicable plans and policies of the City's General Plan, the Mira Mesa Community Plan, and the City's Land Development Code. Furthermore, the project would not physically divide an established community. No land use impacts would result. When taken into consideration with other future projects, no cumulative impacts would occur as a result of reclaiming the mining site in accordance with local and State laws and regulations.

Stone Creek Project

Development on the project site is governed by the City's General Plan, the Mira Mesa 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 MSCP area. Other projects considered in the cumulative effects analysis would also be considered with regards to the General Plan, Mira Mesa Community Plan, the MCAS Miramar ALUCP, and the MSCP.

The Stone Creek project would be consistent with all applicable goals, policies, and objectives of the General Plan. Additionally, the project would be consistent with the Mira Mesa Community Plan's objectives, proposals, and development guidelines. Relative to the City's Land Development Code, the project would be consistent with all applicable regulations, with the exception of setback deviations identified in Section 5.1 of this EIR. These deviations would not result in a significant impact. Any future projects would be required to be consistent with the Land Development Code, except where deviations have been analyzed and approved in accordance with those projects. Because of Stone Creek's location, no interactive or additive effects with other projects in the Mira Mesa community would create significant effects. Thus, no cumulative impacts relative to land use would result.

6.3.2 *Transportation/Circulation*

CUP/Reclamation Plan Amendment

As the CUP/Reclamation Plan Amendment would not result in an increase in traffic or alterations to the circulation network, no impacts would occur. No mitigation measures would be required. Because the CUP/Reclamation Plan Amendment would not result in an increase in traffic or change

to the circulation network, no cumulative impacts would occur, regardless of what other future projects may develop.

Stone Creek Project

Cumulative projects represent planned development that contributes to background cumulative traffic conditions for both the near-term and long-term scenarios. For purposes of the Stone Creek project, cumulative traffic impacts would occur in the Phase 2A, Phase 2B, Phase 3A, and Phase 3B. Section 5.2, *Transportation/Circulation*, includes an analysis of cumulative impacts associated with the project based on build-out of the community and the projects listed in Section 6.2, *Projects Considered for Cumulative Effects Analysis*. As concluded in Section 5.2, the project would result in cumulatively significant impacts to intersections, street segments, metered freeway on-ramps, and freeway segments, as presented below.

PHASE 2A (YEAR 2030A) SIGNIFICANT IMPACTS

Intersections

- I-805 Northbound Ramps/Vista Sorrento Parkway
- Black Mountain Road/Carroll Canyon Road
- I-15 Southbound Ramps/Carroll Canyon Road
- I-15 Northbound Ramps/Carroll Canyon Road
- Camino Santa Fe/Miramar Road
- Kearny Villa Road/Miramar Road
- Camino Ruiz/Gold Coast Drive
- Camino Ruiz/Jade Coast Road
- Black Mountain Road/Hillery Drive

Street Segments

- Carroll Canyon Road from Black Mountain Road to I-15
- Miralani Drive from Arjons Drive to Camino Ruiz
- Miramar Road from Eastgate Mall to Camino Santa Fe
- Miramar Road from Kearny Villa Road to I-15
- Pomerado Road from I-15 to Willow Creek Road
- Westonhill Drive from Mira Mesa Boulevard to Hillery Drive
- Black Mountain Road from Maya Linda Road to Carroll Centre Road

Freeway Ramp Meters

- Eastbound and Westbound Nobel Drive to Southbound I-805
- Eastbound Mira Mesa Boulevard to Northbound I-15
- Eastbound and Westbound Carroll Canyon Road to Southbound I-15

- Northbound and Southbound Kearny Villa Road to Southbound SR-163

Freeway Segments

- SR 163 South of Kearny Villa Road
- I-15 between Mercy Road to Mira Mesa Boulevard
- I-15 between Miramar Road to Miramar Way
- I-15 between Miramar Way to SR 163

PHASE 2B (YEAR 2030B) SIGNIFICANT IMPACTS

Intersections

- I-805 Northbound Ramps/Vista Sorrento Parkway
- Camino Santa Fe/Mira Mesa Boulevard
- Black Mountain Road/Carroll Canyon Road
- I-15 Southbound Ramps/Carroll Canyon Road
- I-15 Northbound Ramps/Carroll Canyon Road
- Camino Santa Fe/Miramar Road
- Camino Ruiz/Miramar Road
- Kearny Villa Road/Miramar Road
- Camino Ruiz/Gold Coast Drive
- Camino Ruiz/Jade Coast Road
- Black Mountain Road/Hillery Drive
- SR 163 Southbound Ramps/Kearny Villa Road

Street Segments

- Gold Coast Drive from Camino Ruiz to Westonhill Drive
- Carroll Canyon Road west of Scranton Road
- Carroll Canyon Road from Black Mountain Road to I-15
- Carroll Canyon Road from I-15 to Businesspark Avenue
- Miralani Drive from Arjons Drive to Camino Ruiz
- Miramar Road from Eastgate Mall to Camino Santa Fe
- Miramar Road from Camino Santa Fe to Carroll Road
- Miramar Road from Cabot Drive to Camino Ruiz
- Miramar Road from Camino Ruiz to Black Mountain Road
- Miramar Road from Black Mountain Road to Kearny Villa Road
- Miramar Road from Kearny Villa Road to I-15
- Pomerado Road from I-15 to Willow Creek Road
- Black Mountain Road from Maya Linda Road to Carroll Centre Road

Freeway Ramp Meters

- Eastbound and Westbound Nobel Drive to Southbound I-805
- Eastbound Mira Mesa Boulevard to Northbound I-15
- Eastbound and Westbound Carroll Canyon Road to Southbound I-15
- Northbound and Southbound Kearny Villa Road to Southbound SR 163

Freeway Segments

- SR 163 North of Kearny Villa Road
- SR 163 South of Kearny Villa Road
- I-15 between Mercy Road and Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Carroll Canyon Road
- I-15 between Carroll Canyon Road and Miramar Road
- I-15 between Miramar Road to Miramar Way
- I-15 between Miramar Way to SR 163

PHASE 3A (YEAR 2035) SIGNIFICANT IMPACTS

Intersections

- I-805 Northbound Ramps/Vista Sorrento Parkway
- Scranton Road/Mira Mesa Boulevard
- Camino Santa Fe/Mira Mesa Boulevard
- I-15 Northbound Ramps/Mira Mesa Boulevard
- Black Mountain Road/Carroll Canyon Road
- Maya Linda Road/Carroll Canyon Road
- I-15 Southbound Ramps/Carroll Canyon Road
- I-15 Northbound Ramps/Carroll Canyon Road
- Camino Santa Fe/Miramar Road
- Camino Ruiz/Miramar Road
- Kearny Villa Road/Miramar Road
- Camino Ruiz/Gold Coast Drive
- Camino Ruiz/Jade Coast Road
- Black Mountain Road/Hillery Drive
- Black Mountain Road/Carroll Centre Road
- SR 163 Southbound Ramps/Kearny Villa Road
- SR 163 Northbound Ramps/Kearny Villa Road

Street Segments

- Gold Coast Drive from Camino Ruiz to Westonhill Drive
- Gold Coast Drive from Westonhill Drive to Black Mountain Road
- Carroll Canyon Road west of Scranton Road

- Carroll Canyon Road from Black Mountain Road to I-15
- Carroll Canyon Road from I-15 to Businesspark Avenue
- Miralani Drive from Arjons Drive to Camino Ruiz
- Miramar Road from Nobel Drive to Eastgate Mall
- Miramar Road from Eastgate Mall to Camino Santa Fe
- Miramar Road from Camino Santa Fe to Carroll Road
- Miramar Road from Cabot Drive to Camino Ruiz
- Miramar Road from Camino Ruiz to Black Mountain Road
- Miramar Road from Black Mountain Road to Kearny Villa Road
- Miramar Road from Kearny Villa Road to I-15
- Pomerado Road from I-15 to Willow Creek Road
- Pomerado Road east of Willow Creek Road
- Black Mountain Road from Capricorn Way to Mira Mesa Boulevard
- Black Mountain Road from Maya Linda Road to Carroll Centre Road

Freeway Ramp Meters

- Eastbound and Westbound Nobel Drive to Southbound I-805
- Eastbound Mira Mesa Boulevard to Northbound I-15
- Eastbound and Westbound Carroll Canyon Road to Southbound I-15
- Eastbound and Westbound Carroll Canyon Road to Northbound I-15
- Northbound and Southbound Kearny Villa Road to Southbound SR 163

Freeway Segments

- SR 163 north of Kearny Villa Road
- SR 163 south of Kearny Villa Road
- I-15 between Mercy Road and Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Carroll Canyon Road
- I-15 between Carroll Canyon Road and Miramar Road
- I-15 between Miramar Road and Miramar Way
- I-15 between Miramar Way and SR 163

PHASE 3B (Year 2040) SIGNIFICANT IMPACTS

Intersections

- I-805 Northbound Ramps/Vista Sorrento Parkway
- Scranton Road/Mira Mesa Boulevard
- Camino Santa Fe/Mira Mesa Boulevard
- Westonhill Drive/Mira Mesa Boulevard
- I-15 Northbound Ramps/Mira Mesa Boulevard
- Black Mountain Road/Carroll Canyon Road

- Maya Linda Road/Carroll Canyon Road
- I-15 Southbound Ramps/Carroll Canyon Road
- I-15 Northbound Ramps/Carroll Canyon Road
- Camino Santa Fe/Miramar Road
- Camino Ruiz/Miramar Road
- Kearny Villa Road/Miramar Road
- Camino Ruiz/Gold Coast Drive
- Camino Ruiz/Jade Coast Road
- Black Mountain Road/Hillery Drive
- Black Mountain Road/Carroll Centre Road
- SR 163 Southbound Ramps/Kearny Villa Road
- SR 163 Northbound Ramps/Kearny Villa Road

Street Segments

- Gold Coast Drive from Camino Ruiz to Westonhill Drive
- Gold Coast Drive from Westonhill Drive to Black Mountain Road
- Carroll Canyon Road west of Scranton Road
- Carroll Canyon Road from Black Mountain Road to I-15
- Carroll Canyon Road from I-15 to Businesspark Avenue
- Miralani Drive from Arjons Drive to Camino Ruiz
- Miramar Road from Nobel Drive to Eastgate Mall
- Miramar Road from Eastgate Mall to Camino Santa Fe
- Miramar Road from Cabot Drive to Camino Ruiz
- Miramar Road from Camino Ruiz to Black Mountain Road
- Miramar Road from Black Mountain Road to Kearny Villa Road
- Miramar Road from Kearny Villa Road to I-15
- Pomerado Road from I-15 to Willow Creek Road
- Pomerado Road east of Willow Creek Road
- Black Mountain Road from Capricorn Way to Mira Mesa Boulevard
- Black Mountain Road from Maya Linda Road to Carroll Centre Road

Freeway Ramp Meters

- Eastbound and Westbound Nobel Drive to Southbound I-805
- Eastbound Mira Mesa Boulevard to Northbound I-15
- Eastbound and Westbound Carroll Canyon Road to Southbound I-15
- Eastbound and Westbound Carroll Canyon Road to Northbound I-15
- Northbound and Southbound Kearny Villa Road to Southbound SR 163

Freeway Segments

- SR 163 north of Kearny Villa Road

- SR 163 south of Kearny Villa Road
- I-15 between Mercy Road and Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Carroll Canyon Road
- I-15 between Carroll Canyon Road and Miramar Road
- I-15 between Miramar Road and Miramar Way
- I-15 between Miramar Way and SR 163

With the exception of the following impacts, the project is able to mitigate its contribution to cumulatively significant impacts to intersections, segments, freeway ramps, and freeway segments to below a level of significance. The following impacts would remain significant and unmitigated. Therefore, the project would result in significant and unmitigated cumulative impacts.

Intersections

- I-15 Southbound Ramps/Carroll Canyon Road
- I-15 Northbound Ramps/Carroll Canyon Road
- Camino Santa Fe/Mira Mesa Boulevard

Street Segments

- Miralani Drive from Arjons Drive to Camino Ruiz
- Pomerado Road from I-15 to east of Willow Creek Road
- Gold Coast Drive from Westonhill Drive to Black Mountain Road

Freeway Ramp Meters

- Eastbound and Westbound Nobel Drive to Southbound I-805
- Eastbound Mira Mesa Boulevard to Northbound I-15
- Eastbound and Westbound Carroll Canyon Road to Southbound I-15
- Eastbound and Westbound Carroll Canyon Road to Northbound I-15
- Northbound and Southbound Kearny Villa Road and Southbound SR 163

Freeway Segments

- SR 163 north of Kearny Villa Road
- SR 163 south of Kearny Villa Road
- I-15 between Mercy Road to SR 163

6.3.3 Visual Effects and Neighborhood Character

CUP/Reclamation Plan Amendment

Also discussed in Section 5.3, *Visual Effects and Neighborhood Character*, current mining operations do not affect any scenic vistas or views; as such an extension of the 1981 CUP/Reclamation Plan

would result in no impacts. There is no potential to result in environmental impacts relative to neighborhood character, as no structural development occurs as part of the CUP/Reclamation Plan Amendment. These operations also do not result in any substantial changes to the existing environment. Impacts related to landform alteration, lighting and glare, and general environmental impacts as a result of the CUP/Reclamation Plan Amendment would all be less than significant.

Stone Creek Project

As presented in Section 5.3, *Visual Effects and Neighborhood Character*, there are no scenic views or vistas identified in the project area. The Stone Creek Master Plan would not obstruct views or have a negative impact on viewsheds. Therefore, no significant cumulative impacts to visual quality would result.

Relative to neighborhood character, according to the City of San Diego *Significance Determination Thresholds*, a project would have a cumulative impact to neighborhood character if the area opened for new development results in a change in the overall character of the area. Relative to neighborhood character, the project would redevelop a disturbed site and would open up an area for new development, which is anticipated by the community plan and the City's General Plan. The project's Master Plan would ensure a high-quality aesthetic on the project site that would be compatible with surrounding developments. The Stone Creek project is located in an area where surrounding land is fully developed, and the project's impacts on neighborhood character are limited to the immediate project area. Cumulatively significant impacts to neighborhood character would not occur.

While development and redevelopment may occur on other areas of the Mira Mesa community and communities adjacent, projects are spatially separated and geographically unrelated. When considered with other projects in Mira Mesa and adjacent communities, the project would not make a considerable contribution to cumulative impacts associated with visual effects and neighborhood character. Because of Stone Creek's location as a separate segregated project to be implemented under a Master Plan with design guidelines and other aesthetic controls, no interactive or additive effects with other projects in the Mira Mesa community would create significant effects. Thus, no cumulative impacts relative to visual effects and neighborhood character would result.

6.3.4 Biological Resources

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not result in direct impacts to biological resources. All impacts would occur as part of implementing the 1981 Reclamation Plan and would be mitigated as part of agency permits issued for the 1981 Reclamation Plan. Additionally, any future projects in the

area would be required to analyze their individual impacts to biological resources. State and Federal laws require complete mitigation of impacts, and future projects would also have to comply with MHPA requirements and guidelines and other regulations relative to biological resources. Therefore, the project would not result in cumulative impacts to biological resources.

Stone Creek Project

As presented in Section 5.4, the Stone Creek Master Plan project would not result in significant direct impacts. The potential for indirect impacts to biological resources in the adjacent MHPA would be avoided through adherence to the MHPA Land Use Adjacency Guidelines contained in the MSCP Subarea Plan, as outlined in Section 5.1 of this EIR.

The City manages its regional biological resources preservation through the adopted MSCP Subarea Plan. The MSCP was designed to compensate for the regional loss of biological resources throughout the region. Other City regulations, such as the ESL Ordinance and the Biology Guidelines, also include requirements directed at minimizing impacts to and providing protection for biological resources. Projects that conform with the MSCP and the LDC requirements (i.e., ESL Regulation and Biology Guidelines) would not be considered to result in a significant cumulative impact for those biological resources (sensitive species and habitat) adequately covered by the MSCP. Other projects within the City that impact sensitive biological resources would be required to adhere to these requirements, and cumulative biological impacts would thus not be considered to be cumulatively significant.

6.3.5 Noise

CUP/Reclamation Plan Amendment

Construction noise associated with reclamation would be at levels currently experienced from existing on-site sources. Reclamation construction-related noise levels would be no greater than existing mining-related noise levels. Given the limited duration of required heavy equipment operations and because reclamation construction noise levels would be no more than existing noise levels, reclamation construction noise impacts to off-site receivers would be less than significant.

Other projects considered as part of this cumulative effects analysis could result in conflicts with the General Plan's Noise Compatibility Guidelines. However, measures would be required on a project level to ensure that interior noise levels are brought into conformance with the General Plan. Once reclamation is complete and the site has been revegetated, there would be no on-site noise generating source. Ambient noise levels on-site and in the project vicinity would be less than the existing condition. Operation noise impacts of reclamation would be less than significant. Once minerals are depleted and mining activities cease, there would be no impact.

Stone Creek Project

The project would result in potentially significant exterior noise impacts at residential uses located where exterior noise levels exceed 65 CNEL and commercial/office uses located where exterior noise levels exceed 70 CNEL. These areas are located in the Village Center and Westside Neighborhoods and generally occur along Carroll Canyon Road and Camino Ruiz. Additionally, potentially significant interior noise impacts would occur at commercial/office and commercial/retail uses located where exterior noise levels exceed 70 CNEL. These areas are located within Village Center A, generally along Camino Ruiz and a small portion of Carroll Canyon Road. All noise impacts would be mitigated to below a level of significance. Other projects considered as part of this cumulative effects analysis could also result in conflicts with the General Plan's Noise Compatibility Guidelines. However, measures would be required on a project level to ensure that interior noise levels are brought into conformance with the General Plan. Therefore, cumulative noise impacts associated with land use would not occur.

The existing, near-term, and buildout traffic volumes with and without the project and the potential change in noise were analyzed for each phase of development. When comparing Buildout + Project traffic volumes to existing traffic volumes, a significant cumulative noise impact would occur at the following four roadway segments:

- Carroll Canyon Road between Scranton Road and Pacific Heights Boulevard
- Carroll Canyon Road between Pacific Heights Boulevard and Carroll Road
- Camino Santa Fe between Carroll Canyon Road and Carroll Road
- Maya Linda Road between Black Mountain Road and Carroll Canyon Road
- Nobel Drive between the I-805 northbound off-ramp and Miramar Road

However, with the exception of Maya Linda Road, there are no noise-sensitive land uses along these roadways segments, and therefore increases in ambient noise levels would be less than significant. There are multi-family residential uses adjacent to Maya Linda Road between Black Mountain Road and Carroll Canyon Road. With a buildout volume of 6,260 ADT, the noise level at the adjacent residential uses would be less than the exterior noise level limit of 65 CNEL. Therefore, cumulative impacts adjacent to this roadway segment would also be less than significant.

6.3.6 Air Quality

CUP/Reclamation Plan Amendment

Emissions associated with existing operations are below the Significance Determination Thresholds. Because no additional construction or development is proposed, no impacts would result from the CUP/Reclamation Plan Amendment.

It is likely that other projects within the Mira Mesa community could develop at the same time as site mining and reclamation. The current mining operation also functions under approved permits from the San Diego APCD. The CUP/Reclamation Plan Amendment would also be required to function under APCD permitting requirements. As a result, the CUP/Reclamation Plan Amendment would not conflict with or obstruct implementation of an applicable air quality plan. Cumulative impacts are less than significant.

Stone Creek Project

The Stone Creek project would exceed emissions criteria significance thresholds in the near-term for NOx, PM_{10} and $PM_{2.5}$ while mining activities are in operation. Upon full build-out, the emissions associated with the current mining operations would be eliminated. The net emissions would therefore be below the significance thresholds for NOx, PM_{10}, and $PM_{2.5}$, and would result in a net decrease in emissions in the SDAB for these pollutants at project build-out, and the impacts relative to NOx, PM_{10}, and $PM_{2.5}$ would be eliminated. There is no mitigation feasible to eliminate operational near-term air quality impacts, other than ceasing mining operations. Thus, this impact remains significant and unmitigated. It is likely that other projects within the Mira Mesa community could be developed during the same time frame as Stone Creek, which could also increase NOx, PM_{10}, and $PM_{2.5}$ and result in exceeding criteria thresholds. Thus, the project has the potential to contribute to cumulatively significant air quality impacts in the near-term.

6.3.7 Greenhouse Gas Emissions

Greenhouse gas emissions is itself a cumulative topic. Therefore, the analysis contained in Section 5.7, *Greenhouse Gas Emissions*, is an evaluation of the project's cumulative impacts relative to GHG emissions and global climate change.

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not entail any development. The amendment would allow for continued mining of the project site. Mining operations at the project site are identified as permitted uses in the Mira Mesa Community Plan, making it consistent with Step 1 of the CAP Consistency Checklist. Furthermore, the CUP/Reclamation Plan Amendment would not result in

expansion or enlargement nor result in new occupancy of buildings from which GHG emissions reductions could be achieved. Therefore, no cumulative GHG emissions impacts would result.

Stone Creek Project

As presented in Section 5.7, the Stone Creek project would be consistent with the CAP and with the goals and policies of the City of San Diego General Plan. The project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Because of the cumulative nature of climate change and the approach of the CAP, the Stone Creek project's compliance with the CAP and checklist would assure that the Stone Creek project would have no cumulatively significant impacts.

6.3.8 Energy

CUP/Reclamation Plan Amendment

As a part of the project, the 1981 CUP/Reclamation Plan is proposed to be amended. The current on-going mining operations are served by existing SDG&E utilities. No changes would be required for the CUP/Reclamation Plan Amendment. The existing mining operation does not consume excessive amounts of energy, and reclamation of the project would not substantially affect energy use. Significant impacts to energy would not result from the implementation of the CUP/Reclamation Plan Amendment.

Because completion of mining and reclamation of the site represents a temporary use of energy, the CUP/Reclamation Plan Amendment would not result in a cumulative impact to energy, regardless of future projects. Additionally, any other projects developed within Mira Mesa would be required to follow current or future UBC and Title 24 requirements for energy efficiency that are applicable at the time individual projects come forward; and future projects would operate more efficiently than existing development. Therefore, cumulative impacts on energy use would not result.

Stone Creek Project

The project proposes a mix of uses on a site in the Mira Mesa community, which is an urbanized community with energy provisions. SDG&E provides gas and electricity service to the project site, and infrastructure is in place to serve the project.

While the project proposes a change in use from what has been developed on the site, the project would not result in significant cumulative impacts associated with energy use. The project would not use power in excess of that anticipated for the proposed uses. Once developed, the project would use energy for parking lot lighting and landscape accent light and sign illumination. Electricity and

gas would also be used by tenants, employees, and visitors. 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. Additionally, the project has been designed to comply with the USGBC LEED standards, incorporating sustainable design features that would reduce the project's overall demand for energy. As such, the project would operate more efficiently than existing development and would not contribute cumulatively significant impacts on energy resources.

Other projects developed within Mira Mesa would be required to follow current or future UBC and Title 24 requirements for energy efficiency that are applicable at the time individual projects come forward; and future projects would operate more efficiently than existing development. Therefore, cumulative impacts on energy use would not result.

6.3.9 Geologic Conditions

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not result in significant impacts associated with geologic conditions. Other projects constructed within Mira Mesa would be required to conduct site-specific geologic studies to determine underlying soils and geologic units and to determine stability. These projects, like the project, would follow standard construction practices to ensure no geologic impacts would result from development. No cumulative impacts relative to geologic conditions would result; thus, no interactive or cumulative effects could occur.

