Section 4.0

HISTORY OF PROJECT CHANGES

4.0 HISTORY OF PROJECT CHANGES

As discussed in Section 2.0, *Environmental Setting*, there were prior entitlements at the project site which are not being analyzed as part of this EIR. Since the original design, several changes have been made in response to comments by the public, City staff and the Community Planning Board. In general, changes from the 2009 project proposal to the current project include a change in land use designation, reduction of proposed building heights, changes to building orientation, reduction in the number of parking garage levels, addition of pedestrian and transit improvements, and elimination of additional dwelling units in-lieu of the proposed hotel. These changes are detailed below.

On June 24, 2008, the project Applicant met with Community Planning Board members, City of San Diego staff, and community stakeholders to present the initial version of the project. Following input from the community, the Applicant submitted a Preliminary Review package to the City of San Diego on March 17, 2009. City staff responded to the Preliminary Review by indicating that a Community Plan Amendment (CPA), a Precise Plan Amendment (PPA), and other discretionary permits would be required. The Applicant then presented the project to the Carmel Valley Community Planning Board (CVCPB) for approval to initiate a CPA and PPA. On June 1, 2009, the CVCPB recommended the CPA initiation.

On July 14, 2009, the Planning Commission approved the initiation of a CPA and amendments to the General Plan and the Carmel Valley Employment Center Precise Plan to re-designate the site from Industrial Employment to a commercial/residential designation.

The Applicant submitted the first development plan set and draft PPA to the City in December 2009. Both City staff and the Community Planning Board raised concerns regarding the limited views of the proposed Main Plaza from El Camino Real, the height and setbacks of a proposed parking structure, the bulk and scale of the proposed office buildings, the lack of pedestrian connection to the adjacent property, the lack of a future transit stop, and the lack of bike and pedestrian pathways/connections. Concerns also were raised in response to the NOP about the proposed Regional Commercial community plan land use designation.

The project was revised to address these concerns and the Applicant re-submitted plans to the City in August 2010. The following changes were incorporated into the revised plans:

- The proposed Community Plan land use designation was changed from Regional Commercial to Community Village;
- The area of the proposed non-residential uses was reduced from 836,000 to 806,000 square feet;
- A new, pedestrian-oriented street was introduced in Block A (Market Plaza) and the height of proposed buildings along El Camino Real was lowered to open up view corridors into the project site;
- The proposed office building (at the south end of the site) was re-oriented 90 degrees to open views into the Main Plaza from El Camino Real and provide a greater setback;

- A plaza along El Camino Real was re-oriented to increase views into the project site from El Camino Real;
- The number of parking levels was reduced in the proposed parking garage and the parking garage façades were incorporated into the adjacent office building and Main Street buildings;
- The proposed office buildings heights were varied and the buildings were rotated to limit shading of the interior plazas;
- A future transit stop was added along the El Camino Real frontage;
- A pedestrian connection was added to the adjacent property to the south;
- Pedestrian and bicycle access was further enhanced throughout the project site and connections were made to off-site facilities and uses;
- The option for additional dwelling units in-lieu of the proposed hotel was eliminated; and
- A turn out/drop-off area along Market Street was eliminated to enhance the pedestrian scale of Market Street.

The project was revised again following the Recirculation of Project Alternatives in October 2013. The development plans were modified to reflect the Reduced Main Street Alternative (also referred to as the Revised Project), described in Section 12.9 of the Final EIR, and to respond to public concerns regarding the bulk and scale of the Originally Proposed Project. The Revised Project includes the following changes in comparison with the Originally Proposed Project:

- The total gross floor area (GFA) of the development was reduced by 22 percent (403,000 sf) from 1,857,440 to 1,454,069 sf, resulting in a corresponding 22 percent reduction in the floor area ratio (FAR) from 1.8 to 1.4.
- The retail and office components were reduced by 21,500 and 64,600 sf, respectively.
- Although the number of residential units would remain at 608, the GFA for residential development was decreased by approximately 215,000 sf.
- The originally proposed hotel was eliminated from the project.
- The bulk and scale of the proposed development has been lessened by reducing the maximum number of stories from 11 to 9.
- A 1.1-acre, passive recreation area, accessible to the surrounding community, was included in the northwest corner of the development.
- A 0.4-acre, children's play area, accessible to the surrounding community, was included near the passive recreation area.

- Street entrances were added to the ground floor, residential units facing Del Mar Heights Road.
- The greenbelt along Del Mar Heights Road was enhanced with additional landscaping and width.
- Enhanced landscaping was added along the proposed extension of the westbound, right-turn lane on Del Mar Heights Road providing access to the I-5 northbound on-ramp.
- Grading quantities were reduced from 528,000 cubic yards (cy) to 481,500 cy.