Stone Creek Project

As presented in Section 5.9, *Geologic Conditions*, of the EIR, a potential impact associated with geologic conditions would result due to settlement. This impact is able to be fully mitigated. Other projects constructed within Mira Mesa would be required to conduct site-specific geologic studies to determine underlying soils and geologic units and to determine stability. These projects, like the project, would follow standard construction practices to ensure no geologic impacts would result from development. No cumulative impacts relative to geologic conditions would result; thus, no interactive or cumulative effects could occur.

6.3.10 Hydrology

CUP/Reclamation Plan Amendment

Runoff entering the project site from off-site areas would continue during completion of the CUP/Reclamation Plan Amendment. Storm drains located along the easterly project site border (96-

inch, 66-inch, and 16-foot CMP) would be connected into the re-aligned Carroll Canyon Creek. All existing off-site storm drain pipes along the northerly property line (42-inch RCP, 18-inch ACP, 24-inch ACP and 30-inch ACP) would be routed using a storm drain system separate from the on-site generated storm water. As such, a substantial alteration of off-site drainage patterns would not occur. Other projects within the Mira Mesa community and the City as a whole would be required to utilize state-of-the-art BMPs to ensure proper drainage, runoff control, and improved water quality. No cumulative impacts to hydrology would occur.

Stone Creek Project

As addressed by Section 5.11, *Hydrology*, the project would alter on-site drainage patterns and would increase the amount of impervious surfaces to accommodate future development. However, the project has been designed in accordance with City storm water and hydromodification standards. Adherence to State and City Water Quality Standards would be assured through permit conditions. Therefore, significant impacts associated with an increase in impervious surfaces and associated runoff would not occur. The project would not contribute to any cumulative hydrology impact. Other projects within the Mira Mesa community and the City as a whole would be required to utilize state-of-the-art BMPs, similar to the project, to ensure proper drainage, runoff control, and improved water quality. No cumulative impacts to hydrology would occur.

6.3.11 Water Quality

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not result in an increase in impervious surfaces or in a substantial alteration of on- or off-site drainage patterns that could affect the rate and volume of surface runoff. The CUP/Reclamation Plan Amendment would provide appropriate source control, site design, and treatment-control BMPs as required by the City's Storm Water Standards during the reclamation phase. Adherence with the standards would preclude a considerable contribution to water quality and impacts would be less than significant. No significant impacts would result. Other projects within Mira Mesa would be required to utilize state-of-the-art BMPs to ensure proper drainage and runoff control. Additionally, many of the projects proposed for Mira Mesa are redevelopment projects. These redevelopments would likely increase pervious surfaces and would adopt BMPs not currently present on redevelopment sites. No cumulative impacts would occur.

Stone Creek Project

As discussed in Section 5.12, *Water Quality*, development of the Stone Creek project would implement BMPs to minimize the impacts of construction and post-construction activities on the quality and quantity of storm water to the maximum extent possible. With implementation of Best

Management Practices, the project would avoid significant impacts to water quality and would not contribute to a cumulatively significant impact to water quality. No cumulative impacts to water quality would result. Other projects within Mira Mesa would be required to utilize state-of-the-art BMPs to ensure proper drainage and runoff control, pursuant to regulations from the RWQCB. Additionally, many of the projects proposed for Mira Mesa are redevelopment projects. Like the project, these redevelopments would likely increase pervious surfaces and would adopt BMPs not currently present on redevelopment sites. No cumulative impacts would occur.

6.3.12 Mineral Resources

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would result in allowance of mining operations to continue until all mineral resources are depleted. As a result, no loss of significant mineral resources would occur. Of the projects considered for the cumulative impacts analysis, in addition to the Stone Creek project, only the Hanson Properties – Carroll Canyon Master Plan project results in impacts associated with mineral resources. Similar to the proposed Stone Creek project, the Hanson Properties project would ultimately result in mining resources to depletion and developing the project site as a mixed-use project in accordance with the approved Carroll Canyon Master Plan. Cumulative impacts on mineral resources would not be significant, as mineral resources would be mined to depletion.

Stone Creek Project

The project would develop following the depletion of mineral resources on-site. The project would not result in impacts to mineral resources. Of the projects considered for the cumulative impacts analysis, in addition to the Stone Creek project, only the Hanson Properties – Carroll Canyon Master Plan project results in impacts associated with mineral resources. Similar to the proposed Stone Creek project, the Hanson Properties project would ultimately result in mining resources to depletion and developing the project site as a mixed-use project in accordance with the approved Carroll Canyon Master Plan. Cumulative impacts on mineral resources would not be significant, as mineral resources would be mined to depletion.

6.3.13 Health and Safety

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would extend the life of the 1981 CUP to provide for the depletion of resources on-site. The continued mining of the site, as well as reclamation following mining, would not result in hazardous emissions. Any release of acutely hazardous materials in the

event of an accident on-site, would be regulated by HMMD. No impacts would result. Other projects within Mira Mesa would also be required to comply with HMMD and State regulations to mitigate any effects of hazardous emissions and ensure proper handling of hazardous materials, substances, or waste. No cumulative impacts to health and safety would occur.

Stone Creek Project

The Stone Creek project would not result in impacts relative to health and safety. The project would not expose people and/or structures to a significant risk of loss, injury, or death involving wildland fires, as brush management zones would be implemented with individual developments as they come online. Additionally, the project would not result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The project would not interfere with emergency responses. Any hazardous materials present on-site would be regulated by HMMD and State regulations, and any hazardous materials present on-site would be site-specific, with no interaction potential with other future projects. Future developments would also be required to adhere to these regulations. No cumulative impacts would occur.

6.3.14 Public Services and Facilities

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not result in impacts to public services and facilities, as no development would occur, therefore a cumulative impact would not occur.

Stone Creek Project

Public services and facilities include many population-based uses, including schools, libraries, and parks, as well as police and fire protection. Impacts to public services and facilities are primarily financial, with no direct physical interaction with the environment or other future projects. No cumulatively significant impacts to public services and facilities would occur, with the exception of schools. The project is located within an area of Mira Mesa that is developed and contains the necessary Police and Fire-Rescue infrastructure. Relative to parks, the project would satisfy the population-based park requirements of the General Plan for neighborhood parks on-site with development of Westside Gardens and Stone Creek Central Park, which would serve the projected population for Stone Creek at full build-out. The project would not result in a significant impact to these services' ability to serve the community. The SDUSD identified a significant cumulative impact relative to public school service associated with build-out of the Stone Creek project when considered with other projected population increases in the community. The Stone Creek Master Plan identifies the location of a future public school facility within the Westside Neighborhood.

SDUSD may purchase the site if the need for a school is determined. The environmental effects of the future school would be evaluated at that time.

Future developments within Mira Mesa would be required to ensure adequate Police and Fire-Rescue services are available at the time individual projects come forward. Additionally, future projects would be required to mitigate any impacts to population-based resources, such as schools, libraries, and parks.

6.3.15 Public Utilities

CUP/Reclamation Plan Amendment

Current operations do not result in significant impacts to public utilities. Continued activities would not exceed the City's threshold for cumulative impacts and would not contribute to a significant cumulative impact associated with solid waste. The CUP/Reclamation Plan Amendment is served by existing water lines, and would have enough water available to serve continued operations. No new facilities or expansion of existing service would be required. In addition, existing sewer facilities would continue to serve the CUP/Reclamation Plan Amendment.

Relative to water conservation, the CUP/Reclamation Plan Amendment would propose landscaping that is predominantly drought-resistant. Minimal landscaping occurs as part of the on-going mining operations, because mining is constantly changing the landform. Where vegetation does occur around the site perimeter, plant materials are already established and primarily use rainwater for irrigation. Low water use, native and naturalized plant species have been selected for the Reclamation Plan Amendment landscaping. Temporary irrigation would be installed to ensure that plant material is established. Once established, landscaped areas would be irrigated by rainwater.

Stone Creek Project

The Stone Creek project would not result in impacts to public utilities. Based on the Water Supply Assessment prepared for the project, there would be adequate water to meet the project's demand, as well as existing and other planned development during a twenty-year project. The Stone Creek project would require connections and storm drains to existing sewer facilities, as well as installation of a new sewer system and new storm drains to serve the project.

The Stone Creek project would generate solid waste through construction and operation of the proposed mixed-use development. In accordance with ESD guidelines pertaining to new developments that are expected to generate large amounts of solid waste, a Waste Management Plan was required for the Stone Creek project, as well as other development projects in San Diego. The plan addresses solid waste management techniques for demolition, construction, and

operational activities, including reuse and recycling of materials. To reduce the amount of waste generated by demolition activity, the demolished materials would be sorted at the project site and recycled in accordance with the *Waste Management Plan* in Appendix N. Additionally, the City's Municipal Code requires that new multi-unit residential and commercial/industrial developments provide adequate space for storage and collection of refuse and recyclable materials. The project, as well as other development projects, would be required to comply with this requirement. Cumulative impacts associated with solid waste disposal would be avoided by adherence to the *Waste Management Plan*.

Relative to water conservation, the Stone Creek project would result in landscaping that is predominantly drought-resistant. Drought-resistant plant materials are proposed for slopes, where irrigation would be temporary until plant material is established. A variety of trees are proposed to landscape public streets, with a focus on drought-tolerant species. Once established, street trees would need minimal water. While pocket parks may have landscaped areas, hardscape would also be featured, reducing the amount of landscaping that would need watered. Turf areas are proposed for public park lands, along with large canopy trees, which would shade turf areas and reduce the amount of water evaporation. Landscaping within the Carroll Canyon Creek Corridor would feature riparian tree species, with root systems that are able to tap into groundwater at maturity. Recycled water is proposed to irrigate all common landscaped areas, further reducing the use of potable water for irrigation purposes.

Impacts to public utilities are primarily financial, with no direct physical interaction with the environment or other future projects. Future developments within Mira Mesa may also require the establishment of similar facilities, sized specifically to serve each development. No cumulative impacts to public utilities would occur.

Table 6-1. *Cumulative Projects List*

Project Name	Type of Development	Project Size	Status
1. Alexandria Technology Center	Corporate Office	300,753 SF	Occupied
2. UCSD	Medical R&D	500,000 SF (700 staff)	Not constructed
3. Scripps Memorial Hospital	Medical Office/Hospital	Net increase of 357,625 SF	Approved
4. Qualcomm / Campus Point	R&D/Office	330,000 SF	Occupied
5. Alexandria Real Estate/Garden Communities CPA	Residential/ Scientific Research	Transfer of ADT from Costa Verde to Illumina site	Under construction
6. Costa Verde Specific Plan – Monte Verde[a]	Retail Residential Hotel	16.5 acres 2,931 dwelling units 400 rooms	Approved
7. UTC Revitalization Project	Retail Residential	750,000 SF 250 multi-dwelling units	Phase 1 complete
8. Towne Centre Science Park	R&D/Office	190,000 SF	Occupied
9. Eastgate Tech Park (Bridge Pointe)	Industrial/ Business Park	225,842 SF	Partially Occupied
10. Towne Centre Dr CPA	Scientific Research	150,000 SF	In process
11. La Jolla Centre III and IV[b]	Commercial Office Scientific R&D	278,800 SF 100,000 SF	Constructed
12. Congregation Beth Israel	Religious (Temple) Educational (School)	500 seat Temple 75 pre-school and 180 k-8 students	Occupied
13. Nexus Esplanade PDP Amendment	Scientific Research	78,000 SF	In process
14. La Jolla Commons III	Mixed Use	1,000,000 SF office with option for hotel, hotel/office, office	Approved
15. Nexus Center	R&D/Office	67,000 SF	Occupied
16. La Jolla Crossroads	R&D/Office Residential	162,000 SF 1,500 multi-dwelling units	Occupied
17. La Jolla Crossroads II	Business Park	340,000 SF	Approved
18. Biomed Innovation Center	Scientific Research	250,000 SF	Approved
19. San Diego Technology Center	Industrial/Business Park	559,253 SF	Occupied
20. Nobel Research Park / IDEC / Illumina	R&D/ Corporate Office	766,000 SF	Partially occupied
21. Sorrento Valley Science Park (PID)	Multi-Tenant Office Corporate Office	165,000 SF 165,000 SF	Not constructed
22. Qualcomm Building "N"	Office	402,000 SF	Occupied
23. Qualcomm Building "W"	R&D/Office	350,000 SF	Occupied

Project Name	Type of Development	Project Size	Status
24. PETCO Headquarters	Commercial Office	189,700 SF	Occupied
25. Fenton—Carroll Canyon Technology Center[c]	Industrial/Business Park	61 acres	Partially Occupied
26. Hanson Properties—Carroll Canyon Master Plan[d]	Residential Commercial Mixed-Use Office/Industrial Parks Transit Station	69 acres 40 acres 52 acres 20 acres 1.5 acres	Approved, not constructed
27. Mira Mesa Shopping Center Rezone[f]	Residential Medical Office Specialty Retail	88 multi-dwelling units 4,000 SF 41,246 SF	Approved, not constructed
28. Carroll Canyon Business Park (Aspen Creek)	Industrial/Business Park	470,000 SF	Occupied
29. Zapata Townhomes	Multi Family Unit Existing Commercial	30 units	Approved
30. Miramar Community College	Educational	14,700 new enrollments	Occupied
31. Westview Parkway / Casa Mira View Phase II	Residential	319 dwelling-units	Approved
32. Casa Mira View and Casa Mira View II[e]	Residential	1,848 dwelling units 300 units	Under construction
33. Scripps Park West I	Commercial Office Industrial/Office	60,500 SF 84,900 SF	Occupied
34. Erma Road	Residential	114 multi-dwelling units	Occupied
35. Carroll Canyon Commercial Center	Commercial	144,000 SF	Under review

Footnotes:

a. A portion of the Costa Verde Specific Plan was built and occupied at the time existing counts were conducted; however, to be conservative, the entire project was incorporated into the Model. The Monte Verde project (within the Costa Verde Specific Plan) involves the conversion (based on trip generation equivalency) of 400 hotel rooms to approximately 664 dwelling units and 420 unbuilt residential dwelling units for a total of 1,084 residential dwellings units. A reduced project at 560 residential units was approved; however, the original project size was conservatively assumed in the model.

b. The project has been changed to include 278,800 SF of commercial office and 100,000 SF of Scientific R&D.

c. The Fenton-Carroll Canyon Technology Center is approved as part of the Carroll Canyon Master Plan and represents the westerly development of the Master Plan, which includes approximately 896,000 SF. Approximately 319,754 SF has been built.

d. The project size represents the easterly development of the Hanson Properties-Carroll Canyon Master Plan and does not include the Fenton-Carroll Canyon Technology Center.

e. Buildout of the Casa Mira View project is assumed to be at 200 units per year.

g. The project has been changed to include 88 multi-family dwelling units, 4,000 SF of medical office and 41,246 SF of specialty retail.

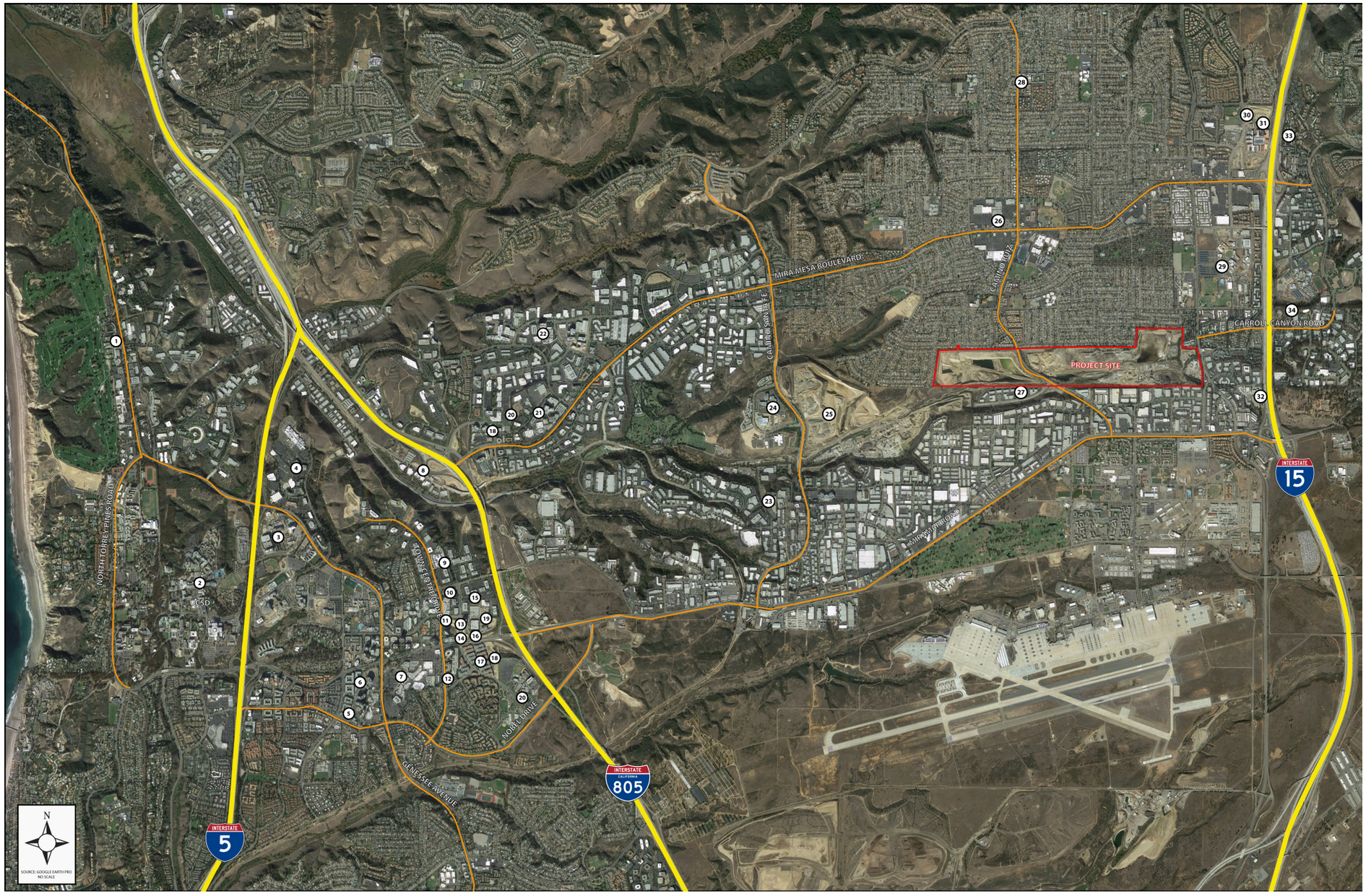

Figure 6-1. ***General Location of Cumulative Projects***

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Pursuant to Section 15128 of the CEQA Guidelines, the following issue areas were determined not to have the potential to cause adverse effects, and therefore has not been addressed in detail in the EIR.

7.1 AGRICULTURAL RESOURCES

The project site is currently the location of an approved and on-going sand and gravel mining operation. It does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. The site is not subject to, nor is it near, a Williamson Act contract site pursuant to Sections 51200-51207 of the California Government Code. Therefore, impacts associated with agricultural resources are not considered significant.

The project area is urban and not designated as a prime farmland, unique farmland, or a farmland of statewide importance (Figure 7-1, *San Diego County Important Farmland*). No agricultural lands are located on or adjacent to the site. The site is designated as developed land and is not designated as farmland under the Farmland Mapping and Monitoring Program of the California Department of Conservation or the City of San Diego's General Plan. Thus, no impact on important farmlands would occur with the project.

7.2 HISTORICAL RESOURCES

An archaeological study was conducted for the project by ASM Affiliates. The results of that study are documented in the *Draft Report for Archaeological Study of the Stone Creek Project*, dated February 23, 2006), included as Appendix G.

The records search conducted for the project site identified two sites of archaeological or historical significance, SDM-W-155 and SDM-W-196, recorded by Malcolm Rogers in the early 20th century, that may extend into the project site. Rogers recorded the sites as covering large areas in the region, but did not provide definitive mapping of the limits of these sites. SDM-W-155 encompasses a 20-square-mile area used for highland winter camps that covers the present communities of Linda Vista, Clairemont, University City, Kearny Mesa, and Miramar. SDM-W-196 was recorded as a number of small campsites extending from Carroll Canyon, north to Black Mountain, between Carroll and Los Peñasquitos Canyons. Rogers recorded both sites prior to the boom of development in San Diego County, and little evidence of the sites remains. The site survey conducted for the project site by ASM did not find any evidence of either site in the Stone Creek project area.

A review of historic maps on file at South Coastal Information Center (SCIC) identified one historic structure on the 1930 La Jolla 1:62,500-scale USGS quadrangle; this structure was not relocated during ASM's survey and is presumed destroyed. A search of the GeoFinder database, which reviews the National and California registers, California State Landmarks, California Points of Historic Interest and other property lists, identified two historic structures within a one-mile radius of the project: 7501 Miramar Avenue is a California ranch style house constructed in 1950; and 4958 Marlborough Drive, the Robb/Rotta House, is a Spanish Eclectic/Hacienda style private residence (ca. 1930). Neither of these properties is located within the project area.

No cultural resources, including prehistoric or historic resources, were identified on the project site as a result of the field survey and record search. Therefore, no known prehistoric or historic resources would be adversely affected by implementation of the project.

The project site has been impacted by mining activities approved as part of the 1981 CUP. Mining would continue on the site in accordance with existing approvals and as part of the proposed amendments to the 1981 CUP/Reclamation Plan. The project site is also located adjacent to an existing stone quarry. The entire project site and surrounding area have been extensively impacted by mining operations and residential or industrial development. Mining activities have occurred on the project site and adjacent areas since the early 1950s. Extraction of sand and gravel resources has resulted in significant cuts with quarry depths of more than 100 feet. As a result, the entire project site has been or would be fully disturbed and no prehistoric or historic resources would remain at the time the project would be implemented. Therefore, significant impacts associated with prehistoric or historic resources would not occur.

No existing religious or sacred uses were identified on the project site as a result of the field survey and record search. Therefore, no known religious or sacred sites would be adversely affected by implementation of the project.

There are five religious uses (to include churches, temple, and religious centers) within one-half mile of the project site. Implementation of the project would not impact these existing religious uses. Therefore, significant impacts associated with existing religious or sacred uses would not occur.

No human remains, formal cemeteries, or informal cemeteries were identified on the project site as a result of the field survey and record search. The project site has been impacted by mining activities approved as part of the 1981 CUP. Mining would continue on the site in accordance with existing approvals and as part of the proposed amendment to the 1981 CUP. The project site is also located adjacent to an existing stone quarry. The entire project site and surrounding area have been extensively impacted by mining operations and residential or industrial development. Mining activities have occurred on the project site and adjacent areas since the early 1950s. Extraction of sand and gravel resources has resulted in significant cuts with quarry depths of more than 100 feet. The likelihood that human remains would be encountered as the result of continued mining and

future development is remote. Therefore, significant impacts associated with human remains would not occur.

7.3 TRIBAL CULTURAL RESOURCES

On January 1, 2015, the legislature added the new requirements regarding tribal cultural resources in Assembly Bill 52 (AB52) (Gatto, 2014). By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process. AB52 establishes a formal consultation process for California tribes as part of the CEQA and the procedural requirements added went into effect on July 1, 2015.

To help determine whether a project may have such an effect the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.

Although AB 52 has been in effect, it only applies to projects that have a NOP for an EIR or Negative Declaration or Mitigated Negative Declaration filed on or after July 1, 2015. The project NOP was dated September 16, 2005. Therefore, AB 52 consultation does not apply to the project.

7.4 POPULATION AND HOUSING

The City's CEQA Significance Determination Thresholds do not include thresholds for population and housing. However, based on CEQA Guidelines Appendix G, population and housing impacts would be considered significant if the proposed project would:

- Displace substantial numbers of existing housing, necessitating the construction or replacement of housing elsewhere;
- Displace substantial numbers of people, necessitating the construction or replacement of housing elsewhere.

Appendix G of the CEQA Guidelines also states that impacts to housing and population would be significant if the proposed project would induce substantial population growth in an area, either directly or indirectly. Growth inducement is discussed in Chapter 8.0 of this EIR.

CUP/Reclamation Plan Amendment

The CUP/Reclamation Plan Amendment would not change the demographics of the area. The project site would continue to be mined and ultimately reclaimed in accordance with the Reclamation Plan Amendment; no development that would house or support population. The character of the site would not be drastically different than what exists today, with the exception of the ultimate cessation of mining operations and reclamation of the site. Although the implementation of the CUP/Reclamation Plan Amendment would not contribute to the future housing needs of the region or realize the plans of the Mira Mesa Community Plan and SANDAG Regional Comprehensive Plan, there would be no impacts relative to a change in area demographics.

Stone Creek Project

The project site is located within the Carroll Canyon Master Plan Area of the Mira Mesa Community Plan. According to the Master Plan Development Criteria, the project site should be developed with a mix of uses in one of two forms:

a. A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile uses; or
b. A more conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area should also be provided.

The Stone Creek Master Plan project would develop as a TOD mixed-use project that would develop, along with its various commercial and employment uses, a maximum of 4,445 multi-family residential units. Based on the City's population projection of 2.48 persons per household for multi-family dwellings in the Mira Mesa Community, full build-out for Stone Creek would generate a population of 11,024. This added population has been accounted for within the Mira Mesa Community Plan, due to the project site's recommendation to be developed as an intensive mixed-use TOD (see Section 5.1, *Land Use*, for a discussion of project consistency with the Mira Mesa Community Plan).

The project site is additionally recognized by SANDAG as a future smart growth area, with one existing/planned community center and one potential community center located with the project boundaries (at roughly the location of the two project transit stops – the existing/planned community center occurring near the Village Center and the potential community center occurring near the Eastside Neighborhood) (see Figure 5.1-2, *SANDAG Smart Growth Concept Map*). Additionally, the project site shows a range of densities from two up to 100 to 465 units per acre projected on the *SANDAG Housing Density 2050* map (Figure 5.17-1), with which the proposed Stone Creek Master Plan project is consistent.

Although the Stone Creek Master Plan project and associated actions would change the demographic character of the project site, this change is anticipated and planned for in both the Mira Mesa Community Plan and the SANDAG Regional Comprehensive Plan. Additionally, the project would provide for an increase in multi-family housing units by up to 4,445, helping to ease the burden of San Diego's housing needs by 2050. The project would not represent a substantial change in demographics for the Mira Mesa area, as the surrounding community is already characterized as a mix of residential (single- and multi-family), commercial, and employment land uses. While the Stone Creek project would result in increases in population and housing, that increase has been anticipated by the Mira Mesa Community Plan and therefor the City's General Plan, as well as SANDAG's population forecasts. Impacts relative to population and housing would be less than significant.

7.5 PALEONTOLOGICAL RESOURCES

Paleontological resources, or fossils, are the remains and/or traces of prehistoric plant and animal life. Fossils provide direct evidence of ancient organisms and document the patterns of organic evolution and extinction that have characterized the history of life. Fossil remains, such as bones, teeth, shells, and wood, are found in the geologic deposits (sedimentary rock formations) within which they were originally buried in deep bedrock layers of sandstone, mudstone, or shale. Paleontological resources contain not only the actual fossil remains, but also the localities where those fossils are collected and the geologic formations containing the localities.

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. For this reason, knowledge of the geology of a particular area and the paleontological resource sensitivity of particular rock formations make it possible to predict where fossils will or will not be encountered.

Paleontological resource sensitivity is typically rated from high to zero depending upon the impacted formations. The sensitivity of the paleontological resource determines the significance of a paleontological impact.

As described in Section 5.9, *Geologic Conditions,* of this EIR, the project area is underlain by Stadium Conglomerate and Very Old Paralic Deposits formerly known as the Lindavista Formation. The sensitivity for each of these geologic formations that may contain important paleontological resources is described below.

Stadium Conglomerate. Stadium Conglomerate is a mix of sand, gravel, and cobble-size particles. Portions of the Stadium Conglomerate are cemented, making them difficult to excavate, thereby resulting in large, oversized (larger than 12 inches) fragments of conglomerate. Stadium Conglomerate has potential to contain fossil remains in all communities

where it occurs. Stadium Conglomerate found in areas of the City of San Diego are assigned *high resource sensitivity*.

Very Old Paralic Deposits. Very Old Paralic Deposits is a mix of sand, gravel, and cobble that occurs as a mantle over the Stadium Conglomerate and may also be cemented. It is exposed in the upper five to 15 feet of the canyon at the top of the mined slopes. Very Old Paralic Deposits has potential to contain fossil remains in all communities where it occurs. In the areas of Mira Mesa and Tierrasanta, this formation is assigned high resource sensitivity; in all other areas, moderate resource sensitivity is assigned. The project site is located within Mira Mesa; thus, Very Old Paralic Deposits underlying portions of the project site is assigned *high resource sensitivity.*

The proposed Stone Creek Master Plan and associated actions would result in approximately 304,270 cubic yards of cut, 3,803,680 cubic yards of fill, and 3,499,410 cubic yards of import. The entire project site has been previously disturbed from mining extraction activities. Grading activities on the mined portion of the site could impact unknown paleontological resources. Similarly, mining and extraction activities proposed by the CUP/Reclamation Plan Amendment have the potential to uncover unknown paleontological resources and potentially exposing potential fossil-bearing materials.

Paleontological monitoring during grading activities may be required if it is determined that the project's earth movement quantity exceeds the paleontological threshold (if greater than 1,000 cubic yards and 10 feet deep for formations with a high sensitivity rating and if greater than 2,000 cubic yards and 10 feet deep for formations with a moderate sensitivity rating). Monitoring may also be required for shallow grading (less than 10 feet) when a site has been previously graded and/or unweathered formations are present at the surface. Consequently, paleontological monitoring would be required for the project during all grading and/or excavation activities. However, adherence to the San Diego Municipal Code Section 142.0151 regulations would be adequate to preclude paleontological resources impacts. Compliance with the Paleontological Resources Requirements for Grading Activities are assured through permit conditions. Therefore, impacts would be less than significant.

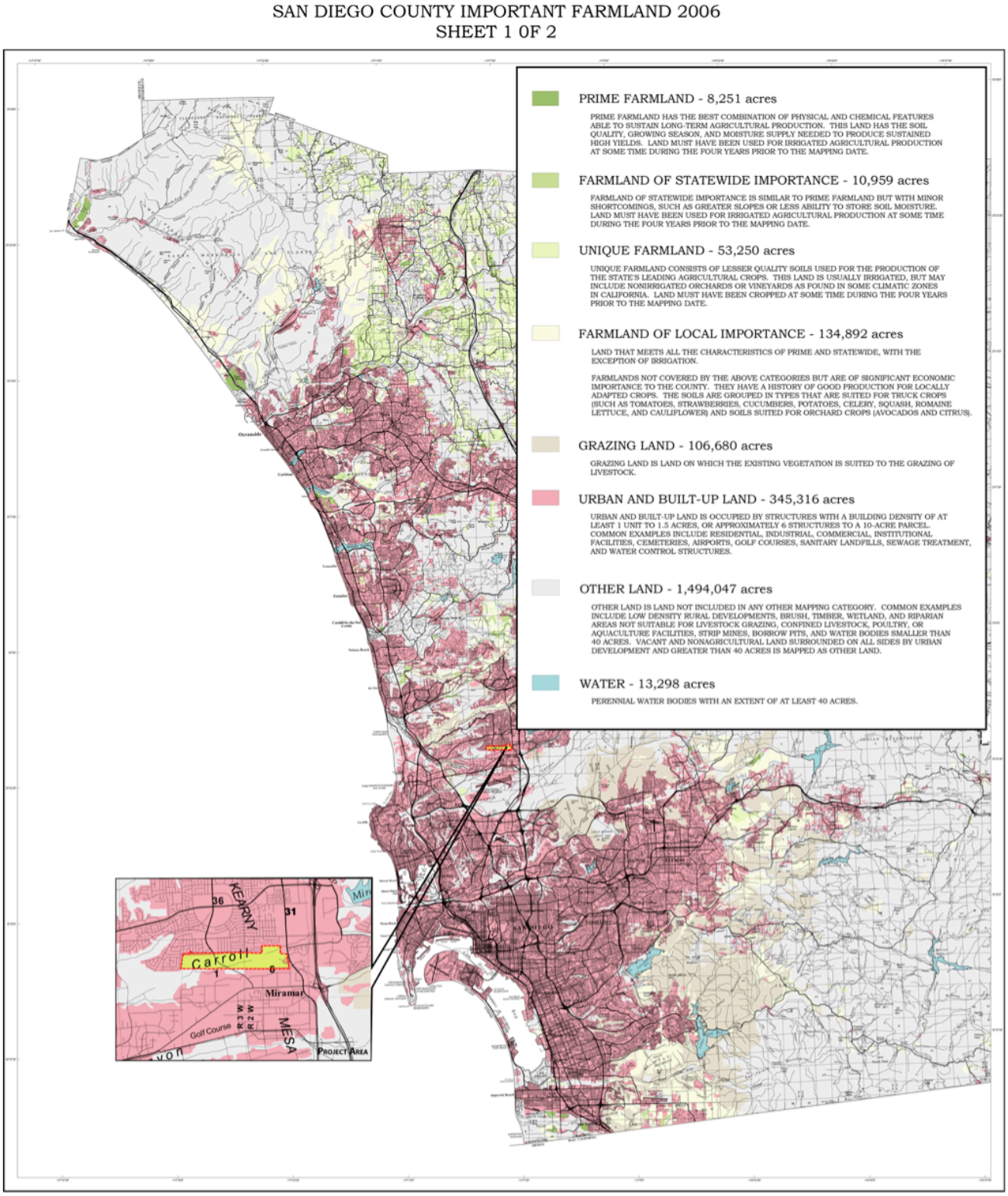

Figure 7-1. ***San Diego County Important Farmland***

8.0 GROWTH INDUCEMENT

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must include a discussion of the ways in which the project could directly or indirectly foster population growth or economic development, and how that growth would, in turn, affect the surrounding environment. According to CEQA Guidelines Section 15126.2(d), *it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment*.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement can result from the construction of new housing that would result in new residents moving to an area. Indirect growth can be induced in a number of ways, including the stimulation of economic activity within the region that would result in the need for additional housing and services to support the new employment demand, or through the elimination of obstacles to growth, including both physical and regulatory obstacles.

Growth inducement has the potential to result in an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Since the General Plan – and by extension, Community Plan – defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in a community.

8.1 EXISTING CONDITIONS

The project site is located within the Mira Mesa Community Plan area and is designated for development as a TOD or with industrial/business park uses. The Mira Mesa Community Plan requires an amendment to the Community Plan as part of the Master Plan process for the site's ultimate development.

According to current SANDAG estimates, there are a total of 24,972 housing units within the Mira Mesa Community Planning Area. The total population of Mira Mesa is approximately 73,356 residents, resulting in an average of three persons per household.

8.2 IMPACT ANALYSIS

THRESHOLDS OF SIGNIFICANCE

Relative to growth inducement and based on the City's CEQA Significance Determination Thresholds, the EIR must analyze the consequences of growth. According to Section 15126.2 (d) of the CEQA Guidelines, *It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.* In general, the analysis must avoid speculation and focus on probable growth patterns or projections. Conclusions must also be presented that determine whether this impact is significant and/or unavoidable, and provide for mitigation or avoidance, as

necessary.

ISSUE 1

Would the project:

- *Induce substantial population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- *Substantially alter the planned location, distribution, density, or growth rate of the population of an area?*
- *Include extensions of roads or other infrastructure not assumed in the Community Plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future developments?*

Significance threshold:

- Relative to growth inducement and based on the City's CEQA Significance Determination Thresholds, the EIR must analyze the consequences of growth. According to Section 15126.2 (d) of the CEQA Guidelines, *It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.* In general, the analysis must avoid speculation and focus on probable growth patterns or projections. Conclusions must also be presented that determine whether this impact is significant and/or unavoidable, and provide for mitigation or avoidance, as necessary.

Impacts

CUP/Reclamation Plan Amendment

Reclamation of the project site in accordance with the CUP/Reclamation Plan Amendment would also not induce growth in the area. Implementation of the CUP/Reclamation Plan Amendment would result in the project site remaining in a state devoid of structures or population-supporting uses. No trend in development would be initiated.

Stone Creek Project

The Stone Creek project would involve implementing a mixed-use, TOD in accordance with the Mira Mesa Community Plan. The project would result in new entitlements that would allow construction of housing (up to 4,445 dwelling units); commercial retail, office, and hotel uses; light industrial, high technology, and business park employment uses; a potential school site; parks, trails, and open space; an expansion of existing infrastructure through the project site; completion of circulation

element roadways; and connection to public utilities. The Stone Creek project would have the potential to induce direct population growth, as it increases the number of residential units in Mira Mesa.

The amount of growth resulting from the Stone Creek project results in indirect environmental effects associated with physical changes in the environment that have the potential for significant environmental effects. An analysis of these effects is presented in Section 5.0, which concludes that significant impacts would result for the following issue areas: Transportation/Circulation, Noise, Air Quality, and Geologic Conditions. A discussion of the project's direct and indirect impacts to these environmental issue areas, as well as mitigation measures to reduce those impacts if determined to be significant, are included in the following sections of this EIR:

- Section 5.1, *Land Use*
- Section 5.2, *Transportation/Circulation*
- Section 5.5, *Noise*
- Section 5.6, *Air Quality*
- Section 5.9, *Geologic Conditions*

Additionally, indirect growth could occur as new businesses are established, thus creating new sources of employment. Increased industrial, commercial, and residential development typically generates a secondary or indirect demand for other services, such as groceries, entertainment, and medical services that would stimulate economic activity. The development of new uses consistent with those proposed for the project would result in this secondary demand for good and services. In addition, economic growth would also result in additional population growth as new jobs are created and employees that fill those job positions create an increased demand for housing in the region.

The Stone Creek project is located in the middle of urban development and can be considered in-fill. Direct and indirect growth associated with the Stone Creek project is anticipated by the Mira Mesa Community Plan, the General Plan, and SANDAG's Smart Growth policies. Therefore, the amount of growth associated with the project has been planned for in those land use documents. Properties surrounding the project site are currently developed with residential, light industrial/business park, or commercial uses. The Stone Creek project is a logical and planned extension of existing development, included within the community plan, and would not initiate a trend of development in the area.

The elimination of either physical or regulatory obstacles to growth can also be considered a growth-inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. A project could trigger growth if it would result in infrastructure with excess capacity, or, if it would remove an obstacle of growth in an area, such as providing infrastructure that was previously not available. The project would result in the extension of circulation roads that are

requirements of the Mira Mesa Community Plan and associated Public Facilities Financing Plan. Roads that would be constructed as part of the Stone Creek project would assist in completing the planned circulation network for the community, would provide connections to roadways that exist adjacent to Stone Creek, and would not result in new roadways through undeveloped areas where future growth could occur. The project also requires the connections to infrastructure such as water and sewer. Existing facilities surround the project site; connections needed for the project would serve the proposed development and would not provide capacity for development outside the community. Therefore, the project would not result in removing obstacles to growth.

Significance of Impacts

CUP/Reclamation Plan Amendment

Reclamation of the project site in accordance with the CUP/Reclamation Plan Amendment would not induce growth in the area. No trend in development would be initiated, and no impact will occur.

Stone Creek Project

The Stone Creek Master Plan project would result in population growth. The project's growth is anticipated by the San Diego General Plan, the Mira Mesa Community Plan, and SANDAG's Regional Comprehensive Plan. Growth would result in significant indirect impacts to Transportation/Circulation, Noise, Air Quality, and Geologic Conditions. All impacts can be fully mitigated with the exception of Transportation/Circulation and Air Quality. However, impacts are associated with the project and not with growth inducement of other areas.

Mitigation Measures

Previous sections of this EIR present mitigation measures that would reduce to below a level of significance environmental issues associated with Noise and Geologic Conditions. Impacts associated with Transportation/Circulation and Air Quality would remain significant and unmitigated even with implementation of recommended mitigation measures.

9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As required by Section 15126.2(c) of the CEQA Guidelines, the significant irreversible environmental changes of a project shall be identified. Irreversible commitments of non-renewable resources are evaluated to assure that their use is justified. Irreversible environmental changes typically fall into three categories: primary impacts, such as the use of nonrenewable resources; secondary impacts, such as highway improvements which provide access to previously inaccessible areas; and environmental accidents associated with a project.

CUP/Reclamation Plan Amendment

Implementation of the CUP/Reclamation Plan Amendment would result in the ongoing commitment of energy resources as occurs today as there would be no substantial change in operations approved for the project site. Because no further structural development would occur, and the site would hold no population, the energy commitments of development projects would not occur. Continued and on-going use of fossil fuels and electricity would occur, resulting in a commitment for those non-renewable resources.

Additionally, the CUP/Reclamation Plan Amendment is intended to allow for the continued mining of the project site until aggregate resources are depleted. Thus, the CUP/Reclamation Plan Amendment would result in the irreversible loss of non-renewable resources. Mining on the project site is occurring in accordance with SMARA and City regulations, and the project site provides much needed resources for the City and County. Although the project would result in the irreversible loss of mineral resources, mining is occurring and would continue to occur in accordance with the current approved use and ultimate depletion of sand and gravel resources on the project site.

Stone Creek Project

Development would occur on the project site as a result of the project, which would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

Once constructed, use of the Stone Creek project would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, as discussed in Section 5.8, *Energy*, of this EIR, the impacts of increased energy usage are not considered significant adverse environmental impacts.

10.0 ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR must contain a discussion of *a range of reasonable alternatives to the project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.* Section 15126.6(f) further states that *the range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.* Thus, the following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the project.

The objective of the proposed CUP is to replace expired CUP 10-315-2 and extend the permitted uses for 30 years from the date of project approval. The proposed CUP is to allow:

- Continued extraction, processing, and storage of construction aggregate as allowed by CUP 10-315-2. The current/proposed limits of mining (aggregate extraction) are depicted on Figure 3-1, *Proposed CUP Amendment*;
- Continued manufacture, production, processing, and storage of asphaltic concrete, Portland cement concrete, concrete products, and clay products allowed by CUP 10-315-2;
- Continued sale and distribution by truck or other conveyance of those items listed above as allowed by CUP 10-315-2;
- Continued presence and use of off-street parking allowed by CUP 10-315-2; and
- Continued presence and use of structures, machinery, equipment, and facilities incidental to the uses described above as allowed by CUP 10-315-2.

A Reclamation Plan Amendment is proposed to update the 1981 Reclamation Plan to current site conditions, current standards, and the currently anticipated end use. The objectives of the Reclamation Plan Amendment are to comply with SMARA regulations and allow the following:

- Reclaim the mined land in a manner that is adaptable for anticipated end use of the site;

- Reclaim the mined land by grading to the contours shown on the proposed Reclamation Plan Amendment as depicted on Figure 3-2, *Proposed Adjusted Reclamation Plan Amendment;*
- Remove unsuitable materials, including deleterious materials and non-engineered or undocumented fill soil;
- Fill soil placement and compaction in accordance with good engineering practice and in accordance with City standards;
- Stabilize reclaimed fill slopes with a gradient not to exceed 2:1 (horizontal:vertical) to allow for successful re-vegetation;
- Realign and rehabilitate Carroll Canyon Creek;
- Re-vegetate mined land in accordance with the currently proposed Reclamation Plan Amendment landscape plan; and
- Comply with the San Diego Regional Water Quality Control Board requirements and stormwater regulations.

The project objectives associated with the Stone Creek Master Plan and related actions are:

- Address the City's housing supply needs by providing a diversity of housing opportunities;
- Transform the Carroll Canyon mining site into a place to live, work, play, and visit;
- Provide compact infill residential and commercial uses to support a walkable neighborhood with access to services and transit;
- Incorporate a transit-oriented mix of uses – including a diversity of homes, shops, and businesses – within well-defined, compact neighborhoods in accordance with and support of the Mira Mesa Community Plan/Carroll Canyon Master Plan Element and the General Plan City of Villages Strategy;
- Enhance and expand Carroll Canyon Creek as an open space corridor within an urban development, with an expansive park setting that offers a multitude of park experiences;
- Establish a system of parks and open spaces within the Stone Creek project that are linked by recreational trails;
- Create a connected trail system for additional public recreational opportunities;
- Establish a prominent, mixed-use village center as a distinctive community focal point;
- Encourage walkability by locating convenient amenities near homes and businesses;
- Provide a variety of parks, streets, and piazzas which draw people outdoors;
- Construct and maintain a multimodal circulation system for vehicles, bicycles, and pedestrians to enhance accessibility and support active transportation and public transit use;
- Accommodate a variety of transportation needs within a pedestrian-friendly, TOD whose network of streets and walkways allows multiple direct routes for vehicles, bicycles, and pedestrians;
- Reserve a 35-foot transit corridor within the Stone Creek project for use by a future transit system along Carroll Canyon Road and locate transit stops so as to encourage public transit use;

- Implement construction of a portion of Carroll Canyon Road and Maya Linda Road, and improvements to Camino Ruiz;
- Improve emergency access and enhance egress routes on- and off-site;
- Enhance employment opportunities for the City of San Diego, Mira Mesa Community, and Stone Creek residents with newly created commercial, office, business park, light industrial and high technology spaces; and
- Design and develop a project that makes maximum use of land while respecting Carroll Canyon Creek and the community context in which development occurs.

Based on the analysis contained in Section 5.0 of this EIR, the project could result in potential direct and cumulative impacts associated with Transportation/Circulation; direct and cumulative impacts in the near-term relative to Air Quality; and direct impacts associated with Noise and Geologic Conditions. Mitigation measures have been identified which would reduce all impacts to below a level of significance for all significant impacts, with the exception of Transportation/Circulation and Air Quality. The alternatives identified in this analysis have been developed in order to further reduce or avoid significant environmental impacts associated with the project.

In accordance with Section 15126.6(c) of the State CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives that were considered and rejected are also identified.

10.1 ALTERNATIVES CONSIDERED BUT REJECTED

The following alternatives were considered for the project. These alternatives were rejected from further consideration as none of the alternatives would meet the project objectives.

10.1.1 Alternative Locations

CUP/Reclamation Plan Amendment

Consideration was also given to alternative sites located in other cities or the County that would provide for sand and gravel mining. The Carroll Canyon mining site in Mira Mesa is the last remaining sand and gravel mine in the City of San Diego. Consideration was also given to locations within San Diego County where resource mining could occur. The project applicant does not own other sand and gravel mining sites in San Diego County. Therefore, there are no other properties that would be available for mining of resources within the City.

Stone Creek Project

The project proposes an integrated mixed-use project on approximately 293 acres within the Mira Mesa community. There are no other areas within Mira Mesa or adjacent communities of sufficient size that could develop in a manner similar to that proposed by the Stone Creek project.

There is one other existing sand and gravel site in the City of San Diego, the Superior Ready Mix site located in Mission Gorge, that is suitable for development similar to that proposed by the Stone Creek project. A Master Plan is in process for the Superior Ready Mix site, which shows that property for proposed development of housing and a mix of retail and commercial uses once mining resources have been depleted and reclamation has occurred. The Superior Ready Mix site does not benefit from the same level of planned transit infrastructure that would serve the Stone Creek project site. In addition, the Superior Ready Mix site is pursuing entitlements for future development to a mix of uses, making acquisition of the property beyond the financial resources of the owners of the Stone Creek project site.