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Section 5.0

ENVIRONMENTAL ANALYSIS

5.0 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 Existing Conditions

Existing On-site Uses

The approximately 23.6-acre project site is currently vacant with graded building pads (refer to Figure 2-2). The site perimeter along adjacent roadways, including Del Mar Heights Road, El Camino Real, and High Bluff Drive, is lined with street trees and other ornamental landscaping. Electrical, natural gas, and telecommunications service connections are present within Del Mar Heights Road and El Camino Real (see Section 5.11, *Public Utilities*). The project site ranges from approximately 174 feet amsl at the southern corner to approximately 246 feet amsl at a berm near the northwestern boundary. The site is terraced into three building pads, each with an approximate 15-foot difference in pad elevation. Temporary drainage basins are located on the pads and are attached to an on-site private storm drain system. This system connects to the El Camino Real 66-inch storm drain main in two areas. A street dedication for a short cul-de-sac street, identified as Del Mar Heights Place, exists on the project site, off of Del Mar Heights Road. The street was previously rough graded, but never improved. From the southern end of the Del Mar Heights Place street dedication alignment, an easement for a public 12-inch water main (which was never constructed) also exists (refer to Figure 2-3).

Existing Surrounding Uses

The project site is located within the developed Carmel Valley community of San Diego at a transition point between land uses. Residential development occurs north of the site across Del Mar Heights Road, commercial office uses occur west and south of the site between I-5 and El Camino Real, and retail uses occur east of the site. Additional residential developments are located further to the south and east and are interspersed with schools, parks, and other civic uses.

The project site is bounded by Del Mar Highlands Town Center to the east, a single-family residence to the southeast, office buildings to the south and west, and residential neighborhoods to the north (refer to Figure 2-2). Del Mar Highlands Town Center is a 30-acre shopping center that contains retail shops, restaurants, a major grocery store, and a major drug store, a theater, a plaza area, and a small outdoor amphitheater. The offices to the south contain a research and development company (Neurocrine Biosciences) and corporate office uses. The Highlands Corporate Center complex to the west contains law offices, the Hydrologic Research Center, and other tenants. Residences north of the project site consist of condominiums. Surrounding buildings range from one to ~~seven~~ four stories in height.

Approximately 0.75 mile to the north of the site is Overlook Park (open space), and the San Dieguito River Park that extends in a generally east-west alignment along the San Dieguito River Valley. I-5 is located approximately 0.5 mile west of the project site, and the Pacific Ocean is

approximately 1.5 miles west of the site. SR 56 is located approximately 1.0 mile south of the project site.

Applicable Plans and Policies

Land use plans applicable to the proposed project include the General Plan; the Carmel Valley Community Plan (previously known as the North City West Community Plan); the Carmel Valley Employment Center Precise Plan (referred to hereinafter as Precise Plan); the City's LDC, and the Carmel Valley PDO. In addition, the regional planning context is provided in the 2050 Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). The project is subject to compliance with all other applicable local, state, and federal regulations. The applicable policies of these plans, ordinances, and regulations are described below.

2050 Regional Transportation Plan

The San Diego Association of Governments Board of Directors adopted the 2050 RTP and Sustainable Communities Strategy (SCS) on October 29, 2011. The 2050 RTP proposes a balanced vision for the San Diego region's transportation system over the next 40 years. The SCS details how the region will reduce greenhouse gas (GHG) emissions to state-mandated levels over time. The inclusion of the SCS is required by Senate Bill 375, and the San Diego region is the first in California to produce a regional transportation plan with a SCS.

The 2050 RTP and SCS seek to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact. Planning for future patterns of density, how people get around, and how land is used is driven by the goal of creating great places to live, work, and play. The path toward living more sustainably is clear: focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure, protect sensitive habitat and open space, invest in a transportation network that provides residents and workers with transportation options that reduce GHG emissions and implement the RTP through incentives and collaboration.

Regional Comprehensive Plan

The RCP (SANDAG 2004) is the strategic planning framework for the San Diego region. It creates a regional vision and provides a broad context in which local and regional decisions can be made that foster a healthy environment, vibrant economy, and high quality of life for all residents. The RCP balances regional population, housing and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. The RCP addresses the major elements of planning for the San Diego region, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and border issues. A major focus of the RCP is improving connections between land use and transportation using smart growth principles, which closely link jobs and housing, provide more urban public facilities, and make neighborhoods more walkable.

City of San Diego General Plan

The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan "provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans" (City 2008a). The City approved an updated General Plan on March 10, 2008. The General Plan is comprised of a Strategic Framework section and ten elements including: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Historic Preservation; Noise; and Housing. The following discussion summarizes each element that is relevant to the proposed project. In addition, applicable goals within each element pertaining to the proposed project are evaluated in detail as presented in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*, located at the end of this section.

Strategic Framework

The Strategic Framework section of the General Plan provides the overarching strategy for how the City will grow while maintaining the qualities that best define San Diego. Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. The General Plan is the first in the City's history that addresses most future growth with limited expansion onto the City's remaining open spaces. Since there is little remaining developable vacant land in the City, General Plan policies represent a shift in focus from how to develop vacant land to how to reinvest in existing communities through infill development and redevelopment. Therefore, General Plan policies support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy is intended to preserve established residential neighborhoods and manage the City's continued growth over time.

The General Plan incorporates the City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village is intended 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 will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Implementation of the City of Villages strategy relies upon the designation and development of village sites.