Consideration was also given to alternative sites located in other cities or the County for a similar development. The City's General Plan City of Villages strategy is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The General Plan shows that project site is located within a Multiple Use Area. The SANDAG Smart Growth Concept Map (Figure 5.1-4) identifies a potential Community Center on either side of Camino Ruiz at the future Carroll Canyon Road alignment, in the location of Stone Creek's proposed Village Center. SANDAG addresses the potential Community Center at the Stone Creek site as a TOD and an area where *an intensive mix of land uses relying heavily on the light rail transit or other transit forms to reduce automobile use*. The project requires a large land mass to aggregate the types and intensities of development to create the viable mix of uses that would form a successful neighborhood village and community center. Additionally, such a site must be accessible by public transit. While there are areas in other cities that remain undeveloped, many are constrained by sensitive biological resources, limiting development potential, do not share the same qualities as the project site with respect to transit, or are planned for other uses.

Additionally, in accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the project would be considered if *any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessens any of the significant effects of the project would need to be considered for inclusion in the EIR*. Moving the Stone Creek project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project's impact and could result in greater environmental effects. The Stone Creek project is proposed for a disturbed quarry site. The project site is centrally located within the City and the Mira Mesa community and is under one ownership. The site has easy access to public streets and freeways and would be served by planned transit as well as new transit stops provided by the project. Large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit. The project would result in significant unmitigated traffic impacts. Given traffic congestion in the City and County, traffic impacts from alternative sites would have the potential to result in similar impacts to circulation segments, intersections and freeways. Because of the project site's on-going mining activities, native vegetation remaining on the project site is minimal and of low quality. Additionally, no known historical resources are located on the project site. Development in other areas could result in greater impacts to higher quality biological resources and impacts to historical resources.

For these reasons, there are no other feasible alternative locations for the Stone Creek project as proposed.

10.1.2 Avoidance of Direct Traffic Impacts Associated with the Stone Creek Project Alternative

The proposed Stone Creek project would result in significant, unmitigated impacts to traffic and circulation, as discussed in Section 5.2, *Transportation/Circulation*, of this EIR. An Avoidance of Direct Traffic Impacts alternative was evaluated to determine the level of development that could occur and avoid any significant direct traffic impacts.

In order to avoid unmitigated traffic impacts, development under this alternative would result in less than two percent of the project – or 59,350 square feet of light industrial space. This would result in a total generation of 890 new daily driveway trips for the project under this alternative, with 98 AM peak hour trips and 106 PM peak hour trips. (See Table 10-1, *Avoidance of Direct Traffic Impacts Alternative – Trip Generation*.)

Due to the reduced number of trips associated with this alternative, the mix of land uses proposed by the project would not be feasible. Instead, approximately 59,350 square feet of light industrial development would occur on relative flat lots east and west of Camino Ruiz, as well as at the eastern end of the project site. Access would be provided by a series of Industrial Collector Streets off Camino Ruiz for lots located east and west of Camino Ruiz; for lots located in the eastern portion of the project site, access would be from Black Mountain Road and Maya Linda Road. The limited amount of development that could occur under this alternative would not generate funds needed to extend Carroll Canyon Road through the project site, widen Camino Ruiz, improve Maya Linda Road to connect with Carroll Canyon Road, enhance and restore Carroll Canyon Creek, or develop a neighborhood park, as required by the Mira Mesa Community Plan and as proposed by the project. Minimal improvements would be made to Carroll Canyon Creek in order to control urban runoff and avoid flooding.

Development of the project site under this alternative would avoid direct traffic impacts on circulation element roadways. However, this alternative would not be in conformance with the General Plan and SANDAG's Smart Growth Map, which envision an urban, high-density mixed-use development that would provide for a neighborhood center. Furthermore, while this alternative would provide development in accordance with one of the options recommended in the Carroll Canyon Master Plan Element of the Mira Mesa Community Plan, it would not provide for a mix of uses, housing, extensive parks and trails system, restoration and enhancement of Carroll Canyon Creek, or the mobility options envisioned by the Stone Creek project. A corridor for future transit could occur under this alternative; however, transit stations would not be constructed. This alternative does not provide for the ability to reduce trips by aligning residential, commercial office, and retail uses in a manner that facilitates walking and biking as transportation options; and this

alternative does not provide for an infill project that allows for higher density housing in proximity to public services, planned transit, and other urban amenities. Employment uses would be reduced.

This alternative would not meet the project objectives. Furthermore, it would not provide the level of development necessary to support construction of circulation element roads and community plan improvements, such as parks and the restored and enhanced Carroll Canyon Creek. Therefore, this alternative has been rejected from further evaluation.

10.1.3 No Project/No Build Alternative

No Project/No Build Alternative represents the circumstance under which no aspects of the project proceed. In other words, the No Project/No Build alternative represents *status quo*; no development, on-going mining, or associated impacts would occur. Additionally, the No Project/No Build alternative would not allow reclamation of the mining site, which is a requirement of SMARA and City ordinances pertaining to resource extraction and mining. This alternative would result in all cessation of all mining operations and would not result in any new development on the project site or required reclamation of the mined site.

Under the No Project/No Build Alternative, current conditions on the site would remain; and implementation of the Stone Creek Master Plan and associated removal of equipment, grading, revegetation, and monitoring and maintenance would not occur. On-going mining would not continue and reclamation following mining would not occur, as proposed by the CUP/Reclamation Plan Amendment. None of the impacts identified for the proposed Stone Creek project and the CUP/Reclamation Plan Amendment would result from implementation of the No Project/No Build Alternative.

The No Project/No Build alternative would result in a conflict with the current approvals. The 1981 CUP/Reclamation Plan would not be fulfilled. There would be no need to extend the existing permits to allow full depletion of on-site resources allowed by the Mira Mesa Community Plan: *Extensions to existing conditional use permits may be considered if they are necessary to fully extract the aggregate resources in Carroll Canyon*. Additionally, this alternative would not implement the *Requirements for Continued Mining Operations* included within the Carroll Canyon Master Plan Element of the Community Plan and would not implement other Community Plan goals and recommendations established for the Carroll Canyon Master Plan Element area of the community. This alternative would not provide right-of-way for future transit and would not allow for the construction/expansion of circulation element roadways through the project site as required by the Community Plan.

This alternative would not develop Carroll Canyon Creek as a project amenity, revegetated and enhanced as an east-west open space system; would not provide a 50-foot minimum buffer provided on each side of the creek channel: and would not include revegetation of the floodplain with riparian plant habitat nor provide the hydrological conditions necessary for maintenance of the

habitat. This alternative would not provide a detailed plan of the flood channel design including cross sections, surfacing and planting materials; and would not develop areas for public park use.

This alternative would not allow development in accordance with the General Plan's City of Villages Strategy. Additionally, SANDAG has identified the project area as a potential Community Center and recommends that the project site be developed as a TOD, *with an intensive mix of land uses relying heavily on light rail transit or other transit forms to reduce automobile use.* Smart growth development envisioned by SANDAG would not occur under this alternative.

Most important, the No Project/No Build Alternative is not a feasible alternative since it would not allow for required implementation of the State Mining and Reclamation Act, as well as Municipal Code Section 141.1004. Because this alternative cannot be legally implemented, it has been rejected from further analysis.

10.2 ALTERNATIVES CONSIDERED

Alternatives to the Stone Creek project are considered and discussed in this section. These include the "No Project" alternative that is mandated by CEQA and other alternatives that were developed in the course of project planning and environmental review for the project.

Specifically, the following project alternatives are addressed in this EIR:

- Alternative 1 – No Project/Development Under Existing Approvals
- Alternative 2 – Industrial Park Alternative
- Alternative 3 – Reduced Development Alternative

Relative to the requirement to address a "No Project" alternative, CEQA Guidelines Section 15126.6(e) states that:

> *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future.*
>
> *If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.*

For the Stone Creek project, as addressed in Section 10.1.4, the No Project/No Build Alternative represents the circumstance under which no aspects of the project proceed, including reclamation of the mining site as required by the State Mining and Reclamation Act and City ordinances. The No Project/No Build alternative cannot be legally implemented and has, therefore, been rejected from analysis in this EIR. Thus, for purposes of satisfying CEQA's requirement for a No Project alternative,

the No Project/Development Under Existing Approvals alternative is addressed in Section 10.2.2, below, and represents the circumstances where no redevelopment of the project site would occur and mining under the existing Conditional Use Permit, as well as ultimate reclamation of the site in accordance with State and local regulations, would continue. In other words, if the proposed Stone Creek Master Plan and associated actions do not go forward, the existing mining operation as described in Section 2.4, *Existing Site Conditions*, of this EIR would continue.

10.2.1 Alternatives Analysis

The impacts of each alternative are analyzed in this section of the EIR. The review of alternatives includes an evaluation to determine if any specific environmental characteristic would have an effect that is "substantially less" than the project. A significant effect is defined in Section 15382 of the CEQA Guidelines as *a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*. As presented in Section 5.0, *Environmental Analysis*, this EIR has determined that the project could have potential significant secondary impacts associated with Land Use (Transportation/Circulation, Noise); potential direct and cumulative impacts associated with Transportation/Circulation and near-term Air Quality; and direct impacts associated with Noise and Geologic Conditions. All other environmental issue areas were found not to result in significant impacts.

The discussion of project alternatives in this section provides:

- A description of the alternative considered;
- The identification of the impacts of the alternative;
- A comparative analysis of the impacts of the alternative under consideration and the project. The focus of this comparative analysis is to determine if the alternative is capable of eliminating or substantially reducing the significant environmental effects of the project;
- An analysis of whether the alternatives are feasible (as defined by State CEQA Guidelines, Section 15364), meets the objectives of the project (described in Section 3.0 of this EIR).

Table 10-2, *Comparison of Alternatives to Project*, presented at the end of this section provides a comparison of environmental issues for all alternatives analyzed in this section.

10.2.2 Alternative 1 – No Project/Development Under Existing Approvals

The 1981 CUP has been in effect on the project site since 1981. Because the project site is functioning under the 1981 CUP, the No Project/Development Under Existing Approvals alternative would be the continued mining and extraction operation under the 1981 CUP until resources are depleted, with phased implementation of the 1981 Reclamation Plan. This alternative would not result in any new development on the project site.

The project site is composed of two large sections, divided by Camino Ruiz. The eastern area is currently used for on-going aggregate processing, stockpiling, loading, and the manufacture of

ready-mix concrete and hot mix asphalt. Additionally, this area currently provides the primary ingress and egress for trucks and administrative staff and contains an office consisting of a modular building located at the eastern end of the property with access off Black Mountain Road. The western portion of the property is actively mined; aggregate is extracted, loaded, and conveyed via a tunnel to a primary crusher located on the facilities in the eastern portion of the site.

Once mining operations have ceased on the property, the site would be reclaimed in accordance with 1981 Reclamation Plan. The 1981 Reclamation Plan requires the walls of the excavated areas to be tapered as a terraced slope with a gradient of 2:1 with slopes up to 112 feet in height. When resource materials are depleted, the sand and gravel related processing facilities would be dismantled and removed from the property. The base of the reclaimed site would be relatively flat, ranging from 300 to 320 feet AMSL in the western portion of the site and 350 to 410 feet AMSL in the eastern portion of the site (see Figure 2-4, *1981 Reclamation Plan*).

Because the 1981 CUP/Reclamation Plan has expired, a new termination date would be required to allow depletion of mining on the project site and implementation of the 1981 Reclamation Plan.

ENVIRONMENTAL ANALYSIS

Land Use

The No Project/Development Under Existing Approvals alternative would not result in conflicts with adopted land use plans, policies, or ordinances, as this alternative would be consistent with aspects of the Community Plan and the Land Development Code relative to on-going mining and reclamation. A resource extraction operation is occurring on the project site in accordance with the 1981 CUP/Reclamation Plan.

The No Project/Development Under Existing Approvals alternative would not result in a conflict with the current approvals. According to the Mira Mesa Community Plan, *Extensions to existing conditional use permits may be considered if they are necessary to fully extract the aggregate resources in Carroll Canyon*. Additionally, this alternative would implement the *Requirements for Continued Mining Operations* included within the Carroll Canyon Master Plan Element of the Community Plan. Specifically, this alternative would incorporate the following:

- *Plans should include the planting and seeding of recontoured hillside areas with trees, shrubs and grasses which can be expected to exist on their own once established. Supplementary watering of plant materials and grass areas will be necessary to achieve establishment. The planting pattern and densities should be in keeping with the natural growth on adjacent unmined lands.*
- *Variable slope ratios (horizontal and vertical) should be applied over reclaimed surfaces to more closely resemble natural hillsides.*
- *Control of erosion of the reclaimed surface from natural runoff of storm waters or other water sources should be instituted.*

- *Reclamation plans should include a provision for an open space corridor in Carroll Canyon.*

The No Project/Development Under Existing Approvals alternative would not implement other Community Plan goals and recommendations established for the Carroll Canyon Master Plan Element area of the community. Specifically, the Mira Mesa Community Plan calls for the project site to be developed as:

a. *A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use; or*
b. *A more conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area should also be provided.*

This alternative would not provide right-of-way for future transit. While this alternative would include a provision for an open space corridor in Carroll Canyon, it would not develop Carroll Canyon Creek as a project amenity, revegetated and enhanced as an east-west open space system and would not provide a 50-foot minimum buffer provided on each side of the creek channel. The open space corridor within Carroll Canyon provided by this alternative would control runoff and contain flows for Carroll Canyon Creek, but it would not include revegetation of the floodplain with riparian plant habitat nor provide the hydrological conditions necessary for maintenance of the habitat. This alternative would not provide a detailed plan of the flood channel design including cross sections, surfacing and planting materials; and would not develop areas for public park use.

As addressed in Section 5.1, *Land Use*, the General Plan identifies the project site as a *low-medium to high village propensity* area. This alternative would not allow development in accordance with the General Plan's City of Villages Strategy. Additionally, SANDAG has identified the project area as a potential Community Center and recommends that the project site be developed as a TOD, *with an intensive mix of land uses relying heavily on light rail transit or other transit forms to reduce automobile use.* Smart growth development envisioned by SANDAG would not occur under this alternative.

Thus, although this alternative would not be directly in conflict with the Mira Mesa Community Plan and would be in compliance with City regulations regarding mining and reclamation, it would not fulfill the long-range planning goals for the community, the City, and the region. In this manner, the No Project/Development Under Existing Approvals alternative would be considered to result in greater land use impacts than the project.

Transportation/Circulation

As shown in Table 5.2-2, *Mining Operations – Existing Trip Generation*, the existing mining operations generate 5,100 ADT with 210 inbound and 164 outbound trips occurring in the AM peak hour and 13 inbound and 25 outbound trips occurring in the PM peak hour. Impacts relative to traffic generation would be regarded as less under this alternative when compared with the project.

Relative to other transportation and circulation impacts, the No Project/Development Under the Existing Approvals alternative would not complete circulation element roadways, including the extension of Carroll Canyon Road through the project site to connect Camino Ruiz with Black Mountain Road, widening of Camino Ruiz, extending Maya Linda Road from Black Mountain to Carroll Canyon Road, and associated bike lanes. This alternative would not provide for a reserved right-of-way to serve future transit. Additionally, this alternative would not be consistent with the Mira Mesa Community Plan and General Plan, resulting in additional impacts associated with land use that would not occur under the project.

Visual Effects and Neighborhood Character

The No Project/Development Under Existing Approvals alternative would result in continued views of the on-going mining operations until mining operations cease. The mined and reclaimed site would not be replaced with an urban development. Instead, reclamation would occur in a phased manner once resources are depleted. The 1981 Reclamation Plan would leave the site as two large pads divided by Camino Ruiz and rimmed by mined slopes up to 112 feet in height in some areas. The eastern pad (east of Camino Ruiz) would be relatively flat, whereas the western pad (west of Camino Ruiz) would slope up towards the northwest. (See Figure 2-4, *1981 Reclamation Plan*). The undeveloped landscape and industrial structures that support mining operations would be visible until mining ceases. Following cessation of mining and reclamation, views would be of the reclaimed site. Urban development occurs around the mining site. Under this alternative, the majority of the project site would be hydroseeded, as shown in Figure 2-4, *1981 Reclamation Plan*, and left as a large undeveloped pad. Mined slopes rimming the site would also be hydroseeded, with trees and shrubs planted along the west, north, and east property borders. The ultimate reclaimed site would contrast with the existing urbanized neighborhood character of the surrounding community and could be regarded as resulting in negative visual quality and community character impacts when compared with the project. Impacts to visual effects and neighborhood character would be greater under this alternative.

Biological Resources

The No Project/Development Under Existing Approvals alternative would result in impacts to biological resources associated with implementation of the approved 1981 CUP/Reclamation Plan. Specifically, the 1981 CUP/Reclamation Plan would impact 5.25 acres of Federal and State Jurisdictional Waters. Impacts would be mitigated through creation of 10.50 acres of wetland habitats. The 1981 Reclamation Plan would re-align Carroll Canyon Creek to along the southern property boundary and would result in impacts to wetlands. In order for the 1981 Reclamation Plan to proceed as approved, permits from California Department of Fish and Wildlife, as well as U.S. Army Corps of Engineers, would be required. The project would not result in significant impacts to biological resources. Therefore, the No Project/Development Under Existing Approvals alternative would result in greater impacts to biological resources than what would occur with the project.

Noise

The existing noise levels generated by the on-going mining operations would continue under this alternative. During mining and reclamation operations, noise associated with truck traffic would continue. Because reclamation noise levels would be no more than existing noise levels, reclamation noise impacts to off-site receivers would be less than significant. Once reclamation is complete and the site has been revegetated, there would be no on-site noise-generating source. Ambient noise levels on-site and in the project vicinity would be less than the existing condition. Noise impacts under this alternative would be less than with the project, because no development would occur and no new traffic would be added that could generate noise impacts on new development.

Air Quality

Under the No Project/Development Under Existing Approvals alternative, air emissions associated with the mining operations and concrete and asphalt plant would continue until mining and reclamation are complete. The existing operations occurring at the project site are permitted by the San Diego Air Pollution Control District and would continue to be permitted under this alternative. Since no development would occur, the No Project/Development Under Existing Approvals alternative would not result in emissions from grading and construction activities, or from project traffic, landscaping, and energy use. This alternative would result in less carbon monoxide, nitrous oxide, reactive organic compounds, and sulfur oxide emissions as compared to the project. The No Project/Development Under Existing Approvals alternative would result in the continuation of truck traffic and air emissions associated with continued mining operations on the site. Once mining operations are complete and reclamation has occurred, no source or operational air quality impacts would occur, as the site would remain undeveloped under this alternative. Air quality impacts would be considered less than the project under this alternative.

Greenhouse Gas Emissions

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 would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts associated with GHG emissions would therefore be less than significant as with the project.

Under the No Project/Development Under Existing Approvals alternative, emissions would be associated with on-going mining and ultimate reclamation activities. Under this alternative, mining of the project site would continue in the same manner as occurs today. No new construction would occur. As a result, no new emissions would be generated. Impacts relative to GHG emissions would be less under this alternative as no new development and emissions would be generated.

Energy

The current on-going mining operations are served by existing SDG&E utilities. No changes would be required for this alternative; energy use would remain essentially the same as it is today. The existing mining operation does not consume excessive amounts of energy, and reclamation of the

project would not substantially affect energy use. Significant impacts to energy would not result from the implementation of the 1981 CUP/Reclamation Plan. Less energy use would be associated with this alternative than the project; therefore, impacts to energy would be considered less when compared to the project.

Geologic Conditions

The on-going mining operations and related facilities that currently occur at the project site would continue under the No Project/Development Under Existing Approvals alternative. As stated Section 5.9, *Geologic Conditions*, of this EIR, the dominant geologic unit underlying the project site is the Stadium Conglomerate, a mix of sand, gravel, and cobble-size particles. Very Old Paralic Deposits, also a sand/gravel/cobble mix, occurs as a mantle over the Stadium Conglomerate and may also be well-cemented in places. East of Camino Ruiz, the project site exhibits scattered undocumented fill areas, several backfilled excavations, and former settling ponds. An active settling pond currently exists near the northeast corner of the site. These areas have been previously identified and evaluated.

This alternative would result in continued mining on the project site; and ultimate reclamation would occur in a manner consistent with local, State, and Federal regulations for mining operations. When compared to the project, this alternative would result in less impacts to geologic conditions relative to seismic events, as no development would be associated with the 1981 CUP/Reclamation Plan. With regards to reclamation grading, groundwater may be encountered where deep removals are undertaken, resulting in a less than significant impact; similar to the project, standard practices would be required to address groundwater.

Hydrology

The No Project/Development Under Existing Approvals alternative would not result in modifications to the existing site hydrology. Under existing conditions, Carroll Canyon Creek is intercepted by an existing 24-inch, 66-inch, and 12-foot storm drain system located at the southeast corner of the site, heading west through the designed creek. The area west of Camino Ruiz is approximately 92 acres and generally slopes from all around the existing mining pit to the mid-southerly edge. A small area at the southern portion of the project site discharges southerly towards Carroll Canyon Creek. The area east of Camino Ruiz is approximately 195 acres and generally slopes from northeast to southwest. Grades in this area continually change due to on-going mining.

Storm water runoff from off-site areas enters the project site along and east of Camino Ruiz. On the northerly side, an existing 42-inch RCP, 18-inch ACP, 24-inch ACP, and 30-inch ACP outlet into the site. On the easterly side of the site, paralleling Black Mountain Road, a 96-inch CIP and 66-inch RCP enter the site. The 66-inch RCP flows into the creek at the southerly part of the site.

The 1981 CUP/Reclamation Plan, which represent the No Project/Development Under Existing Approvals alternative, currently operate under an approved SWPPP consisting of BMPs to address

short-term storm water pollution impacts related to sediment discharges during mining activities. The implementation of the 1981 Reclamation Plan would not change the baseline condition for the site. Therefore, the No Project/Development Under Existing Approvals alternative would not result in significant impacts to hydrology.

Water Quality

The No Project/Development Under Existing Approvals alternative would result in the continued sand and gravel extraction activities on the project site and ultimate implementation of the 1981 Reclamation Plan. Under the No Project/Development Under Existing Approvals alternative, the site is characterized by mass graded slopes and several retention basins to control storm water and drainage. The existing on-site uses implement required BMPs and are in compliance with the San Diego Regional Water Resources Control Board's (NPDES) General Permit No. 2001-01 as amended. The No Project/Development Under Existing Approvals alternative would not result in an increase in impervious surfaces. Runoff would continue to be controlled by on-site facilities. It is not anticipated that significant impacts to water quality would occur.

Mineral Resources

The No Project/Development Under Existing Approvals alternative would have a similar effect on mineral resources as the project, as both the No Project/Development Under Existing Approvals alternative and the project would mine resources to depletion. No impacts would result, and no mitigation measures would be required.

Health and Safety

The No Project/Development Under Existing Approvals alternative would avoid subjecting sensitive receptors to potential health and safety risks, as no land uses other than resource extraction would occur on the site. Land use concerns associated with locating new residential development proximate to industrial land uses would not occur, although resource extraction and the asphalt and concrete plants would remain where existing residential development occurs in nearby areas. No potential impacts associated with wildland fires would occur as mining operations continue, as the project site would remain essentially void of vegetation. Impacts associated with wildland fires would also not occur following reclamation, when slopes have been revegetated, because no development would occur on the site under this alternative. Therefore, continuing the existing operations, as would be the case under the No Project/Development Under Existing Approvals alternative, would result in an insignificant level of risk.