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element (Land Use Element) is "to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities" (City 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community

planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice.

Mobility Element

The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network" (City 2008a). The element identifies strategies needed to support the anticipated General Plan land uses. The Mobility Element's policies promote a balanced, multimodal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Urban Design Element

The purpose of the Urban Design Element is "to guide physical development toward a desired scale and character that is consistent with the social, economic and aesthetic values of the City" (City 2008a). The Urban Design Element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

Economic Prosperity Element

The purpose of the Economic Prosperity Element is "to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy" (City 2008a). The element links economic prosperity goals with land use distribution and employment land use policies. The Economic Prosperity Element includes economic development policies that have an indirect effect on land use. These policies are intended to support existing and new businesses that reflect the changing nature of industry, create the types of jobs most beneficial to the local economy, and prepare the workforce to compete for these jobs in the global marketplace. Additional policies encourage community revitalization through improving access to regional and national sources of public and private investment, target infrastructure development to support economic prosperity, and encourage using the leverage offered by the redevelopment process in certain communities. This element also identifies Prime Industrial Land, which support export-oriented base sector

activities such as warehouse distribution, heavy or light manufacturing, research and development uses. These areas are part of even larger areas that benefit to the regional economy. The project site is not designated as Prime Industrial Land.

Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element (Public Facilities Element) is "to provide the public facilities and services needed to serve the existing population and new growth" (City 2008a). This element contains policies that address public financing strategies; public and developer financing responsibilities; prioritization; and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to transportation, as well as park and recreation facilities and services. The element also provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

Recreation Element

The Recreation Element aims to increase usable park and recreation resources/facilities as the population of the City grows to achieve livable neighborhoods and communities. This element describes three types of recreational accommodations: population-based centers; resource-based parks; and beaches, historic sites, natural canyons and lakes. According to Recreation Element, "parks and recreation facilities contribute importantly to a sense of place, urban diversity, [and] improved livability" (City 2008a). Recreational facilities should meet the needs of the community, which vary depending on the demographics and existing recreation opportunities, and should be highly accessible to the intended users.

Conservation Element

The purpose of the Conservation Element is "to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life" (City 2008a). The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to: water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public, health, safety, and welfare.

Historic Preservation Element

The purpose of the Historic Preservation Element is "to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City and to improve the quality of the built environment, encourage appreciation for the City's history

and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation" (City 2008a). The element provides goals and policies to identify and preserve the City's historic resources, including the establishment of a comprehensive inventory identifying the number, location, and significance of historical resources within the City.

Noise Element

The purpose of the Noise Element is "to protect people living and working in the City of San Diego from excessive noise" (City 2008a). The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment.