Public Services and Facilities

The No Project/Development Under Existing Approvals alternative would not affect public services and facilities. This alternative would not increase the use of parks and libraries and would not generate a population that would use local schools and parks. Impacts to public services and facilities would be considered less under this alternative than the project, because this alternative would not generate a population base that would be served by public facilities.

Public Utilities

The No Project/Development Under Existing Approvals alternative would not affect public facilities. Sewer, water, gas and electric services would continue to be provided as they are today. The No Project/Development Under Existing Approvals alternative would avoid significant impacts to landfills, as increased waste generation would not occur.

Cumulative Effects

The No Project/Development Under Existing Approvals alternative would not result in a considerable contribution to cumulative impacts. While traffic would be generated by this alternative, which would contribute to air quality, noise, and greenhouse gas emissions, the cumulative impact would not be significant, as no new emissions would be generated.

EVALUATION OF ALTERNATIVE

The No Project/Development Under Existing Approvals alternative would avoid or reduce some impacts associated with the project. However, this alternative also has the potential to create or increase impacts when compared to the project as discussed below.

Although the No Project/Development Under Existing Approvals alternative would be consistent with the Community Plan's requirement for resource extraction activities and would be in conformance with City and State regulations regarding mining and reclamation, this alternative would not provide for a multiple use development on the site called for in the Community Plan, by the General Plan, and as recommended by SANDAG's Smart Growth policies. Furthermore, this alternative would not result in circulation improvements nor provide for public park space called for in the Mira Mesa Community Plan; would not develop Carroll Canyon Creek as a project amenity, revegetated and enhanced as an east-west open space system; and would not provide a 50-foot minimum buffer on each side of the creek channel, as required by the Carroll Canyon Master Plan Element. The open space corridor within Carroll Canyon provided by this alternative would control runoff and contain flows for Carroll Canyon Creek, but it would not revegetate the floodplain with riparian plant habitat nor provide the hydrological conditions necessary for maintenance of the habitat. The No Project/Development Under Existing Approvals alternative would not result in traffic impacts in the community. This alternative would result in impacts to biological resources, as it would impact wetlands and mitigation would be required. This alternative would not result in significant impacts associated with seismic risk, as no development would occur under this alternative; impacts relative to geologic conditions associated with groundwater would be less than significant, similar to the project.

Under this alternative, the majority of the project site would be hydroseeded, as shown in Figure 2-4, *1981 Reclamation Plan*, and left as a large undeveloped pad. Mined slopes rimming the site would also be hydroseeded, with trees and shrubs planted along the west, north, and east property borders. Relative to visual effects and neighborhood character, impacts associated with this alternative would be considered greater than the project, because this alternative would not provide

for the integrated mixed-use development and re-use of the project site in a manner that would be aesthetically superior and fit with the surrounding developed community.

Relative to air quality and greenhouse gas emissions, this alternative would result in less air pollutants and generation of greenhouse gases than the project because there would not be an increase in traffic. Similarly, noise impacts associated with the increase in traffic resulting from the Stone Creek project would not occur. Because of the low intensity of use under this alternative, less energy would be used; and there would be less impacts to public services and facilities, public utilities and health and safety, because no development would occur.

Relative to other issue areas, this alternative would result in a similar level of impact as the project. For example, hydrology and water quality effects of this alternative would be avoided through implementation of BMPs, similar to the project. Relative to mineral resources, both this alternative and the Stone Creek project would mine resources to depletion.

This alternative would meet project objectives associated with mining and reclamation but would not meet any of the project's objectives associated with redevelopment of the site with a mixed-use, transit-oriented project. Specifically, the No Project/Development Under Existing Approvals alternative would meet the following project objective:

- Continued extraction, processing, and storage of construction aggregate as allowed by CUP 10-315-2. The current/proposed limits of mining (aggregate extraction) are depicted on Figure 3-1, *Proposed CUP Amendment*;
- Continued manufacture, production, processing, and storage of asphaltic concrete, Portland cement concrete, concrete products, and clay products allowed by CUP 10-315-2;
- Continued sale and distribution by truck or other conveyance of those items listed above as allowed by CUP 10-315-2;
- Continued presence and use of off-street parking allowed by CUP 10-315-2;
- Continued presence and use of structures, machinery, equipment, and facilities incidental to the uses described above as allowed by CUP 10-315-2;
- Reclaim the mined land in a manner that is adaptable for anticipated end use of the site;
- Reclaim the mined land by grading to the contours shown on the proposed Reclamation Plan Amendment as depicted on Figure 3-2, *Proposed Adjusted Reclamation Plan Amendment;*
- Remove unsuitable materials, including deleterious materials and non-engineered or undocumented fill soil;
- Fill soil placement and compaction in accordance with good engineering practice and in accordance with City standards;
- Stabilize reclaimed fill slopes with a gradient not to exceed 2:1 (horizontal:vertical) to allow for successful re-vegetation;
- Realign and rehabilitate Carroll Canyon Creek;
- Re-vegetate mined land in accordance with the currently proposed Reclamation Plan Amendment landscape plan; and

- Comply with the San Diego Regional Water Quality Control Board requirements and stormwater regulations.

10.2.3 Alternative 2 - Industrial Park Alternative

The Carroll Canyon Master Plan Element of the Mira Mesa Community Plan identifies two land use options for the project site:

a. A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use; or
b. A more conventional development scenario with the predominant use being industrial/business parks. Commercial uses that provide convenience services to employees and residents within the community service area should also be provided.

The project proposes development of the project site in accordance with option "a" and is analyzed in this EIR. Development of the project site with solely industrial/business park uses is addressed in this alternative.

Under the Industrial Park alternative, it is assumed that light industrial uses would occur on-site in the form of individual lot development or as congregated lots that would develop as an industrial park "campus." The Industrial Park alternative would involve the construction of approximately 1,985,000 square feet of light industrial space, with approximately 707,000 square feet occurring west of Camino Ruiz and approximately 1,278,000 square feet occurring east of Camino Ruiz. Development would occur as two-story, single- or multi-tenant buildings. All parking would be in surface parking lots, as is traditional for industrial parks. Architecture for this alternative would be similar to industrial parks located to the south and east of the project site; and landscaping would occur in accordance with the City's landscaping ordinance, ensuring that this alternative would result in an aesthetically pleasing architecture and design. The project site would require rezoning to an industrial zone to accommodate light industrial development. Additionally, consistent with the Community Plan, this alternative would include a Master Plan that would provide design guidelines and development regulations for development of the light industrial lots.

Like the project, this alternative would include an amendment to the 1981 CUP /Reclamation Plan to extend mining and allow reclamation as mining is completed on the project site. Reclamation of the site would occur in a manner like that proposed by the Reclamation Plan Amendment. Development under this alternative would be phased to coincide with completion of mining. However, given the amount of light industrial space that could occur under this alternative and depending on market demand, this alternative may take longer to build-out. The landform under this alternative would be the same as that associated with the VTM for the Stone Creek project. However, large lots would be provided to allow for light industrial development.

Required improvements to circulation element roads would also occur under this alternative. In order to serve the industrial lots created and because driveway access would not be allowed on

Camino Ruiz and Carroll Canyon Road due to the street classifications for those roadways, this alternative would require an internal street network designed to City street standards with sidewalks and bike lanes that would connect to Camino Ruiz, Carroll Canyon Road, and Maya Linda Road. The street network would be comprised of local streets and industrial collector streets.

This alternative would also re-align, restore, and revegetate Carroll Canyon Creek and would provide for trails along the restored creek, as required by the Community Plan and the Carroll Canyon Master Plan Element of the Community Plan. Additionally, this alternative would provide for the following requirements as presented as recommendations for the Carroll Canyon Master Plan Element area of the Mira Mesa Community Plan:

- Reservation for the future transit.
- Carroll Canyon Creek developed as a project amenity and revegetated and enhanced as an east-west open space system.
- A creek channel varying in width using 200 feet as a minimum standard.
- A 50-foot minimum buffer provided on each side of the creek channel.
- A landscaped buffer, with a minimum width of 50 feet provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.
- Landscaped medians and noncontiguous sidewalks included in street designs.
- A street tree program, establishing a landscape theme compatible with the restored riparian areas.
- Because Carroll Canyon development generally would be below the elevation of adjacent neighborhoods, rooftops designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.

This alternative would not include any population-based parks or pocket parks, as no residential development generating park needs would occur under this alternative. This alternative would also not provide for an expansive trail system to include a rim trail. Individual industrial developments may develop small pocket parks or fitness trails for employees, but a project-wide integrated park and trail system would not be provided for this alternative.

ENVIRONMENTAL ANALYSIS

Land Use

The Industrial Park alternative would not result in conflicts with adopted land use plans, policies, or ordinances, as this alternative would be consistent with aspects of the Community Plan. Additionally, this alternative would implement other requirements for the Carroll Canyon Master Plan Element area called for by the Community Plan, such as:

- Reserve a right-of-way for the future transit.
- Carroll Canyon Creek developed as a project amenity and revegetated and enhanced as an east-west open space system.
- A creek channel varying in width using 200 feet as a minimum standard.
- A 50-foot minimum buffer provided on each side of the creek channel.
- A landscaped buffer, with a minimum width of 50 feet provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.
- Landscaped medians and noncontiguous sidewalks included in street designs.
- A street tree program, establishing a landscape theme compatible with the restored riparian areas.
- Because Carroll Canyon development generally would be below the elevation of adjacent neighborhoods, rooftops designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.
- Area for a 10-acre passive park, as required by the Community Plan (*Carroll Center Park*).

As addressed in Section 5.1, *Land Use*, the General Plan identifies the project site as a *low-medium to high village propensity* area. This alternative would not allow development in accordance with the General Plan's City of Villages Strategy. Additionally, SANDAG has identified the project area as a potential Community Center and recommends that the project site be developed as a TOD, *with an intensive mix of land uses relying heavily on light rail transit or other transit forms to reduce automobile use.* Smart growth development envisioned by SANDAG would not occur under this alternative. This alternative would be consistent with General Plan Economic Prosperity Element policies regarding job creation but would not fully implement policies related to creating a village development consistent with the City of Villages strategy. This alternative would not fulfill General Plan and SANDAG long-range planning goals of creating a mixed use in-fill development that provides housing, retail uses, and employment space to serve community, the City, and the region. However, such land use conflicts would not likely result in significant impacts beyond those associated with the project. Thus, like the project, the Industrial Park alternative would not result in significant land use impacts.

Transportation/Circulation

Table 10-2, *Industrial Park Alternative – Trip Generation*, shows the traffic that would be generated by the Industrial Park alternative in the near-term and build-out scenarios. Table 10-3, *Industrial Park Alternative Trip Generation Comparison*, provides a comparison of the traffic associated with the Industrial Park alternative and that resulting from the project.

Trips generated by the Industrial Park alternative would be the same as Phase 1 of the project, as both the alternative and project would develop 165,000 square feet of industrial use in this phase. In the Year 2030 scenario, the Industrial Park alternative would generate 19,280 less ADT but would increase AM peak hour "in" trips (an increase of 757 trips) and PM peak hour "out" trips (an increase of 173 trips in the PM peak hour).

Given that the same trip generation and same land use type would occur in Phase 1 for both the project and the Industrial Park alternative, the same significant direct impacts would occur under this alternative as with the project, and the same level of mitigation would be required. he Industrial Park alternative would result in significant cumulative impacts at the following intersections similar to the project, and mitigation would be required:

- I-805 Northbound Ramps / Vista Sorrento Parkway—*AM and PM peak periods*
- Scranton Road / Mira Mesa Boulevard—*AM and PM peak period*
- Westonhill Drive / Mira Mesa Boulevard—*AM peak period*
- I-15 Northbound Ramps / Mira Mesa Boulevard—*PM peak period*
- Maya Linda Road / Carroll Canyon Road—*AM and PM peak periods*
- Black Mountain Road / Carroll Canyon Road—*AM and PM peak periods*
- I-15 Southbound Ramps / Carroll Canyon Road—*AM and PM peak periods*
- I-15 Northbound Ramps / Carroll Canyon Road—*AM and PM peak periods*
- Camino Santa Fe / Miramar Road—*AM and PM peak periods*
- Kearny Villa Road / Miramar Road—*AM and PM peak periods*
- Camino Ruiz / Gold Coast Drive—*AM peak period*
- Camino Ruiz / Jade Coast Road—*AM and PM peak periods*
- Black Mountain Road / Hillery Drive—*AM peak period*
- Black Mountain Road / Carroll Centre Road—*PM peak period*
- SR 163 Southbound Ramps / Kearny Villa Road—*PM peak period*

This alternative would eliminate significant cumulative impacts at the following intersections that occur with the project:

- Camino Santa Fe / Mira Mesa Boulevard
- Camino Ruiz / Miramar Road
- SR 163 Northbound Ramps / Kearny Villa Road

The addition of project traffic is calculated to increase the V/C ratio on most street segments. Significant cumulative impacts associated with the project would remain along the following street segments and would require mitigation under this alternative:

- Gold Coast Drive, Camino Ruiz to Westonhill Drive
- Gold Coast Drive, Westonhill Drive to Black Mountain Road
- Carroll Canyon Road, West of Scranton Road
- Carroll Canyon Road, Black Mountain Road to I-15
- Carroll Canyon Road, I-15 to Businesspark Avenue
- Miralani Drive, Arjons Drive to Camino Ruiz
- Miramar Road, Nobel Drive to Eastgate Mall
- Miramar Road, Eastgate Mall to Camino Santa Fe
- Miramar Road, Camino Ruiz to Black Mountain Road

- Miramar Road, Kearny Villa Road to I-15
- Pomerado Road, I-15 to Willow Creek Road
- Black Mountain Road, Capricorn Way to Mira Mesa Boulevard
- Black Mountain Road, Maya Linda Road to Carroll Centre Road

The Industrial Park Alternative would result in the elimination of the following significant cumulative impacts to street segments that would occur with the project:

- Miramar Road, Black Mountain Road to Kearny Villa Road
- Pomerado Road, East of Willow Creek Road

The Industrial Park alternative would result in the same significant cumulative impacts as would occur with the project at the following freeway segments:

SR 163
- South of Kearny Villa Road, AM and PM peak periods

I-15
- North of Mira Mesa Boulevard, AM and PM peak periods
- Mira Mesa Boulevard to Carroll Canyon Road, AM peak period
- Carroll Canyon Road to Miramar Road, AM and PM peak periods
- Miramar Road to Miramar Way, AM and PM peak periods
- Miramar Way to SR 163, AM and PM peak period

Impacts associated with the project for the SR 163 North of Kearny Villa Road (AM and PM peak periods) freeway segment would be eliminated with the Industrial Park alternative.

As with the project, the following significant and unmitigated impacts would result from the Industrial Park alternative:

Direct Impacts
- I-15 Northbound Ramps / Carroll Canyon Road
- I-15 Southbound Ramps / Carroll Canyon Road

Cumulative Impacts

Street Segments
- Gold Coast Drive—Camino Ruiz to Westonhill Drive
- Gold Coast Drive—Westonhill Drive to Black Mountain Road
- Miralani Drive—Arjons Drive to Camino Ruiz
- Pomerado Road—I-15 to Willow Creek Road

Freeway Ramp Meters

- EB & WB Nobel Drive to SB I-805
- EB Mira Mesa Boulevard to NB I-15
- EB & WB Carroll Canyon Road to SB I-15
- EB & WB Carroll Canyon Road to NB I-15
- NB and SB Kearny Villa Road to SB SR 163

Freeway Segments

- SR 163 South of Kearny Villa Road
- I-15 between Mercy Road and Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Carroll Canyon Road
- I-15 between Carroll Canyon Road and Miramar Road
- I-15 between Miramar Road and Miramar Way
- I-15 between Miramar Way to SR 163

Because of the mix of land uses with the project, trip reductions are associated with the project due to transit opportunities and the proposed mix of uses. Under this alternative, the project site would develop with employment-base uses, and traffic generation would be the typical workday traffic, with employees entering the site in the morning and leaving in the evening. This alternative would not result in a mix of uses, where residents have the opportunity to live and work in the same community. This alternative would not provide retail commercial and restaurant uses at the project site at the same variety and quantity as the project. While the industrial development option of the Carroll Canyon Master Plan Element in the Mira Mesa Community Plan calls for commercial uses that provide convenience services to employees and residents in the community, these retail uses would not be of the community-serving level that would be provided in the Village Center and Westside Neighborhood and would likely be development-serving, such as those for the Eastside Neighborhood. Therefore, neighborhood trips to those services by employees would occur outside the community. Additionally, residents in the surrounding community would be less likely to use these retail components, due to the topographical difference between existing development and the Stone Creek site, as well as the hours these retail uses would keep in alignment with the typical workday/work week.

Relative to other transportation and circulation impacts, like the project, this alternative would complete circulation element roadways, including the extension of Carroll Canyon Road through the project site to connect Camino Ruiz with Black Mountain Road, widening of Camino Ruiz, and extending Maya Linda Road from Black Mountain Road to Carroll Canyon Road, and associated bike lanes. This alternative would provide for a reserved right-of-way to serve future transit.

While this alternative would result in less daily traffic than the project, traffic during peak commute periods would be increased. Significant unmitigated traffic impacts would be reduced but not all impacts would not be avoided. Similar to the project, mitigation measures would be required.

Visual Effects and Neighborhood Character

Like the project, the Industrial Park alternative would result in a substantial change in the visual nature of the project site. Under this alternative, the project site would be graded as shown in the Stone Creek VTM (Figure 3-23, *Stone Creek Vesting Tentative Map*). This alternative would result in development of traditional light industrial buildings, which would generally be two stories in height and flat roofed, with surface parking areas. The industrial buildings would resemble similar buildings in other industrial parks in Mira Mesa. Landscaping would be in accordance with the City's landscape regulations; therefore, industrial lots, parking lots, and public streets would be landscaped with trees, shrubs, and groundcover. As required by City ordinance, rooftop equipment (such that HVAC systems and other apparatus) would be screened from off-site residential views at higher elevations that rim the project site. Significant visual impacts are not anticipated under this alternative as with the project.

Relative to community character, like the Stone Creek project, this alternative would not result in significant impacts. Industrial development of the project site under this alternative would be similar in character to that which occurs to the east and south of the project site, therefore fitting in with the established character of the community. Residential neighborhoods occur to the north and west of the project site. Industrial development that could occur under this alternative would be located at substantially lower elevations than existing residential development and would be separated from that development by landscaped mined slopes. Therefore, like the project, significant impacts associated with community character would not result.

Biological Resources

For purposes of evaluating the Industrial Park alternative, it is assumed that Carroll Canyon Creek would be re-aligned in the same manner as with the project; and grading of the project site would occur in the same manner as proposed by the Stone Creek VTM. Therefore, the Industrial Park alternative would result in the same degree of no significant impacts to biological resources as would occur with the project.

Noise

The Industrial Park alternative would not result in significant impacts associated with noise. As shown in Table 5.5-4, *General Plan Land Use Noise Compatibility Guidelines*, industrial development is considered compatible with noise levels up to 75 dbA CNEL. Figure 5.5-4, *Areas Projected to Exceed 65 CNEL*, shows the resultant noise contours based on the Stone Creek project and its associated traffic volumes. As shown in Figure 5.5-4, no portions of the project site would experience noise levels greater than 70 CNEL as a result of the Stone Creek project. The Industrial Park alternative would generate less traffic volumes; therefore, noise levels would be lower than those anticipated with project traffic and would not exceed allowable noise levels for industrial development. This alternative would result in less noise impacts than the project.

Relative to construction noise, like the project, construction noise levels would be no greater than existing noise levels. Construction noise impacts to off-site receivers would be less than significant. This alternative would not include residential uses being constructed within the project. Thus, this alternative would avoid noise and vibration impacts associated with pile driving proximate to a residential use. Relative to pile driving noise and vibration, if pile driving occurs within 225 feet of a residential use, like the project, pile driving noise could result in a significant impact. Also like the project, vibration associated with pile-driving activities within 95 feet of existing structures could be a potentially significant construction impact. Mitigation measures like those required for the project would also be required for this alternative.

Air Quality

Under the Industrial Park alternative, air quality impacts associated with construction would be similar to that associated with the Stone Creek project, as the entire site would be graded and developed. Like the project significant unmitigated air quality impacts would occur. Relative to air quality impacts associated with operations (i.e., vehicle trips), emissions would be less.

This alternative would generate less project trips than the project and, therefore, would result in less vehicular emissions and associated air quality impacts than the project.

Greenhouse Gas Emissions

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 would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts associated with GHG emissions would therefore be less than significant with the project.

Similar to the project, development under the Industrial Park alternative would be required to demonstrate consistency with the City's CAP. Like the project, this alternative would not result in significant impacts to greenhouse gas emissions.

Energy

Like the Stone Creek project, the Industrial Park alternative would also not have a significant impact on energy. This alternative would also be required to meet current Title 24 standards. Additionally, although this alternative may not provide for all of the sustainable design features as the project, this alternative would be required to be consistent with the City's General Plan conservation and sustainability policies and the CAP, as well as applicable local, State, and Federal regulations. Nonetheless, neither the project nor the Industrial Park alternative would result in a significant impact relative to energy.

Geologic Conditions

This alternative would result in light industrial development of the project site. When compared to the Stone Creek project, this alternative would result in the same impacts to geologic conditions

relative to seismic events as the project. This alternative would require similar levels of fill as the Stone Creek project, and would require similar mitigation measures relative to settlement. Additionally, with regards to reclamation grading, groundwater may be encountered where deep removals are undertaken. Similar to the Stone Creek project, no significant environmental impacts would occur, and no mitigation measures would be required.

Hydrology

The Industrial Park alternative would result in the same modifications to the existing site hydrology as described in Section 5.11, *Hydrology.* This alternative would develop the project site with light industrial uses, including streets, infrastructure, and buildings. Development would occur in the same development area as the project, and a similar amount of impervious surfaces would occur as would with the project. Like the Stone Creek project, this alternative would require design in accordance with City storm water and hydromodification standards. Adherence to State and City Water Quality Standards would be assured through permit conditions. Therefore, like the Stone Creek project, significant impacts associated with an increase in impervious surfaces and associated runoff would not occur.

Water Quality

The Industrial Park alternative would result in the same level of impacts on water quality as the Stone Creek project. Like the Stone Creek project, this alternative would introduce impervious surfaces to the project site; and an increase in runoff beyond that which has been anticipated under existing project approvals would occur. The Industrial Park alternative would require compliance with the City's hydromodification and storm water control requirements to reduce peak runoff rates. Similar to the Stone Creek project, this alternative would also require that LIDs and BMPs be implemented to control and treat urban runoff. In so doing, this alternative would meet the State Regional Water Quality Control Board's requirements concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. Therefore, when compared with the Stone Creek project, this alternative would have the same level of impacts and would require similar water quality measures be implemented to preclude impacts associated with water quality.

Mineral Resources

The Industrial Park alternative would have a similar effect on mineral resources as the Stone Creek project, as both the Industrial Park alternative and the project would mine resources to depletion. No impacts would result, and no mitigation measures would be required.

Health and Safety

The Industrial Park alternative would avoid subjecting sensitive receptors to potential health and safety risks, as no residential land uses would occur on the site while mining is occurring. Land use concerns associated with locating new residential development proximate to industrial land uses would not occur, although resource extraction and the asphalt and concrete plants would remain

where existing residential development occurs in nearby areas. Because the entire project site would be developed with light industrial uses under this alternative, there is an increased potential of health risks associated with use and generation of toxic materials. Adherence to local, State, and Federal regulations regarding use and disposal of toxic materials would avoid the potential for significant impacts. Potential impacts associated with wildland fires would be avoided by implementing brush management measures similar to the project.