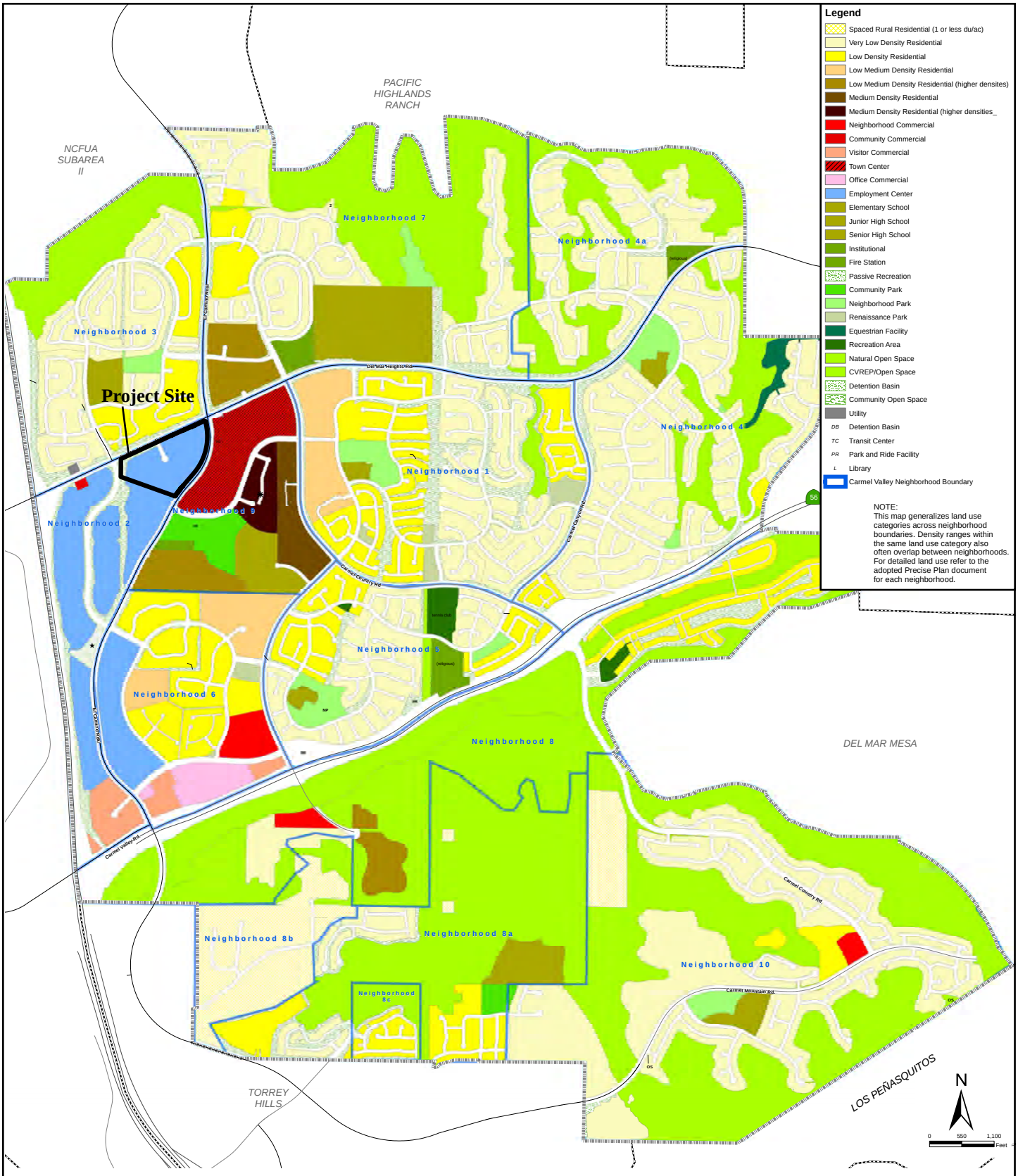
Housing Element

The Housing Element (Fiscal Year 2005-2010) (City 2006a) specifies programs that are intended to guide the City's commitment to provide for the housing needs of all economic segments of the community. The intent of the Housing Element is to "identify and analyze the City's housing needs, [and] establish reasonable goals, objectives and policies based on those needs" (City 2006a). The Housing Element includes objectives, policies, and programs for five major goals, which include: provision of an adequate site inventory and new construction; maintenance and conservation; reduction of governmental constraints; affordable housing opportunities; and administrative (including fair share and community balance and energy conservation).

Carmel Valley Community Plan

In 1975, the City Council approved the 4,300-acre North City West (now known as Carmel Valley) Community Plan. The Community Plan area is divided into several neighborhoods, as illustrated in Figure 5.1-1, *Existing Carmel Valley Community Plan Land Use Designations*. The project site is located within Neighborhood 2. Part I of the Community Plan includes general planning principles and preliminary studies to provide the framework for the long-range planning within the Community Plan Area. Part II of the Community Plan includes Goals and Planning Concepts, Plan Elements (Housing and Residential; Commercial; Industrial; Park, Recreation and Open Space; Circulation; and Public Services and Facilities), and Plan Implementation. The Plan Implementation portion of the Community Plan requires preparation and adoption of precise development plans for each development unit prior to proceeding with grading, zone changes, planned development permits and subdivision maps. The Community Plan therefore provides guidelines and concepts for future development of Carmel Valley and defers to precise development plans for detailed planning and design considerations. This hierarchy of planning documents allows for flexibility in determining how each development unit will create a diverse and balanced community.

The Community Plan identifies five overarching goals to provide the general framework for development in the Carmel Valley community. These goals include:



Source: SanGIS, 2008

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Existing Carmel Valley Community Plan Land Use Designations

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Figure 5.1-1

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and feeling of community identity among the future residents of North City West.
3. To preserve the natural environment.
4. To establish a balanced transportation system to be used as a tool for shaping the urban environment.
5. To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

The existing Community Plan land use designation for the site is Employment Center (refer to Figure 5.1-1).

Carmel Valley Employment Center Precise Plan

In 1981, the North City West (Carmel Valley) Employment Center Precise Plan was adopted for a triangular-shaped area bounded by Interstate 5, Del Mar Heights Road, and El Camino Real. The proposed project site is located within this Precise Plan area and is currently designated as part of the 118-acre Employment Center (refer to Figure 5.1-1). The Precise Plan envisioned Neighborhood 2 as an Employment Center with a "tightly controlled business park of the highest quality" and includes detailed guidance on developing the area into an employment center. The Precise Plan goal is to develop the employment center so it has a complex of buildings with an open park-like character.

Since the Precise Plan's adoption, the area has been mostly built out in accordance with the Precise Plan with the exception of the vacant project site. The existing Precise Plan indicates the project site is planned to be developed with business-industrial park uses.

It is noted that some aspects of the Precise Plan are considered outdated since they do not reflect the current General Plan goals and City regulations. One of the changes to note is that the City is now promoting mixed-use developments and focusing on how to make development sustainable instead of compartmentalizing uses within the City.

San Diego Land Development Code/Carmel Valley Planned District Ordinance

Zoning regulations for the property are governed by the Carmel Valley PDO (1979), and the City's LDC (updated through 2014). Chapters 11-15 of the City Municipal Code, referred to as the LDC, contain the city's planning, zoning, subdivision, and building regulations. The Carmel Valley PDO is contained in Chapter 15, Article 3, Division 1-4, of the City of San Diego Municipal Code. The purpose of the PDO is to implement the Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide LDC and the PDO conflict, the area-specific Carmel Valley PDO applies.