Public Services and Facilities

The Industrial Park alternative would have less demand on public services and facilities than the Stone Creek project. This alternative would not increase the use of parks and libraries and would not generate a population that would use local schools and parks, as those services are typically used in the neighborhoods where employees reside. Without the increase in student population anticipated with Stone Creek, there would not be the potential need for a future school; therefore, this alternative would not provide for the location of a potential school site in Stone Creek. Impacts to public services and facilities would be considered less under this alternative than the Stone Creek project, because this alternative would not generate a population base that would be served by public facilities.

Public Utilities

The Industrial Park alternative would have a similar effect on public facilities as the Stone Creek project. Connections to sewer, water, gas and electric services would be required to serve new industrial developments that could occur under this alternative. This alternative would require preparation of a WSA to determine that adequate water resources are available to serve development. However, water use would likely be less than that associated with the project; and, therefore, an adequate supply of water would be available to serve development under this alternative. Also, like the project, solid waste would be generated, requiring implementation of a waste management plan to avoid significant impacts to local landfills.

Cumulative Effects

Like the Stone Creek project, the Industrial Park alternative would contribute to cumulative impacts associated with air quality and traffic circulation. Additionally, this alternative's cumulative contribution to traffic circulation would be greater than the project's due to the increase in trips during peak commute hours.

EVALUATION OF ALTERNATIVE

For the most part, the Industrial Park alternative would result in impacts similar to the Stone Creek project. The Industrial Park alternative would be consistent with the Community Plan's option for developing the project site as *a more conventional development scenario with the predominant use being industrial/business parks*; however, this alternative would not provide for a multiple use development on the site as called for in the Community Plan, by the General Plan, and as recommended by SANDAG's Smart Growth policies. This alternative, like the project, would not

result in significant land use impacts.

In comparison to the Stone Creek project, the build-out of the Industrial Park alternative trip generation generates 19,280 less cumulative ADT, with 782 total cumulative trips in the AM peak hour and 1,416 total cumulative trips in the PM peak hour. This alternative would have the same level of impact as Phase 1 of the Stone Creek project as it would result in the same land use type (Industrial Park) and density (165,000 SF). The Industrial Park alternative would result in eliminating significant cumulative impacts at three intersections, two street segments, and one freeway segment. The Industrial Park alternative would result in the same level of impacts at freeway ramp meters as the Stone Creek project.

Relative to visual effects and neighborhood character, significant impacts would not occur; however, this alternative would not provide for the integrated mixed-use development and re-use of the project site. Relative to air quality, this alternative would result in less air pollutants than the project because there would be a decrease in overall traffic volumes. Air quality emissions associated with construction would be similar to the project, because the entire site would be grading and developed with buildings, roadways, and associated infrastructure. Greenhouse gas impacts would not occur with this alternative as this alternative would be required to be consistent with the CAP Consistency Checklist. Noise impacts would also not occur under this alternative, as light industrial development would be compatible with projected noise levels. Energy use and impacts associated with public utilities would be similar to the project under this alternative. However, fewer impacts to public services would be expected under this alternative because no residential development would occur.

Relative to other issue areas, this alternative would result in a similar level of impact as the Stone Creek project. Like the project, this alternative would not result in impacts to biological resources. Impacts relative to geologic conditions would be similar to the Stone Creek project. Like the Stone Creek project, impacts associated with hydrology and water quality effects of this alternative would be avoided through implementation of BMPs, similar to the project. This alternative would not result in significant impacts in the issue area of health and safety, similar to the project. Mineral resources under both this alternative and the project would mine resources to depletion.

This alternative would meet some of the project objectives associated with redevelopment of the project site and all of the project objective associated with mining and reclamation. Specifically, the Industrial Park alternative would meet the following project objectives:

- Continued extraction, processing, and storage of construction aggregate as allowed by CUP 10-315-2. The current/proposed limits of mining (aggregate extraction) are depicted on Figure 3-1, *Proposed CUP Amendment*;
- Continued manufacture, production, processing, and storage of asphaltic concrete, Portland cement concrete, concrete products, and clay products allowed by CUP 10-315-2;

- Continued sale and distribution by truck or other conveyance of those items listed above as allowed by CUP 10-315-2;
- Continued presence and use of off-street parking allowed by CUP 10-315-2;
- Continued presence and use of structures, machinery, equipment, and facilities incidental to the uses described above as allowed by CUP 10-315-2;
- Reclaim the mined land in a manner that is adaptable for anticipated end use of the site;
- Reclaim the mined land by grading to the contours shown on the proposed Reclamation Plan Amendment as depicted on Figure 3-2, *Proposed Adjusted Reclamation Plan Amendment;*
- Remove unsuitable materials, including deleterious materials and non-engineered or undocumented fill soil;
- Fill soil placement and compaction in accordance with good engineering practice and in accordance with City standards;
- Stabilize reclaimed fill slopes with a gradient not to exceed 2:1 (horizontal:vertical) to allow for successful re-vegetation;
- Realign and rehabilitate Carroll Canyon Creek;
- Re-vegetate mined land in accordance with the currently proposed Reclamation Plan Amendment landscape plan;
- Comply with the San Diego Regional Water Quality Control Board requirements and stormwater regulations;
- Reserve a 35-foot transit corridor within the Stone Creek project for use by a future transit system along Carroll Canyon Road and locate transit stops so as to encourage public transit use;
- Implement the construction of a portion of Carroll Canyon Road and Maya Linda Road, and improvements to Camino Ruiz; and
- Enhance employment opportunities for the City of San Diego, Mira Mesa Community, and Stone Creek residents with newly created commercial, office, business park, light industrial and high technology spaces.

10.2.4 Alternative 3 - Reduced Development Alternative

In order to reduce traffic impacts but still provide a variety of land uses on the site, a Reduced Development Alternative has been evaluated. The Reduced Development alternative would reflect a more traditional land use pattern, with land uses occurring as separate defined neighborhoods and not integrated as proposed by the project. Under this alternative, transit stations would be provided in accordance with the Community Plan; however, this alternative would not provide as great an intensification of land uses proximate to transit opportunities.

The differences between the project and this alternative would occur primarily in the Westside, Village Center, and Creekside Neighborhoods. For this alternative, no retail commercial development would occur in the Westside Neighborhood. Instead, that neighborhood would develop with all residential uses and would result in the same number of overall units assumed by the project for Westside Neighborhood; i.e., 2,725 multi-family units. Under this alternative, no

residential development would occur in the Village Center; rather, that neighborhood would develop solely as a commercial center for the project, with retail, office, and hotel uses. Where the project proposes residential units in Village Center sub-neighborhoods A, B, and C, this alternative would develop retail, office, and/or hotel uses in those areas. Additionally, the portion of the Village Center and piazza that occurs west of Camino Ruiz would become part of Westside Neighborhood to develop solely as residential use. In the Creekside Neighborhood, residential uses proposed in Creekside Neighborhood A along the Carroll Canyon Creek corridor would be replaced with high technology uses, changing the Creekside Neighborhood from a mix of residential and employment uses to solely employment uses. No change in the overall square footage for high technology uses would occur under this alternative; instead, the 300,000 square feet of high technology space would be spread out over the whole Creekside Neighborhood. Like the proposed project, this alternative would identify a potential school site within the Westside Neighborhood for SDUSD. The other neighborhoods within Stone Creek (Parkside and Eastside) would not change under this alternative.

This alternative would result in 1,720 fewer residential units and 24,000 square feet less commercial space, reducing the overall residential development from 4,445 units to 2,725 units and the overall commercial square footage from 174,000 square feet to 150,000 square feet. The following Land Use Summary table (Table 10-4) presents the land uses and development alternative for the Reduced Development Alternative.

Because residential development would be reduced under this alternative, less public park lands would be required. For a residential development intensity of 2,725 units and assuming a population generation rate of 2.48 persons per household this alternative would require 19.92 acres of public park lands (2.8 acres/1,000 population) compared to 30.87 acres required for the project. This alternative would not provide the park at Westside Gardens or other pocket parks but would spread residential development over the entirety of the Westside Neighborhood. Additionally, the four miles of rim trails, 3.87 acres of recreation would not be provided under this alternative. A trail connection into Stone Creek would occur at Westonhill Drive, as required by the Community Plan; but a second trail connection in the western portion of the project site at proposed Trailhead Park would not be provided. A neighborhood park like Stone Creek Central Park proposed for the project would occur under this alternative, albeit at a reduced size, which would satisfy this alternative's neighborhood park requirements. Carroll Canyon Creek would be restored and enhanced, as required by the Community Plan. Therefore, relative to public parks, trails, and open space, this alternative would provide population-based park land commensurate with what is required for the development of 2,725 multi-family residential units, a trail connection at Westonhill Drive, and a restored and enhanced Carroll Canyon Creek.

Relative to the overall design of the project, this alternative would implement a more conventional design pattern and architecture. This alternative would lack the integrated nature of a smart-growth project and instead would have single use land uses occurring in each neighborhood. The street network proposed for the project in the Westside Gardens and Village Center Neighborhoods would be replaced with a more standard circulation network of streets that meets City Street Design

Manual requirements and does not require deviations, with driveways and private drives providing access to blocks of residential buildings in the Westside Neighborhood and a more standard retail commercial center in the Village Center. While this alternative may include some quasi-public spaces within the commercial center, it would not include the expansive and connected piazzas as proposed by the project. Furthermore, this alternative would eliminate the pedestrian structures over Camino Ruiz and Carroll Canyon Road. Instead, pedestrian circulation would occur in a more traditional manner – by way of signalized sidewalk crossings at locations where cross streets intersect with Camino Ruiz and Carroll Canyon Road.

As required by the Community Plan, a Master Plan would be required for this alternative; the Master Plan would outline design standards and development regulations similar to the Stone Creek Master Plan. Like the project, this alternative would include an amendment to the 1981 CUP/Reclamation Plan to extend mining and allow reclamation. Reclamation of the site would occur in a manner like that proposed by the Reclamation Plan Amendment. Development under this alternative would occur over the same period as the project and as mining is completed on the project site. The landform under this alternative would be the same as that associated with the VTM for the project, with the exception of the grading for trails in the manufactured slopes.

This alternative would also re-align, restore, and revegetate Carroll Canyon Creek and would provide for trails along the restored creek, as required by the Community Plan. Additionally, this alternative would provide for the following requirements as presented as recommendations for the Carroll Canyon Master Plan Element area of the Mira Mesa Community Plan:

- Reserve a right-of-way for the future transit.
- Carroll Canyon Creek developed as a project amenity and revegetated and enhanced as an east-west open space system.
- A creek channel varying in width using 200 feet as a minimum standard.
- A 50-foot minimum buffer provided on each side of the creek channel.
- A landscaped buffer, with a minimum width of 50 feet provided between industrial uses and adjacent residential development immediately west of Camino Ruiz.
- Landscaped medians and noncontiguous sidewalks included in street designs.
- A street tree program, establishing a landscape theme compatible with the restored riparian areas.
- Because Carroll Canyon development generally would be below the elevation of adjacent neighborhoods, rooftops designed to minimize visual impacts when viewed from nearby residential areas and public rights-of-way.

ENVIRONMENTAL ANALYSIS

Land Use

As addressed in Section 5.1, *Land Use*, the General Plan identifies the project site as a *low-medium to high village propensity* area. This alternative would lack the integrated nature of a smart-growth, new urban village project and instead would have single-use land uses occurring in each separate neighborhood. All residential uses would occur in the Westside Neighborhood with no neighborhood-serving commercial uses. This alternative would not provide the park at Westside Gardens or other pocket parks but would spread residential development over the entirety of the Westside Neighborhood. Under this alternative, the Village Center would develop with only commercial office, retail, and hotel uses, and would not contain integrated residential uses. Residential uses proposed in Creekside Neighborhood A along the Carroll Canyon Creek corridor would be replaced with high technology uses, changing the Creekside Neighborhood from a mix of residential and employment uses to solely employment uses. As required by the Community Plan, a Master Plan would be required for this alternative. The Master Plan would outline the design standards and development regulations similar to that Stone Creek Master Plan. Rezones would be required for this alternative, as would be required for the project.

The Reduced Development alternative would locate employment uses at one end of the project and residential uses at the other and would not be within easy walking distance of each other. Therefore, this alternative would not be consistent with the General Plan's Strategic Framework Element's recommendations that housing opportunities be located within walking distance of employment opportunities. This alternative would provide for sidewalks and bicycle lanes to encourage pedestrian and bicycle travel, but would not have the intensive trail system proposed as part of the project. Because this alternative would be more conventional in its approach to land use types, it would not provide the diversity in building types within each plan area as proposed by the project, although a diversity in building types would exist across the project site as a whole. While this alternative contains a mix of commercial, employment, and housing opportunities, an integration of land uses would not occur, and the intensity of development would be reduced under this alternative.

While this alternative would provide a mix of uses, it would not provide the intensity of uses envisioned for a transit-oriented development. Therefore, this alternative would not be in accord with option "a" of the Carroll Canyon Master Plan Element of the Mira Mesa Community Plan: *A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use*. The Reduced Development alternative would reflect a more traditional land use pattern, with land uses occurring as separate defined neighborhoods and not integrated to the extent of the project. This alternative would not achieve City of Villages policies that call for transit-supportive density and design where such density can be adequately served by public facilities and services, to the extent of the project. Consistent with the Residential Land Use Element of the Community Plan, this alternative would provide for a variety of "for sale" and "for

rent" housing types. Less housing opportunities would occur under this alternative than with the project. This alternative would enhance and restore Carroll Canyon Creek and would construct Carroll Canyon Road and Maya Linda Road through the project site and would widen Camino Ruiz, as required by the Community Plan. This alternative would not provide for piazzas/overcrossing over Camino Ruiz and Carroll Canyon Road, requiring pedestrians and bicyclists to cross at-grade with these roadways. This alternative would include a transit corridor along Carroll Canyon Road for a future transit system planned by SANDAG, like the project.

Thus, although this alternative would not be in direct conflict with the General Plan or the Mira Mesa Community Plan, it would not fulfill the long-range planning goals for the community, the City, and the region to the extent of the project.

Transportation/Circulation

Table 10-4, *Reduced Development Alternative – Trip Generation*, shows the traffic that would be generated by the Reduced Development alternative in the near-term and build-out scenarios. Table 10-5, *Reduced Development Alternative Trip Generation* Comparison, provides a comparison of the traffic generated under the Reduced Development alternative compared with that resulting from the project.

Given that the same trip generation and same land use type for Phase 1 would occur with both the project and the Reduced Development alternative, the Reduced Development alternative would result in the same significant direct traffic impacts as the project in the near-term scenario.

In the build-out scenario, the Reduced Development alternative would result in significant cumulative impacts requiring mitigation at the following intersections where the project also results in significant cumulative impacts:

- I-805 Northbound Ramps / Vista Sorrento Parkway—AM and PM peak periods
- Scranton Road / Mira Mesa Boulevard—AM and PM peak period
- I-15 Northbound Ramps / Mira Mesa Boulevard—PM peak period
- Maya Linda Road / Carroll Canyon Road—AM and PM peak periods
- Black Mountain Road / Carroll Canyon Road—AM and PM peak periods
- I-15 Southbound Ramps / Carroll Canyon Road—AM and PM peak periods
- I-15 Northbound Ramps / Carroll Canyon Road—AM and PM peak periods
- Camino Santa Fe / Miramar Road—AM and PM peak periods
- Camino Ruiz / Miramar Road—AM peak period
- Kearny Villa Road / Miramar Road—AM and PM peak periods
- Camino Ruiz / Gold Coast Drive—AM peak period
- Camino Ruiz / Jade Coast Road—AM and PM peak periods
- Black Mountain Road / Hillery Drive—AM peak period
- Black Mountain Road / Carroll Centre Road—PM peak period

- SR 163 Southbound Ramps / Kearny Villa Road—PM peak period
- SR 163 Northbound Ramps / Kearny Villa Road—AM peak period

The following intersection impacts that would occur with the project would be eliminated in the Reduced Development alternative:

- Camino Santa Fe / Mira Mesa Boulevard
- Westonhill Drive / Mira Mesa Boulevard

The Reduced Development alternative would result in the same significant cumulative impacts to street segments, freeway ramp meters, and freeway segments as are associated with the project.

As with the project, the following significant and unmitigated impacts would result from the Reduced Development alternative:

Direct Impacts

- I-15 Northbound Ramps / Carroll Canyon Road
- I-15 Southbound Ramps / Carroll Canyon Road

Cumulative Impacts

Street Segments

- Gold Coast Drive—Camino Ruiz to Westonhill Drive
- Gold Coast Drive—Westonhill Drive to Black Mountain Road
- Miralani Drive—Arjons Drive to Camino Ruiz
- Pomerado Road—I-15 to Willow Creek Road
- Pomerado Road—East of Willow Creek Road

Freeway Ramp Meters

- EB & WB Nobel Drive to SB I-805
- EB Mira Mesa Boulevard to NB I-15
- EB & WB Carroll Canyon Road to SB I-15
- EB & WB Carroll Canyon Road to NB I-15
- NB and SB Kearny Villa Road to SB SR 163

Freeway Segments

- SR 163 North of Kearny Villa Road
- SR 163 South of Kearny Villa Road
- I-15 between Mercy Road and Mira Mesa Boulevard
- I-15 between Mira Mesa Boulevard and Carroll Canyon Road
- I-15 between Carroll Canyon Road and Miramar Road
- I-15 between Miramar Road and Miramar Way

- I-15 between Miramar Way to SR 163

Due to the mix of land uses proposed with the project, trip reductions would occur associated with transit opportunities. Under this alternative, the project site would develop with employment-base uses, and traffic generation would be the typical workday traffic, with employees entering the site in the morning and leaving in the evening. This alternative would not result in a mix of uses, where residents have the opportunity to live and work in the same community. This alternative would not provide retail commercial and restaurant uses intermingled throughout the project site, and neighborhood trips to those services by employees would occur outside the community.

Relative to other transportation and circulation impacts, this alternative would complete circulation element roadways, including the extension of Carroll Canyon Road through the project site to connect Camino Ruiz with Black Mountain Road, widening of Camino Ruiz, and extending Maya Linda Road from Black Mountain Road to Carroll Canyon Road, and associated bike lanes. This alternative would provide for a reserved right-of-way to serve future transit.

This alternative would generate fewer daily trips and fewer peak hour trips when compared with the project. However, traffic impacts would occur but to a lesser degree than the project.

Visual Effects and Neighborhood Character

Like the project, the Reduced Development alternative would result in a substantial change in the visual nature of the project site. Under this alternative, the project site would be graded in the same manner as the project. This alternative would result in development of a conventional land use pattern, with multi-family residential developments west of Camino Ruiz; commercial office, retail, and hotel uses in the Village Center just east of Camino Ruiz; and light industrial, business park, and high technology uses in the central and eastern portions of the project site. The industrial buildings would resemble similar buildings in other industrial parks in Mira Mesa. Landscaping would be in accordance with the City's landscape regulations; therefore, industrial lots, parking lots, and public streets would be landscaped with trees, shrubs, and groundcover. As required by City ordinance, rooftop equipment (such that HVAC systems and other apparatus) would be screened from off-site residential views at higher elevations that rim the project site.

Significant visual impacts would not result under the project or the Reduced Development alternative. As discussed in Section 5.3, above, the project would be designed with varied land uses, architecture, and rooftops. Although the land uses and architecture may not be as diverse as the project, under the Reduced Development alternative there would be variety in land uses and commensurate diversity in architecture to reflect the land uses. Rooftops may not be as varied as with the project, but rooftop equipment would be screened in compliance with City requirements. As such, both the project and the Reduced Development alternative would not result in significant visual impacts.

Relative to community character, like the project, this alternative would not result in significant impacts. Residential development in the Westside Neighborhood would be similar to other, more traditional multi-family developments in the community. The Village Center would develop as a more conventional neighborhood commercial center. Office buildings, business parks, and light industrial buildings that would occur in the Eastside and Creekside Neighborhoods would be similar in character to other light industrial and business parks in the community. Thus, like the project, significant impacts associated with community character would not result.

Biological Resources

For purposes of evaluating the Reduced Development alternative, it is assumed that Carroll Canyon Creek would be re-aligned in the same manner as with the project; and grading of the project site would occur in the same manner as proposed by the Stone Creek VTM. Therefore, the Reduced Development alternative would result in the same degree of no significant impacts to biological resources as would occur with the project as described in Section 5.4, *Biological Resources*, of this EIR.

Noise

Figure 5.5-5, *Areas Projected to Exceed 65 CNEL*, shows the resultant noise contours based on the proposed Stone Creek project and its associated traffic volumes. The Reduced Development alternative would result in similar impacts associated with noise as the project, because this alternative would locate noise sensitive land uses in areas where noise levels could exceed 65 dBA CNEL. However, because less development would occur under this alterative, less noise sensitive land uses would be affected. Nonetheless, noise mitigation similar to that required for the project would be needed to reduce noise impacts to below a level of significance.

Air Quality

Under the Reduced Development alternative, air quality impacts associated with operations (i.e., vehicle trips) would be less. This alternative would generate less project trips than the project and, therefore, would result in less vehicular emissions and air quality impacts than the project.

Greenhouse Gas Emissions

Similar to the project, the Reduced Development alternative would contribute to greenhouse gas emissions through the generation of greenhouse gas emissions associated with project operations (vehicle emissions) and construction. Less GHG emissions would be generated due to less traffic associated with this alternative. Additionally, development under this alternative would be required to demonstrate consistency with the CAP Consistency Checklist. Therefore, impacts associated with greenhouse gas emissions would be less under this alternative than those associated with the project. Neither the project nor this alternative would result in significant impacts to greenhouse gas emissions.

Energy

Like the project, the Reduced Development alternative would also not have a significant impact on energy. This alternative would help to reduce its consumption of energy by meeting current Title 24 standards. Additionally, this alternative would be required to be consistent with the City's General Plan conservation and sustainability policies and the CAP, as well as applicable local, State, and Federal regulations. Nonetheless, neither the project nor the Reduced Development Alternative would result in a significant impact relative to energy.

Geologic Conditions

This alternative would result in mixed-use development of the project site but at a reduced level from what is proposed for the project. Like the project, this alternative would not result in significant impacts associated with geologic conditions relative to seismic events. Potential impacts related to geologic hazards would be avoided or reduced to below a level of significance through required site-specific geotechnical investigation, adherence to associated design/construction recommendations, and mandatory conformance with applicable regulatory/industry standards and codes. Impacts to settlement would be similar to the project, requiring the same level of mitigation to reduce to below a level of significance.

Hydrology

The Reduced Development alternative would result in the same modifications to the existing site hydrology as described in Section 5.10, *Hydrology.* This alternative would develop the project site in a more traditional land use pattern, with land uses occurring as separate defined neighborhoods and not integrated as proposed by the project. Development under this alternative would include streets, infrastructure, and buildings. Development would occur in the same development area as the project, and a similar amount of impervious surfaces would as would with the project. Like the project, this alternative would require design in accordance with City storm water and hydromodification standards. Adherence to State and City Water Quality Standards would be assured through permit conditions. Therefore, like the project, less than significant impacts associated with an increase in impervious surfaces and associated runoff would not occur.

Water Quality

The Reduced Development alternative would result in the same level of impacts on water quality as the project. Like the project, this alternative would introduce impervious surfaces to the project site; and an increase in runoff beyond that which has been anticipated under existing project approvals would occur. The Reduced Development alternative would require compliance with the City's hydromodification and storm water control requirements to reduce peak runoff rates. Similar to the project, this alternative would also require that LIDs and BMPs be implemented to control and treat urban runoff. In so doing, like the project, this alternative would meet the State Regional Water Quality Control Board's requirements concerning coverage under the General Construction Permit and would not violate any water quality standards or waste discharge requirements. Therefore, when compared with the project, this alternative would have the same level of impacts and would

require that similar water quality measures be implemented to avoid impacts associated with water quality.