The current zoning of the property is CVPD-EC (Figure 5.1-2, *Existing Zoning*). This zone allows for light industrial use (see Municipal Code Section 131.0623[e]), headquarters, research and development, recreation, health clubs, certain manufacturing operations, and offices.

Residences, most commercial, wholesaling, churches, schools, warehousing and storage, and certain manufacturing operations are prohibited. Property development regulations applied are Commercial Community-1-3 (CC-1-3) zoning development regulations. This includes a maximum floor area ratio (FAR) of 0.5, maximum lot coverage of 60 percent, no maximum structure height for the project site, and minimum re-subdivided lot size of 20,000 sf. Buildout under the existing zoning would allow for approximately 510,000 sf of employment center uses.

City of San Diego Multiple Species Conservation Program Sub Area Plan

The Multiple Species Conservation Program (MSCP) is a comprehensive biological habitat conservation planning program developed by the City and other local jurisdictions in coordination with state and federal resource agencies. A goal of the MCSP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans. The City's MSCP Subarea Plan (City 1997a) guides the establishment of the City's preserve system, the Multiple Habitat Planning Area (MHPA). The project site is not located within or adjacent to any MHPA of the MSCP.

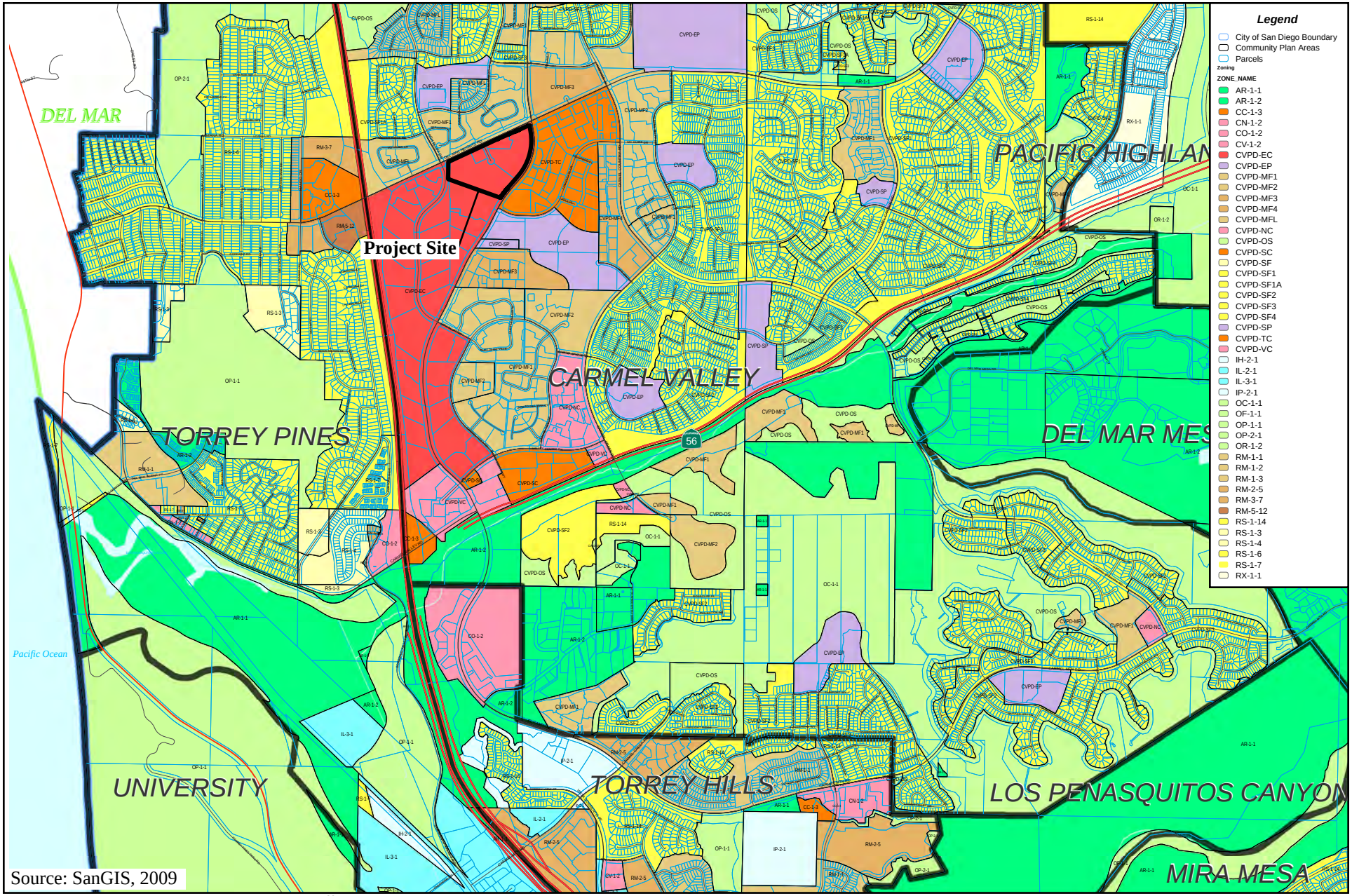
California State Implementation Plan

The California SIP was adopted to bring non-attainment air basins into compliance with the NAAQS (CARB, 1994, Amended through 2008). Due to continued violations of NAAQS standards in the SDAB, the SDAPCD, in conjunction with SANDAG, prepared a RAQS for its portion of the SIP. The project relates to the SIP through land use and growth assumptions that are incorporated into air quality planning documents.