Mineral Resources

The Reduced Development alternative would have a similar effect on mineral resources as the project, as both the Reduced Development alternative and the project would mine resources to depletion. No impacts would result, and no mitigation measures would be required.

Health and Safety

Relative to health and safety, the Reduced Development alternative results in the same level of impacts as the project. Potential impacts associated with wildland fires would be avoided by implementing brush management measures similar to the project.

Public Services and Facilities

The Reduced Development alternative would have less demand on public services and facilities than the project, because less development would occur. Impacts to public services and facilities would be considered less under this alternative than the project, because this alternative would not generate as large a population base that would be served by public facilities. Nonetheless, the project's impact to public services and facilities would not be significant.

Public Utilities

The Reduced Development alternative would have a similar effect on public facilities as the project. Connections to sewer, water, gas and electric services would be required to serve new development that could occurs under this alternative. Also, like the project, solid waste would be generated, requiring implementation of a waste management plan to avoid significant impacts to local landfills.

Cumulative Effects

Like the project, the Reduced Development alternative would contribute to cumulative impacts associated with traffic circulation, although at a reduced level. Other cumulative effects would be similar to the project.

EVALUATION OF ALTERNATIVE

The Reduced Development alternative would not provide the intensity of uses envisioned for a transit-oriented development. Therefore, this alternative would not be in accord with option "a" of the Carroll Canyon Master Plan Element of the Mira Mesa Community Plan: *A Transit-Oriented Development (TOD) scenario with an intensive mix of land uses relying heavily on the LRT or other transit forms to reduce automobile use*. This alternative would not achieve City of Villages policies that call for transit-supportive density and design where such density can be adequately served by public facilities and services, to the extent of the project. The Reduced Development alternative would reflect a more traditional land use pattern, with land uses occurring as separate defined

neighborhoods and not integrated to the extent proposed by the project. Less housing opportunities would occur under this alternative.

In comparison to the project, the Reduced Development alternative would result in 1,720 less residential units and 24,000 square feet less commercial space, reducing the overall residential development from 4,445 units to 2,725 units and the overall commercial square footage from 174,000 square feet to 150,000 square feet. This would result in a trip generation that is 9,232 cumulative ADT less than that generated by the proposed, with 687 total cumulative trips in the AM peak hour and 822 total cumulative trips in the PM peak hour. Two intersection impacts would be avoided under this alternative. The Reduced Development alternative would result in the same level of impacts at street segments, freeway segments and freeway ramp meters as the project.

Relative to visual effects and neighborhood character, significant impacts would not occur; however, this alternative would not provide for the integrated mixed-use development and re-use of the project site in a manner that would be aesthetically superior. Relative to air quality this alternative would result in fewer air pollutants than the project because there would be a decrease in traffic. Although this alternative would result in fewer emissions, because the project would not result in an impact related to greenhouse gas emissions, the impacts are the same between the project and the Reduced Development alternative. Noise impacts would occur under this alternative, similar to the project, and mitigation measures would be required. This alternative would result in less impacts to public services, as less residential development would occur; however, because the project would not result in public services and facilities impacts, the level of impact between the project and this alternative is the same. This alternative would result in similar health and safety impacts.

Relative to other issue areas, this alternative would result in a similar level of impact as the project. This alternative would result in the same level of no significant impacts to biological resources**.** Impacts relative to geologic conditions would be similar to the project. Like the project, impacts associated with hydrology and water quality effects of this alternative would be avoided through implementation of BMPs. Energy use and impacts associated with public utilities would be similar to the project under this alternative. Relative to mineral resources, both this alternative and the project would mine resources to depletion. Cumulative impacts would be less with this alternative, as less development and traffic (an approximately 20-percent reduction) would occur.

This alternative would meet some of the project objectives associated with redevelopment of the project site and all of the project objectives associated with mining and reclamation. Specifically, the Reduced Development alternative would meet the following project objectives:

- Continued extraction, processing, and storage of construction aggregate as allowed by CUP 10-315-2. The current/proposed limits of mining (aggregate extraction) are depicted on Figure 3-1, *Proposed CUP Amendment*;
- Continued manufacture, production, processing, and storage of asphaltic concrete, Portland cement concrete, concrete products, and clay products allowed by CUP 10-315-2;

- Continued sale and distribution by truck or other conveyance of those items listed above as allowed by CUP 10-315-2;
- Continued presence and use of off-street parking allowed by CUP 10-315-2;
- Continued presence and use of structures, machinery, equipment, and facilities incidental to the uses described above as allowed by CUP 10-315-2;
- Reclaim the mined land in a manner that is adaptable for anticipated end use of the site;
- Reclaim the mined land by grading to the contours shown on the proposed Reclamation Plan Amendment as depicted on Figure 3-2, *Proposed Adjusted Reclamation Plan Amendment;*
- Remove unsuitable materials, including deleterious materials and non-engineered or undocumented fill soil;
- Fill soil placement and compaction in accordance with good engineering practice and in accordance with City standards;
- Stabilize reclaimed fill slopes with a gradient not to exceed 2:1 (horizontal:vertical) to allow for successful re-vegetation;
- Realign and rehabilitate Carroll Canyon Creek;
- Re-vegetate mined land in accordance with the currently proposed Reclamation Plan Amendment landscape plan;
- Comply with the San Diego Regional Water Quality Control Board requirements and stormwater regulations;
- Address the City's housing supply needs by providing a diversity of housing opportunities;
- Enhance and expand Carroll Canyon Creek as an open space corridor within an urban development, with an expansive park setting that offers a multitude of park experiences;
- Reserve a 35-foot transit corridor within the Stone Creek project for use by a future transit system along Carroll Canyon Road and locate transit stops so as to encourage public transit use;
- Implement construction of a portion of Carroll Canyon Road and Maya Linda Road, and improvements to Camino Ruiz; and
- Enhance employment opportunities for the City of San Diego, Mira Mesa Community, and Stone Creek residents with newly created commercial, office, business park, light industrial and high technology spaces.

10.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmental analysis of alternatives presented above is summarized in Table 10-7, *Comparison of Alternatives to Project*. CEQA requires that the EIR identify the environmentally superior alternative among all of the alternatives considered, including the 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 Stone Creek project, the No Project/Development Under Existing Approvals alternative would be selected as the environmentally superior alternative, as the No Project/Development Under Existing Approvals alternative would avoid or reduce some impacts associated with the

project but also has the potential to create or increase impacts when compared to the project. The No Project/Development Under Existing Approvals alternative would reduce impacts associated with transportation/circulation, geologic conditions, air quality, greenhouse gas emissions, noise, energy, public services and facilities, public utilities, and health and safety. This alternative would meet objectives associated with mining and reclamation but would not meet any of the project's objectives associated with redevelopment of the site with a mixed-use, transit-oriented project.

Of the remaining alternatives, the environmentally superior alternative is the Reduced Development alternative as it could reduce or avoid some of the significant environmental effects associated with the project. More specifically, impacts relative to air quality, GHG emissions, and public services and facilities would be reduced when compared to the project. This alternative would meet objectives associated with mining and reclamation, as well as some of the project's objectives associated with redevelopment of the site with a mixed-use, transit-oriented project.

Table 10-1. *Avoidance of Direct Traffic Impacts Alternative – Trip Generation*

Land Use & Size	Trip Rate	Weekday ADT[b]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Light Industrial Park[a] 59,350 SF	Trip Rate (15 / KSF)	890	88	10	21	85
	Cumulative (100%)	890	88	10	21	85
	Pass-By[c] (0%)	0	0	0	0	0
	Driveway	890	88	10	21	85
TOTAL	**Cumulative**	**890**	**88**	**10**	**21**	**85**
	Pass-By	**0**	**0**	**0**	**0**	**0**
	Driveway	**890**	**88**	**10**	**21**	**85**

Footnotes:

a. Eastside Neighborhood A – Maya Linda Road

b. Traffic volumes expressed in vehicles per day.

c. Pass-by represents difference between Driveway and Cumulative trips, per the City Trip Generation Manual (refer to *Appendix K*)

General Notes:

1. Based on the City of San Diego Trip Generation Manual, May 2003.
2. Trip Rate, Transit Credit, and Mixed-Use Credit percentages for the AM and PM peak hour can be found in *Appendix K.*
3. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By)
4. Cumulative Trips—net new vehicles added to the network
5. Pass-By Trips—vehicles already on the street network diverting to the project site.

Table 10-2. *Industrial Park Alternative -Trip Generation*

Land Use & Size	Trip Rate & Credits	Weekday ADT[a]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
165,000 Square Feet Light Industrial Park						
Light Industrial Park *Eastside A–Maya Linda Rd.* 165,000 SF	Trip Rate (15 / KSF)	2,475	245	27	59	238
	Cumulative (100%)	2,475	245	27	59	238
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	2,475	245	27	59	238
TOTALS	**Cumulative**	**2,475**	**245**	**27**	**59**	**238**
	Pass-By	**0**	**0**	**0**	**0**	**0**
	Driveway	**2,475**	**245**	**27**	**59**	**238**
1,985,000 Square Feet Light Industrial Park						
Light Industrial Park 165,000 SF	Trip Rate (15 / KSF)	2,475	245	27	59	238
	Transit Credit (5% ADT)	*-124*	*-12*	*-1*	*-3*	*-12*
	Cumulative (100%)	2,351	233	26	56	226
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	2,351	233	26	56	226
Light Industrial Park 660,000 SF	Trip Rate (15 / KSF)	9,900	980	109	238	950
	Transit Credit (5% ADT)	*-495*	*-49*	*-5*	*-12*	*-48*
	Cumulative (100%)	9,405	931	104	226	902
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	9,405	931	104	226	902
Light Industrial Park 707,000 SF	Trip Rate (15 / KSF)	10,605	1,050	117	255	1,018
	Transit Credit (5% ADT)	*-530*	*-53*	*-6*	*-13*	*-51*
	Cumulative (100%)	10,075	997	111	242	967
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	10,075	997	111	242	967
Light Industrial Park 138,000 SF	Trip Rate (15 / KSF)	2,070	205	23	50	198
	Transit Credit (5% ADT)	*-104*	*-10*	*-1*	*-3*	*-10*
	Cumulative (100%)	1,966	195	22	47	188
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	1,966	195	22	47	188
Light Industrial Park 315,000 SF	Trip Rate (15 / KSF)	4,725	468	52	113	454
	Transit Credit (5% ADT)	*-236*	*-23*	*-3*	*-6*	*-23*
	Cumulative (100%)	4,489	445	49	107	431
	Pass-By [b] (0%)	0	0	0	0	0
	Driveway	4,489	445	49	107	431
TOTAL	**Cumulative**	**28,286**	**2,801**	**312**	**678**	**2,714**
	Pass-By	**0**	**0**	**0**	**0**	**0**
	Driveway	**28,286**	**2,801**	**312**	**678**	**2,714**

Footnotes:

a. Traffic volumes expressed in vehicles per day.

b. Pass-by represents difference between Driveway and Cumulative trips, per the City Trip Generation Manual. No pass-by trips were assumed.

General Notes:

1. Based on the City of San Diego Trip Generation Manual, May 2003.
2. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By)
3. Cumulative Trips—net new vehicles added to the network
4. Pass-By Trips—vehicles already on the street network diverting to the project site.

Table 10-3. *Industrial Park Alternative Trip Generation Comparison*

Year	Alternative	ADT	AM			PM		
			In	Out	Total	In	Out	Total
2015	Project	2,475	245	27	272	59	238	297
	Industrial Park Alternative	2,475	245	27	272	59	238	297
	Change	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	% Change	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
2030	Project	47,566	2,044	1,851	3,895	2,267	2,541	4,808
	Industrial Park Alternative	28,286	2,801	312	3,113	678	2,714	3,392
	Change	**(19,280)**	**757**	**(1,539)**	**(782)**	**(1,589)**	**173**	**(1,416)**
	% Change	**(40.5%)**	**37.0%**	**(83.1%)**	**(20.1%)**	**(70.1%)**	**6.8%**	**(29.5%)**

General Notes:

1. Volumes and percentage change in parenthesis represents a decrease from the project.
2. Shaded cells indicate increase in traffic from the project.
3. Cumulative project trips from the Stone Creek project shown in the above table.

Table 10-4. *Reduced Development Alternative – Land Use Summary*

Neighborhood	Land Use	Development Intensity
Westside	Residential	2,725 units
Village Center	Commercial/Retail Commercial/Office Hotel	150,000 square feet 200,000 square feet 175 guest rooms
Parkside	Business Park	135,000 square feet
Eastside	Light Industrial	415,000 square feet
Creekside	High Technology	300,000 square feet

Table 10–5. *Reduced Development Alternative - Trip Generation*

Land Use & Size	Trip Rate & Credits	Weekday ADT[a]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
165,000 Square Feet Light Industrial Park						
Light Industrial Park *Eastside A* *Maya Linda Rd.* 165,000 SF	Trip Rate (15 / KSF)	2,475	245	27	59	238
	Cumulative (100%)	2,475	245	27	59	238
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	2,475	245	27	59	238
TOTALS	**Cumulative**	**2,475**	**245**	**27**	**59**	**238**
	Pass-By	**0**	**0**	**0**	**0**	**0**
	Driveway	**2,475**	**245**	**27**	**59**	**238**
Mixed Use						
Light Industrial Park *Eastside A* *Maya Linda Rd.* 165,000 SF	Trip Rate (15 / KSF)	2,475	245	27	59	238
	Transit Credit (5% ADT)	*-124*	*-16*	*-2*	*-3*	*-13*
	Cumulative (100%)	2,351	229	25	56	225
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	2,351	229	25	56	225
Light Industrial Park *Eastside B–Carroll Canyon Rd.* 250,000 SF	Trip Rate (15 / KSF)	3,750	372	41	90	360
	Transit Credit (5% ADT)	*-188*	*-24*	*-3*	*-5*	*-20*
	Cumulative (100%)	3,562	348	38	85	340
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	3,562	348	38	85	340
Light Industrial/Business Park *Parkside–Carroll Canyon Rd.* 135,000 SF	Trip Rate (16 / KSF)	2,160	207	52	52	207
	Mixed-Use Credit (4% ADT)[d]	*-45*	*-5*	*-1*	*-1*	*-5*
	Transit Credit (5% ADT)	*-106*	*-13*	*-3*	*-3*	*-11*
	Cumulative (100%)	2,009	189	48	48	191
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	2,009	189	48	48	191
Retail—Community *Mixed-Use Village Center* 150,000 SF	Trip Rate (70 / KSF)	10,500	189	126	525	525
	Mixed-Use Credit (sum)[e]	*-1,301*	*-37*	*-63*	*-78*	*-50*
	Cumulative (70%)	6,439	106	44	313	333
	Pass-By[b] (30%)	2,760	46	19	134	142
	Driveway	9,199	152	63	447	475
Commercial Office *Mixed-Use Village Center* 200,000 SF	Trip Rate (formula[c])	2,851	334	37	80	319
	Mixed-Use Credit (3% ADT)	*-86*	*-17*	*-2*	*-3*	*-13*
	Transit Credit (3% ADT)	*-83*	*-17*	*-2*	*-2*	*-6*
	Cumulative (100%)	2,682	300	33	75	300
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	2,682	300	33	75	300
Hotel *Mixed-Use Village Center* 175 Rooms	Trip Rate (8 / Room)	1,400	42	28	59	39
	Cumulative (100%)	1,400	42	28	59	39
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	1,400	42	28	59	39
Residential *Westside* 2,725 Units	Trip Rate (6 / DU)	16,350	262	1,046	1,030	441
	Mixed-Use Credit (10% ADT)[d]	*-1,170*	*-15*	*-60*	*-74*	*-32*
	Cumulative (100%)	15,180	247	986	956	409
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	15,180	247	986	956	409
	Trip Rate (5 / Acre)	151	3	3	7	5
	Cumulative (100%)	151	3	3	7	5

Table 10–5. *Reduced Development Alternative - Trip Generation*

Land Use & Size	Trip Rate & Credits	Weekday ADT[a]	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Neighborhood Park *Central Park*	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	151	3	3	7	5
High Tech Park—Industrial *Creekside* 300,000 SF	Trip Rate (16 / KSF)	4,800	461	115	115	461
	Transit Credit (5% ADT)	*-240*	*-30*	*-7*	*-6*	*-25*
	Cumulative (100%)	4,560	431	108	109	436
	Pass-By[b] (0%)	0	0	0	0	0
	Driveway	4,560	431	108	109	436
TOTAL	**Cumulative**	**38,334**	**1,895**	**1,313**	**1,708**	**2,278**
	Pass-By	**2,760**	**46**	**19**	**134**	**142**
	Driveway	**41,094**	**1,941**	**1,332**	**1,842**	**2,420**

Footnotes:

a. Traffic volumes expressed in vehicles per day.
b. Pass-by represents difference between Driveway and Cumulative trips, per the City Trip Generation Manual
c. Commercial Office Trip Generation: *Ln (T) = 0.756 Ln (X) + 3.95*, where T is the number of trips and X is the square footage in 1,000's.
d. Trip Reductions based on 1,500-foot capture area. The total size of land use did not qualify for credits. Only the portion of the land use that falls within the capture area was considered in the credit calculations.
e. Retail mixed-use trip reduction is the sum of the residential, industrial, and office mixed-use trip reductions.

General Notes:

1. Based on the City of San Diego Trip Generation Manual, May 2003.
2. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By)
3. Cumulative Trips—net new vehicles added to the network
4. Pass-By Trips—vehicles already on the street network diverting to the project site
5. Land Uses introduced in previous phases are shaded.

Table 10–6. *Reduced Development Alternative - Trip Generation Comparison*

Alternative	ADT	AM			PM		
		In	Out	Total	In	Out	Total
Project	2,475	245	27	272	59	238	297
Reduced Development	2,475	245	27	272	59	238	297
Change	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% Change	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**
Project	47,566	2,044	1,851	3,895	2,267	2,541	4,808
Reduced Development	38,334	1,895	1,313	3,208	1,708	2,278	3,986
Change	**(9,232)**	**(149)**	**(538)**	**(687)**	**(559)**	**(263)**	**(822)**
% Change	**(19.4%)**	**(7.3%)**	**(29.1%)**	**(17.6%)**	**(24.7%)**	**(10.4%)**	**(17.1%)**

Table 10-7. *Comparison of Alternatives to Project*

Environmental Issue Area	Project	Alternative 1 No Project/Development Under Existing Approvals	Alternative 2 Industrial Park	Alternative 3 Reduced Development
Land Use	Consistent with Community Plan, General Plan, SANDAG Smart Growth policies. Secondary impacts relative to Traffic and Noise.	Consistent with Community Plan. Not consistent with General Plan, SANDAG Smart Growth policies. Greater level of impact.	Consistent with Community Plan. Not consistent with General Plan City of Villages policies, SANDAG Smart Growth policies. Greater level of impact.	Similar to project. Would not provide the same level of intensity adjacent to transit as called for by SANDAG's Smart Growth policies.
Transportation/ Circulation	Significant unmitigated impacts associated with Traffic Circulation.	Generates traffic levels only associated with on-going mining. Would not result in traffic impacts in the community.	Less cumulative ADT. However, significant traffic impacts would not be avoided. Like the project, this alternative would result in significant unmitigated impacts. Mitigation measures would be required.	Less cumulative ADT. However, significant traffic impacts would not be avoided. Like the project, this alternative would result in significant unmitigated impacts. Mitigation measures would be required.
Visual Effects and Neighborhood Character	No significant impacts.	Greater visual quality impacts and impacts on neighborhood character.	No significant impacts.	Same as project.
Biological Resources	No significant impacts.	Same as project.	Same as project.	Same as project.
Noise	Significant impacts due to exterior noise levels exceeding standards.	Less than project, because no new development and existing uses consistent with noise standards.	Less than project, because uses would be compatible with exterior noise environment.	Same as project.
Air Quality	Significant impacts relative to NOx, PM_{10}, and $PM_{2.5}$.	No significant impacts.	Less than project, because less traffic generated.	Less than project, because less traffic generated.
Greenhouse Gas Emissions	No significant impacts.	Less than project, because less traffic generated.	Less than project, because less traffic generated.	Less than project, because less traffic generated.
Energy	No significant impacts.	Less than project.	Same as project.	Same as project.
Geologic Conditions	Significant impacts associated with settlement	Less impacts relative to seismic risk.	Same as project.	Same as project.
Hydrology	No significant impacts.	Same as project.	Same as project.	Same as project.
Water Quality	No significant impacts.	Same as project.	Same as project.	Same as project.
Mineral Resources	No significant impacts.	Same as project.	Same as project.	Same as project.

Environmental Issue Area	Project	Alternative 1 No Project/Development Under Existing Approvals	Alternative 2 Industrial Park	Alternative 3 Reduced Development
Health and Safety	No significant impacts.	Less impacts than project.	Less impacts than project due to no sensitive receptor uses on-site.	Same as project.
Public Services and Facilities	No significant impacts.	Less than project, because no new development.	Less than project, because would not have increase demand on schools, libraries, and recreation.	Less than project, because less development.
Public Utilities	No significant impacts.	Less impacts to Solid Waste disposal.	Same as project.	Same as project.
Cumulative Effects	Significant unmitigated cumulative impacts associated with traffic circulation.	No cumulative impacts.	Significant unmitigated cumulative traffic impacts, but less than project.	Significant unmitigated cumulative traffic impacts, but less than project.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA, Section 21081.6, requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed project is described in the Stone Creek project EIR. The EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City of San Diego. The issues addressed in the EIR include land use, transportation/circulation, visual effects and neighborhood character, biological resources, noise, air quality, greenhouse gas emissions, energy, geology and soils, hydrology, water quality, mineral resources, health and safety, public utilities, and public facilities and services.

PRC section 21081.6 requires the monitoring of measures proposed to mitigate significant environmental effects. Issues related to **transportation/circulation, noise, air quality, and geologic conditions** were determined to be potentially significant. Mitigation has been provided for all potentially significant impacts to reduce impacts to below a level of significance, except direct and cumulative impacts associated with Transportation/Circulation, which are partially mitigated via fair share contribution, and construction impacts associated with Air Quality prior to mining being concluded, which remain significant and unmitigated.

The mitigation monitoring and reporting program for the proposed project is under the jurisdiction of San Diego and other agencies as specified in the table below. The mitigation monitoring and reporting program for the proposed project addresses only the issue areas identified above as potentially significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

11.1 MONITORING ACTIVITIES

Monitoring activities would be accomplished by individuals identified in the attached MMRP table. While specific qualifications should be determined by the City of San Diego, the monitoring team should possess the following capabilities:

- Interpersonal, decision-making, and management skills with demonstrated experience in working under trying field circumstances;
- Knowledge of and appreciation for the general environmental attributes and special features found in the project area;
- Knowledge of the types of environmental impacts associated with construction of cost-effective mitigation options; and
- Excellent communication skills.

11.2 PROGRAM PROCEDURES

Prior to any construction activities, meetings should take place between all the parties involved to initiate the monitoring program and establish the responsibility and authority of the participants. Mitigation measures that need to be defined in greater detail would be addressed prior to any project plan approvals in follow-up meetings designed to discuss specific monitoring effects.

An effective reporting system must be established prior to any monitoring efforts. All parties involved must have a clear understanding of the mitigation measures as adopted and these mitigations must be distributed to the participants of the monitoring effort. Those that would have a complete list of all the mitigation measures adopted by the City of San Diego would include the City of San Diego and its Mitigation Monitor. The Mitigation Monitor would distribute to each Environmental Specialist and Environmental Monitor a specific list of mitigation measures that pertain to his or her monitoring tasks and the appropriate time frame that these mitigations are anticipated to be implemented.