Water Quality Control Plan for the San Diego Basin, Region 9

The RWQCB adopted a Water Quality Control Plan for the San Diego Basin (hereinafter "San Diego Basin Plan" or "Basin Plan") that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters (RWQCB, 1994). The project site is included in the Miramar Reservoir Hydrologic Area (No. 906.10) of the Peñasquitos Hydrologic Unit (Basin No. 6). According to the Basin Plan, existing and potential beneficial uses of surface water in this hydrologic unit include MUN; AGR; IND; REC-2; WARM; and WILD. REC 1 is a potential beneficial use. The downstream Peñasquitos Lagoon has the following beneficial uses: REC-1, REC-2, BIOL, EST, WILD, RARE, MAR, MIGR, SPWN, and SHELL. The beneficial uses of groundwater within this basin include MUN, AGR, and IND.

The Municipal Storm Water NPDES Permit, issued to the City of San Diego and other jurisdictions by the RWQCB in 2001, requires the development and implementation of storm water regulations addressing storm water pollution issues in development planning and construction associated with private and public development projects.



Source: SanGIS, 2009

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Existing Zoning

ONE PASEO

Figure 5.1-2

MCAS Miramar Airport Land Use Compatibility Plan

The basic function of airport land use compatibility plans (ALUCPs) is to promote compatibility between airports and their surrounding land uses. With limited exception, California law requires preparation of a compatibility plan for each public use and military airport in the state. In San Diego County, the San Diego County Regional Airport Authority (SDCRAA) Airport Land Use Commission (ALUC) is responsible for the preparation of these plans (County of San Diego 2008).

The Marine Corps Air Station (MCAS) Miramar Airport Land Use Compatibility Plan (MCAS Miramar ALUCP or ALUCP) is the fundamental tool used by the SDCRAA to promote land use compatibility in the air station vicinity. The MCAS Miramar ALUCP is intended to (1) provide for the orderly growth of the airport and area surrounding the airport; and (2) safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP contains compatibility criteria, maps, and other policies to carry out these objectives (County of San Diego 2008). The project site is located outside of the Airport Influence Area (AIA) as identified in the ALUCP. The AIA is defined as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission" (County of San Diego 2008).

California Green Building Standards Code

The California Green Building Standards Code (CALGreen) became effective on January 1, 2011 and is the 11th part of the California Code of Regulations, Title 24 (CCR Title 24 Part 11). CALGreen is the nation's first statewide green building code and applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in the State of California. CALGreen regulations are intended to achieve major reductions in greenhouse gas emissions, energy consumption, and water use.

5.1.2 Impact

Issue 1: Would the project be inconsistent/conflict with the environmental goals, objectives, or guidelines of the Carmel Valley Community Plan or City of San Diego General Plan?

Issue 2: Would the project be inconsistent/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts may occur?

Impact Thresholds

According to the City's Significance Determination Thresholds, land use compatibility impacts may be significant if the project would:

- Be inconsistent or conflict with the environmental goals, objectives, or guidelines of a community plan or general plan;

- Be inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts; and/or
- Be substantially incompatible with an adopted plan.

Impact Analysis

2050 Regional Transportation Plan

The overarching goal of the 2050 RTP and the SCS is to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact. The project type, location, and features are consistent with the 2050 RTP. The project proposes the development of a mixed-use "Main Street" village center for the Carmel Valley community on a single development site that would provide a balance of housing, offices, retail, restaurants, hotel, public spaces and recreational areas, and a mix of transportation facilities, including those oriented towards automobiles, bicycles, and pedestrians. The site is located along major roadways and nearby regional freeways (I-5 and SR 56), as well as adjacent to future planned regional transit services. While no transit services are currently provided within the project area, a rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) is identified in the Revenue Constrained Plan of the 2050 RTP and would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley. Specifically, Route 473 would occur along the Del Mar Heights Road and El Camino Real corridors. The project would provide a transit stop along the El Camino Real project frontage. Additionally, the project would incorporate several sustainable development features, as outlined in Section 3.2.7 in this EIR.

Regional Comprehensive Plan

SANDAG's Smart Growth Concept Map, updated January 27, 2012, provides a regional perspective on smart growth opportunity areas and identifies the proposed project site as a Town Center smart growth area (SANDAG 2012). The RCP defines Town Centers as containing residential, office/commercial, and civic/cultural facilities uses, including mixed use, at densities of 20 to 45 or more dwelling units per acre and 30 to 50 employees per acre. This continues SANDAG's 1995 Regional Growth Management Strategy of encouraging placement of the highest development densities within, among other places, Town Centers. Further, the RCP specifically recognizes local planning efforts aimed at intensifying land use near designated Town Centers, and specifically cites the City General Plan "City of Villages Strategy" as supporting the Town Center concept.