In addition to the list of mitigation measures specified in the table below, the monitors would have Mitigation Monitoring Report (MMR) forms, with each mitigation measure written out on the top of the form. Below the stated mitigation measure, the form shall have a series of questions addressing the effectiveness of the mitigation measure. The monitors shall complete the MMR and file it with the MMC Section following the monitoring activity. The MMC shall then include the conclusions of the MMR into an interim and final comprehensive construction report to be submitted to the City of San Diego. This report shall describe the major accomplishments of the monitoring program, summarize problems encountered in achieving the goals of the program, evaluate solutions developed to overcome problems, and provide a list of recommendations for future monitoring programs. In addition, and if appropriate, each Environmental Monitor or Environmental Specialist shall be required to fill out and submit a daily log report to the Mitigation Monitor. The daily log report would be used to record and account for the monitoring activities of the monitor. Weekly and/or monthly status reports, as determined appropriate, shall be generated from the daily logs and compliance reports and shall include supplemental material (e.g., memoranda, telephone logs, and letters).

11.3 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction

Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS**."

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

   http://www.sandiego.gov/development-services/industry/standtemp.shtml

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.

5. **SURETY AND COST RECOVERY –** The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE-CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants: **Not applicable.**

Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858-627-3200**

b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant is also required to call **RE and MMC at 858-627-3360**

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 67943 and/or Environmental Document Number 67943, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: **Not Applicable**

4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work would be performed. When necessary for clarification, a detailed methodology of how the work would be performed shall be included.

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist		
Issue Area	**Document Submittal**	**Associated Inspection/Approvals/Notes**
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Noise	Acoustical Reports	Noise Mitigation Features Inspection
Traffic	Traffic Reports	Traffic Features Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

The following table (Table 11-1, *Mitigation Monitoring and Reporting Program*) summarizes the potentially significant project impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

Table 11-1. *Mitigation Monitoring and Reporting Program*

Transportation/Circulation

For purposes of traffic mitigation measures, the following phases, total ADT, and peak hour in and out trips shall apply. Fair share contributions identified for mitigation would be based on a City approved cost estimate prepared by the owner/permittee at time of building permit issuance. Because it is unknown whether full funding for these improvements will be available at the time of impact, the project's contribution to significant impacts associated with these improvements remains significant and unmitigated.

Phase	Land Use & Size	Weekday ADT[a]		AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
1 Year 2020	**Light Industrial Park** *Eastside A–Maya Linda Rd.* 165,000 SF	Cumulative	2,351	229	25	56	225
		Driveway	2,351	229	25	56	225
2A Year 2030	**Light Industrial Park** *Eastside B–Carroll Canyon Rd.* 250,000 SF	Cumulative	8,905	588	291	341	620
	Light Industrial/Business Park *Parkside–Carroll Canyon Rd.* 135,000 SF	Driveway	8,905	588	291	341	620
	Residential *Mixed-Use Village Center* 585 Units						
2B Year 2030	**Residential** *Westside* 2,725 Units	Cumulative	16,074	263	997	996	449
	Retail—Specialty *Westside* 24,000 SF	Driveway	16,170	265	998	1,000	453
	Neighborhood Park *Westside Gardens* 5.37 Acres						
3A Year 2035	**Residential** *Mixed-Use Village Center* 835 Units	Cumulative	14,001	507	327	661	766
	Retail—Community *Mixed-Use Village Center* 150,000 SF						
	Commercial Office						

	Mixed-Use Village Center 200,000 SF **Hotel** *Mixed-Use Village Center* 175 Rooms **Neighborhood Park** *Central Park* 30.21 Acres	Driveway	16,494	549	332	778	901
3B Year 2040	**High Tech Park—Residential** *Creekside* 300 Units	Cumulative	6,235	457	211	213	481
	High Tech Park—Industrial *Creekside* 300,000 SF	Driveway	6,235	457	211	213	481
TOTALS		**Cumulative**	**47,566**	**2,044**	**1,851**	**2,267**	**2,541**
		Driveway	**50,155**	**2,088**	**1,857**	**2,388**	**2,680**

Potential Significant Impact	Mitigation Measure(s)	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections			
Kearny Villa Road and Miramar Road	Prior to issuance of the first building permit for development in Phase 1, owner/permittee shall assure by permit and bond reconstruction of the median on Kearny Villa Road, south of Miramar Road to provide a single 500-foot northbound left-turn lane in conjunction with the existing 150-foot northbound left-turn lane. This mitigation would require the existing median barrier to be reconstructed further to the west, satisfactory to the City Engineer. This improvement must be completed and accepted by the City Engineer prior to the issuance of the First occupancy in Phase 1.	Prior to issuance of the first building permit for development in Phase 1 (Year 2020).	City of San Diego, Development Services Department
Black Mountain Road and Hillery Drive	Prior to issuance of the first building permit for development in Phase 1, owner/permittee shall construct the following improvements: • Widen the southbound approach to provide an	Prior to issuance of the first building permit for development in Phase 1 (Year 2020).	City of San Diego, Development Services Department

	exclusive right-turn lane. • Modify traffic signal accordingly, satisfactory to the City Engineer. This improvement must be completed and accepted by the City Engineer prior to the issuance of the First Certificate of Occupancy in Phase 1. Additionally, prior to the first building permit in Phase 3B, the owner/permittee shall make a fair share contribution (27.3%) in Phase 3B for the following improvement, satisfactory to the City Engineer: • Provide northbound and southbound right-turn overlap phasing.	Fair share contribution to occur prior to the issuance of the first building permit in Phase 3B (Year 2040).	
Vista Sorrento Parkway/I-805 Northbound Ramps/Mira Sorrento	Prior to issuance of the first building permit for development in Phases 2A, 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Widen the westbound approach to provide an exclusive right-turn lane with a right-turn overlap phase. To accommodate the additional lane, widening and/or modifications to the medial along the roadway may be required. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030) – 1.3% Phase 2B (Year 2030)– 1.7% Phase 3A (Year 2035) – 23.7% Phase 3B (Year 2040) – 4.2%	City of San Diego, Development Services Department
Black Mountain Road and Carroll Canyon Road	Prior to issuance of the first construction permit for development in Phase 2A, 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution toward the following improvements, satisfactory to the City Engineer: • Widen the westbound approach to provide a two-foot raised median and a 19-foot sneaker lane. The sneaker lane is intended to help westbound right-turning vehicles "sneak by" the westbound thru traffic, thereby reducing delay. Widen on the south curb by approximately three feet to allow for westbound u-turns (due to the restriction of the left-turn movements from the residential	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030) – 27.8% Phase 2B (Year 2030)– 9.6% Phase 3A (Year 2035)– 0.3% Phase 3B (Year 2040)– 8.3%	City of San Diego, Development Services Department

	driveways due to the proposed raised median). Modify traffic signal accordingly.		
Black Mountain Road and Maya Linda Road	Prior to issuance of the first building permit for development in Phase 3A and 3B, the owner/permittee shall pay a fair share contribution toward the widening of Black Mountain Road to a six-lane Prime Arterial, consistent with PFFP improvement T-90.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035)– 14.2% Phase 3B (Year 2040) – 8.3%	
Black Mountain Road and Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 2A, 2B, 3A, and 3B, the owner/permittee shall pay a fair share contribution toward the widening of Black Mountain Road to a six-lane Prime Arterial, consistent with PFFP improvement T-90.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030) – 1.5% Phase 2B (Year 2030) – 1.2% Phase 3A (Year 2035) – 21.5% Phase 3B (Year 2040) – 4.1%	
Camino Santa Fe and Miramar Road	Prior to issuance of the first building permit for development in Phase 2A, 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Widen the eastbound approach to provide a third exclusive left-turn lane. This will include changes to the configuration of the median deemed necessary by the City Engineer to physically accommodate the additional lane without otherwise changing the configuration of the rest of the roadway. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030)– 6.5% Phase 2B (Year 2030) – 10.3% Phase 3A (Year 2035) – 1.1% Phase 3B (Year 2040) – 2.2%	City of San Diego, Development Services Department
Camino Ruiz and Gold Coast Drive	Prior to issuance of the first building permit for development in Phase 2A, 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer:	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below:	City of San Diego, Development Services Department

	• Reconfigure the eastbound approach to provide an exclusive right-turn lane. The additional lane is expected to be accommodated by restricting on-street parking on the south-side. • Modify traffic signal accordingly.	Phase 2A (Year 2030)– 2.3% Phase 2B (Year 2030) – 6.2% Phase 3A (Year 2035) – 57.3% Phase 3B (Year 2040) – 1.5%	
Camino Ruiz and Jade Coast Road	Prior to issuance of the first building permit for development in Phase 2A and 2B, owner/ permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Install a traffic signal. No changes to lane configurations required.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030)– 4.1% Phase 2B (Year 2030) – 82.4%	City of San Diego, Development Services Department
Camino Santa Fe and Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution toward the following improvements, satisfactory to the City Engineer: • Widen the westbound approach to provide a second exclusive left-turn lane and lengthen the left-turn pocket to accommodate additional queue storage. This will include changes to the configuration of the median deemed necessary by the City Engineer to physically accommodate the additional lane without otherwise changing the configuration of the rest of the roadway. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2B (Year 2030) – 0.8% Phase 3A (Year 2035) – 5.7% Phase 3B (Year 2040) – 1.0%	City of San Diego, Development Services Department
Camino Ruiz and Miramar Road	Prior to issuance of the first building permit for development in Phase 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Widen the westbound approach to provide a second exclusive right-turn lane. This will include changes to the configuration of the median deemed necessary by the City Engineer to physically accommodate the additional lane without otherwise changing the configuration of	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2B (Year 2030) – 6.8% Phase 3A (Year 2035) – 1.2% Phase 3B (Year 2040) – 0.1%	City of San Diego, Development Services Department

	the rest of the roadway. In addition, provide right-turn overlap phase for the southbound and westbound approaches. • Modify traffic signal accordingly.		
SR-163 Southbound Ramps and Kearny Villa Road	Prior to issuance of the first building permit for development in Phase 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Install a traffic signal. No changes to lane configurations required.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2B (Year 2030) – 22.3% Phase 3B (Year 2040) – 3.0%	City of San Diego, Development Services Department
Scranton Road and Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Add a right-turn overlap phase to the eastbound approach. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 15.0% Phase 3B (Year 2040) – 16.2%	City of San Diego, Development Services Department
I-15 Northbound Ramps and Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Reconfigure the northbound approach to provide two left-turn lanes, one shared left-turn lane, and one right-turn lane. No physical widening is proposed. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 21.0% Phase 3B (Year 2040) – 5.7%	City of San Diego, Development Services Department
Black Mountain Road and Carroll Centre Road	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements to the satisfaction of the City Engineer: • Widen the southbound approach to provide a second exclusive right-turn lane. This will include changes to the configuration of the median	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 34.1% Phase 3B (Year 2040) – 7.3%	City of San Diego, Development Services Department

	deemed necessary by the City Engineer to physically accommodate the additional lane without otherwise changing the configuration of the rest of the roadway. • Modify traffic signal accordingly.		
SR 163 Northbound Ramps and Kearny Villa Road	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Widen the eastbound approach to provide a second exclusive left-turn lane. To accommodate the additional lane, modifications to the ramp may be required. • Modify traffic signal accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 17.3% Phase 3B (Year 2040) – 4.1%	City of San Diego, Development Services Department
Westonhill Drive and Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 3B, owner/permittee shall pay a fair share contribution toward the following improvements, satisfactory to the City Engineer: • Restripe the northbound approach to provide an exclusive left-turn lane and shared left-thru-right lane. • Modify traffic signal accordingly.	Fair share contribution to occur prior to the issuance of the first building permit in Phase 3B (Year 2040) (1.6%).	City of San Diego, Development Services Department
Maya Linda Road and Carroll Canyon Road	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Widen the eastbound approach to provide a third through lane. This will include changes to the configuration of the median deemed necessary by the City Engineer to physically accommodate the additional lane without otherwise changing the configuration of the rest of the roadway. • Modify traffic signal timing accordingly.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 40.6% Phase 3B (Year 2040) – 6.6%	City of San Diego, Development Services Department

Street Segments			
Carroll Canyon Road, west of Scranton Road	Prior to issuance of the first building permit for development in Phase 2B, owner/permittee shall pay a fair-share contribution toward the construction of the raised median on Carroll Canyon Road, west of Scranton Road to meet the roadway classification of a four-lane Major Arterial satisfactory to the City Engineer.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2B (Year 2030) – 8.3% Phase 3A (Year 2035) – 4.8% Phase 3B (Year 2040) – 0.6%	City of San Diego, Development Services Department
Carroll Canyon Road, from Black Mountain Road to I-15	Prior to issuance of the first building permit for development in Phase 1, owner/permittee shall assure by permit and bond the construction of a raised median on Carroll Canyon Road to the satisfaction of the City Engineer and remove on-street parking to meet its classification of a four-lane Major Arterial. This improvement must be completed and accepted by the City Engineer prior to the issuance of the First Certificate of Occupancy in Phase 1.	Fair share contribution to occur prior to the issuance of the first building permit in Phase 1(Year 2020) (100%).	City of San Diego, Development Services Department
Carroll Canyon Road, between I-15 to Businesspark Avenue	Prior to issuance of the first building permit for development in Phase 2B, 3A, and 3B, owner/permittee shall pay a fair-share contribution as shown toward the following improvement, satisfactory to the City Engineer: • A raised median and remove on-street parking to meet the ultimate classification as a four-lane Prime Arterial.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2B (Year 2030) – 4.4% Phase 3A (Year 2035) – 1.0% Phase 3B (Year 2040) – 6.0%	City of San Diego, Development Services Department
Miramar Road, from Eastgate Mall and Camino Santa Fe	Prior to issuance of the first building permit for development in Phase 2A, 2B, 3A, and 3B, owner/permittee shall pay a fair share contribution toward providing a raised median and restricting driveway access to meet roadway mitigation classification of a six-lane Prime Arterial satisfactory to the City Engineer. The raised median shall consolidate left-turns to designated median breaks	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030) – 3.9% Phase 2B (Year 2030) – 7.6% Phase 3A (Year 2035) – 0.7%	City of San Diego, Development Services Department

	and introduce U-turns. The left-turn pocket lengths would be determined during design phase to confirm whether the standard left-turn pocket length of 250 feet is sufficient or if longer pockets are warranted. As an alternative mitigation measures, Adaptive Traffic Signal Control may be implemented along the Miramar Corridor. The developer would be responsible for a fair-share cost participation, which would reduce the projects impacts to below a level of significance.	Phase 3B (Year 2040) – 1.4%	
Miramar Road from Kearny Villa Road to I-15		Phase 2A (Year 2030) – 1.8% Phase 2B (Year 2030) – 26.3% Phase 3A (Year 2035) – 0.9% Phase 3B (Year 2040) – 5.0%	
Miramar Road from Camino Santa Fe to Carroll Road		Phase 2B (Year 2030) – 17.5%	
Miramar Road from Camino Ruiz to Black Mountain Road		Phase 2B (Year 2030) – 3.9% Phase 3A (Year 2035) – 2.1% Phase 3B (Year 2040) – 1.0%	
Miramar Road from Black Mountain Road to Kearny Villa Road		Phase 2B (Year 2030) – 4.5% Phase 3A (Year 2035) – 0.4% Phase 3B (Year 2040) – 0.5%	
Miramar Road, from Nobel Drive and Eastgate Mall	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution toward construction of one additional lane and a raised median between Nobel Drive and Eastgate Mall. As an alternative mitigation measure, Adaptive Traffic Signal Control may be implemented along the Miramar Corridor. The developer would be responsible for a fair-share cost participation, which would reduce the project's impacts to below a level of significance.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 15.0% Phase 3B (Year 2040) – 1.6%	City of San Diego, Development Services Department
Black Mountain Road from Capricorn Way to Mira Mesa Boulevard	Prior to issuance of the first building permit for development in Phase 3A and 3B, owner/permittee shall pay a fair share contribution toward the addition of one lane in the southbound direction, satisfactory to the City Engineer.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 3A (Year 2035) – 13.6% Phase 3B (Year 2040) – 1.7%	City of San Diego, Development Services Department
Miramar Road, from Cabot Drive to Camino Ruiz	Prior to issuance of the first building permit for development in Phase 2B, 3A, and 3B, Owner/Permittee shall pay a fair share contribution toward providing a raised median and restricting	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown	City of San Diego, Development Services Department

	driveway access to meet roadway mitigation classification of a six-lane Prime Arterial satisfactory to the City Engineer. The raised median shall consolidate left-turns to designated median breaks and introduce U-turns. The left-turn pocket lengths would be determined by a study by the Owner/Permittee during the final design phase. As an alternate mitigation measure, the project may pay a fair-share contribution to install Adaptive Traffic Signal Control along Miramar Road. "Smart" traffic signals communicate with each other and adjust signal timings in real-time to improve traffic flow and reduce vehicle stops. If Adaptive Traffic Signal Control is installed along Miramar Road to mitigate the project's impact, the developer would be responsible for a fair-share cost participation in Phase 2B to mitigate the project's impact between Cabot Drive and Camino Ruiz, which would reduce the projects impacts to below a level of significance.	below: Phase 2B (Year 2030) – 4.2% Phase 3A (Year 2035) – 0.2% Phase 3B (Year 2040) – 1.2%	
Black Mountain Road from Maya Linda Road to Carroll Centre Road	Prior to issuance of the first building permit for development in Phase 2A, 2B, 3A, and 3B, the owner/permittee shall pay a fair share contribution as shown toward the following improvements, satisfactory to the City Engineer: • Construct a third southbound travel lane. A portion of this widening is along the project frontage for which the developer is 100-percent responsible. The portion between the property line and Carroll Centre Road would require a fair-share contribution, satisfactory to the City Engineer.	Payment of fair share contributions shall occur prior to the issuance of the first building permit in each phase as shown below: Phase 2A (Year 2030) – 24.3% Phase 2B (Year 2030) – 2.8% Phase 3A (Year 2035) – 3.4% Phase 3B (Year 2040) – 6.6%	City of San Diego, Development Services Department
Noise			
Impact 5.5-1 Potentially significant exterior noise impacts would occur at residential uses located where exterior noise	**MM 5.5-1** Prior to the issuance of building permits for Westside Neighborhood C and Village Center A through C, an acoustical analysis shall be prepared	Prior to issuance of Building Permit	City of San Diego, Development Services Department

levels exceed 65. These areas are located in the Village Center and Westside Neighborhoods and generally occur along Carroll Canyon Road and Camino Ruiz.	demonstrating that the proposed site plan would reduce the noise levels at exterior useable areas of the residential uses located within the shaded areas shown in Figure 5.5-4 to less than 65 CNEL. Potentially significant interior noise impacts would occur at all residential uses in portions of Village Center, Westside Neighborhood C, and Eastside Neighborhood A and B where exterior noise levels exceed 60 CNEL.		
Impact 5.5-2: Potentially significant noise impacts could result, if pile driving occurs within 225 feet of a residential use.	**MM 5.5-2:** Where pile driving will occur within 225 feet of a residential structure, best construction management practices, including the following measures, shall be used to reduce construction noise levels to comply with standards established by the City of San Diego in Article 9.5 Noise Abatement and Control. Control measures include: • **Erect Temporary Noise Attenuation Barriers Adjacent to Pile-Driving Equipment or Employ Temporary Shields to the Pile-Driving Equipment, Where Necessary and Feasible.** The need for and feasibility of noise attenuation barriers/curtains or pile-driver shielding shall be evaluated on a case-by-case basis by considering the distance to noise-sensitive receptors, the available space at the construction location, safety, and proposed project operations. The noise barriers/curtains shall be installed directly around the pile- driving equipment to shield the line of sight from the nearest noise-sensitive receptor, where feasible. Another alternative is to employ shields that are physically attached to the pile drivers. The pile-driver shielding is more effective where considerable noise reduction is required.	Prior to issuance of Building Permit	City of San Diego, Development Services Department

	• **Silencing Technologies:** ○ **Pile-Driving Silencer**. A pile-driver silencer achieves reductions by shrouding the impact zone between the hammer and pile top with a specially designed soundproof casing. A silencer generally comprises a hollow section steel frame filled with foam, surrounded by a second casing that houses a 50-mm thick rubber layer to absorb high frequency noise and a 6-mm thick layer to dampen low frequency noise. The casing attaches to the mast of the piling rig and surrounds the whole hammer. Two hydraulically controlled gates close the casing at the bottom of the hammer so that it fits snugly across the top of the sheet pile wall without hampering the installation process. Or, ○ **Wood Block Silencer.** Similar in theory to the pile-driver silencer is to use a wood block to dampen the noise. The block of wood reduces the hammer energy being imparted onto the pile. The air noise level may be reduced but more significantly the higher frequency wave lengths are reduced. The human ear hears a low-frequency thud instead of a high-frequency ping • **Limiting Operation**. Limit the number of pile-driving strikes per hour, as necessary, to reduce construction noise levels to comply with standards established by the City of San Diego in Article 9.5 Noise Abatement and Control.		
Impact 5.5-3: Potentially significant vibration impacts due to construction could	**MM 5.5-3:** Where pile driving would occur within 95 feet of existing structures, site- specific vibration studies	Prior to issuance of Building Permit	City of San Diego, Development Services Department

result, if pile driving occurs within 95 feet of an existing structure.	shall be conducted to determine the appropriate mitigation. Mitigation, if necessary, shall include the following: • Identify sites that would include vibration-generating soil compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. This task shall be conducted by a qualified structural engineer. • Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits. • At a minimum, monitor vibration during initial demolition activities and during pile- driving activities. Monitoring results may indicate the need for more or less intensive measurements. • When vibration levels approach limits, construction shall be suspended n and implementation of contingencies to either lower vibration levels or secure the affected structures. • Post-construction surveys shall be conducted on structures where either monitoring has indicated high levels or complaints of damage have been made. Appropriate repairs or compensation shall		

	be made where damage has occurred as a result of construction activities.		
Geologic Conditions			
Impact 5.9-1 Project grading could result in settlement impacts, which would be regarded as significant.	**MM 5.9.1** In order to ensure that appropriate treatment is implemented to address settlement during grading, the following mitigation measure shall be required. • In areas where the fill thickness is greater than 50 feet, fill soils shall be compacted to at least 93 percent of the laboratory maximum dry density at approximately two percent above optimum moisture content. Fills less than 50 feet thick shall be compacted to at least 90 percent of the maximum dry density at optimum moisture content or slightly above. • Sharp transitions from bedrock to thick fills beneath buildings and underground improvements (e.g. sewer, storm drain, etc.) shall be softened during remedial grading by sloping steep bedrock surfaces and undercutting building pads. • At completion of grading, the conditions beneath each building pad shall be evaluated for potential soil compression assuming the fills become saturated. The building foundation shall be designed to accommodate estimated total and differential settlement from both short-term settlement due to building loading and long-term soil compression in the event the soils become saturated. The type of foundation utilized shall be determined once building type and locations are known and the depth of fill beneath the structures has been determined. Specific foundation recommendations shall be provided in an update or as-graded geotechnical reports that	Prior to issuance of Grading Permit for each development plan.	City of San Diego, Development Services Department

	will be required as part of the approval process. • An evaluation of differential settlement shall be performed for infrastructure located in areas of sharp transitions from bedrock to deep fills. This evaluation shall be performed once the locations of infrastructure is known with respect to the transition areas. Mitigation measures that should be included in the utility design in areas where the estimated differential settlement could impact the performance of underground improvements include: additional bedrock undercutting; the use of flexible, water tight, and specially-design joints to allow for movement; and increasing pipe gradients.		

12.0 REFERENCES

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