Thus, the proposed mixed-use village concept is consistent with this designation, and the project would be consistent with the overall regional vision and core values presented in the RCP. The project would contribute to implementation of the goals presented in the RCP and key policy objectives. Applying smart growth principles, the project would develop a mixed-use village that would provide additional housing types and employment opportunities within close proximity to major roads, major freeways, and existing community amenities within the Carmel Valley community, as discussed above.

City of San Diego General Plan

The project site's current General Plan land use designation is Industrial Employment, which allows for a range of office and industrial uses. The project site is not designated as Prime Industrial Land. Pursuant to Table LU-4 in the Land Use and Community Planning Element of the General Plan, the Industrial Employment designation accommodates the following recommended community plan designations and corresponding land use considerations:

- Scientific Research (Office Use Limited): provides for activities limited to scientific research, product development and testing, engineering, and other basic research functions with limited light manufacturing. Office uses, except corporate headquarters, are not permitted, except as accessory to the primary use. Storage and distribution are not permitted.

- Technology Park (Office Use Limited): allows high technology related to applied sciences, including light manufacturing, research and development, corporate headquarters, and storage and distribution uses. Office uses that provide administrative, sales, and service functions directly related to high technology uses are permitted. Applies in light industrial areas with some office development.

- Business Park (Office Use Permitted): allows office, research and development, and light manufacturing uses. Storage and distribution uses are not permitted except as accessory to the primary use. Applies in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.

- Business Park-Residential (Office Use Permitted): permitted employment uses are the same as those for Business Park. Applies in areas where employment and residential uses are located on the same premises or in close proximity.

- International Business and Trade (Office Use Permitted): Combines the permitted uses of the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. Applies in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.

- Light Industrial (Office Use Limited): allows a range of light manufacturing and research and development uses, storage and distribution, and transportation terminals. Multi-tenant industrial uses and corporate offices are permitted, and only limited office or commercial uses that are accessory to the primary industrial use.

- Heavy Commercial (Residential Prohibited): provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing with nuisance or hazardous characteristics. Non-industrial uses except corporate headquarters should be prohibited.

The General Plan defers to each community plan for specific land use designations. The General Plan and Community Plan land use categories in Table LU-4 of the Land Use and Community Planning Element establish the link between General Plan land use categories and the standardized community plan designations to be applied during the community plan update/amendment process. Therefore, the recommended community plan designations for the Industrial Employment designation do not correlate with the designations of the Carmel Valley Community Plan, but many have similar definitions. Based on the existing Community Plan designation of Employment Center, the Business Park designation and associated land use considerations above correlates closest to the Employment Center designation ~~are most appropriate~~ for the project site.

The project proposes to change the Industrial Employment General Plan designation to Multiple Use. The Multiple Use designation accommodates the City of Villages strategy of focusing growth into mixed-use activity centers, or villages, connected by transit. Implementation of the City of Villages strategy relies on the designation and development of village sites. According to the Land Use and Community Planning Element of the General Plan, a "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Villages are intended to be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces, such as plazas, outdoor gathering spaces, passive or active open space areas that contain landscape and streetscape design amenities, or outdoor dining and market activities. Villages also should include a variety of housing types.

The Land Use and Community Planning Element of the General Plan includes a Village Propensity Map (Figure LU-1 in the General Plan) that shows existing areas within the City that exhibit village characteristics (i.e., parks, fire stations, multi-family housing, mixed uses, commercial uses, and transit) and areas that have a propensity to develop as village areas in the future (based on the factors identified above). The project site is currently identified as having moderate village propensity. The Village Propensity model was designed as an objective method of illustrating areas that currently have village characteristics. Village locations will be designated in community plans with input from the community planning groups and based on the criteria and consistency with General Plan policies pertaining to the City of Villages Strategy. Project consistency with applicable City of Villages Strategy policies is evaluated in Table 5.1-1, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*. Due to number of applicable goals, objectives, and policies, Table 5.1-1 occurs at the end of this section. Approval of the proposal to change the project site's General Plan land use designation would eliminate the project's potential conflicts with applicable City of Villages Strategy policies.

The goal of the City of Villages Strategy is to have mixed-use villages located throughout the City and connected by high-quality transit. While no transit services are currently provided within the project area, a rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) is identified in the Revenue Constrained Plan of the 2050 RTP and would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley. Specifically, Route 473 would occur along the Del Mar Heights Road and El Camino Real corridors by RTP Horizon Year 2035. The project would provide a transit stop along the El Camino Real project frontage. Implementation of this planned transit route by

SANDAG and MTS and provision of a transit stop along the project frontage would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.

The General Plan specifies that each village is intended to be unique to the community in which it is located. As a result, a village could visually appear different than its surrounding uses in terms of both integration of land uses and density, bulk and scale. By definition, the very nature of a village would result in an intensification of land uses, as well as distinctive/unique development types that are different from existing development patterns.

The proposed project would serve as a village uniquely suited for the Carmel Valley community. The project proposes to create a "Main Street" and village center for the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity urbanized area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The project site is centrally located within Carmel Valley and along two major roadways that provide access within the community, Del Mar Heights Road and El Camino Real. The topographic grade changes and alignments of Del Mar Heights Road and El Camino Real expose the project site to public view from multiple vantage points. As a result, the project site is at a prominent and highly visible location within Carmel Valley. The site's prominent location at this transition point lends itself to function as a unique and distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street suitable to the Carmel Valley Community. General Plan villages can be achieved through multiple approaches to the type and mix of uses, building intensities and design themes and should be responsive to the needs of a particular community.

The proposed Main Street design fulfills a function currently lacking in Carmel Valley and would be a central, pedestrian-friendly corridor lined with street-level retail uses, restaurants, plazas, and streetscape landscaping. The project would integrate land uses on a single site and introduce building forms that are characteristic of a village that would be unique and distinctive to Carmel Valley. As discussed above, implementation of a mix of different uses on one site could result in development patterns that are different from the immediately surrounding environs. Such is the case for the proposed project. While the project would mirror the surrounding land uses, the product type that would be introduced in the neighborhood would differ from existing surrounding development in terms of integration of land uses and density, bulk and scale. Therefore, although the project would be consistent with General Plan policies and implements the City of Villages strategy with no associated land use impacts, the project would result in significant impacts related to community character and transportation. Project impacts on community character are analyzed in detail in Section 5.3, *Visual Effects and Neighborhood Character*. Transportation impacts are discussed in Section 5.2, *Transportation/Circulation/Parking.*

The project proposes a balance of housing, offices, retail, restaurants, hotel, public spaces and recreational areas, and a mix of transportation facilities, including those oriented towards automobiles, bicycles, and pedestrians. The project would be consistent with the village concept in that it proposes:

- A mix of multi-family residential housing types and price ranges, including compliance with the City's Inclusionary Housing Ordinance;
- A mix of retail, office, hotel, and other commercial uses to provide employment and shopping opportunities for community residents;
- A central pedestrian-oriented and pedestrian-scaled Main Street promenade that would function as the central unifying element of the project lined with retail, commercial, residential (above the commercial uses), and public spaces;
- A large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community;
- A network of pedestrian paths and bicycle facilities that would connect internally as well as to surrounding areas;
- Internal roadways with landscaped streetscapes, landscaped medians, and enhanced crosswalks or paving; and
- Landscaping and hardscape features throughout the project site.

The General Plan identifies several village types and establishes a hierarchy of the different types. Village types and their hierarchy are briefly described below.

- Downtown: Downtown San Diego has a unique role to play in the 21st century development of the San Diego region. In addition to being the administrative, legal, cultural, and entertainment center in the region, Downtown also offers the most convenient and extensive transit connections with an active pedestrian environment.

- Subregional Employment Areas: Subregional Employment Areas are major employment and/or commercial districts within the region containing corporate or multiple-use office, industrial, and retail uses with some adjacent multi-family residential uses.

- Urban Village Centers: Urban Village Centers are higher density areas located in subregional employment districts. They are characterized by a cluster of more intensive employment, residential, regional, and subregional commercial uses that maximize walkability and support transit.

- Community and Neighborhood Village Centers: Community and Neighborhood Village Centers should be located in almost every community plan area. They are community- and neighborhood-oriented areas with local commercial, office, and multi-family residential uses, including some structures with office or residential space above commercial space. Village Centers will contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership. Community and Neighborhood Village Centers range in size from just a few acres to more than 100 acres. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers, and may also have a larger employment component than Neighborhood Village Centers.

- Transit Corridors: The City contains a number of linear commercial areas that are lively and vital, pedestrian-friendly, and home to a variety of small businesses, restaurants, and homes. They are located along streets and major roads and are served by higher frequency transit service.

The project site is proposed to be designated as a village site and developed as a Community Village. Consistent with this village type, the project proposes the development of a mixed-use "Main Street" village center for the Carmel Valley community providing residential, retail, commercial, and public space uses within a walkable, pedestrian-scaled environment.

In summary, the project would be consistent with the General Plan City of Villages strategy because (1) it would be consistent with applicable City of Villages strategy policies (upon approval of an amendment to change the General Plan designation from Industrial Employment to Multiple Use), (2) the project site is identified as having moderate village propensity in the General Plan , (3) the project would provide a village center unique to the Carmel Valley community, and (4) the project would be consistent with the General Plan definition of Community Village.

Additionally, City approval of the proposed amendment to change the project site's land use designation would eliminate the project's potential conflicts with other applicable General Plan goals, policies, and objectives (in addition to those pertaining to City of Villages), as identified in Table 5.1-1. Associated land use consistency impacts would be less than significant.

With respect to the Mobility Element of the General Plan, conformance with Policy ME-C.2 cannot be guaranteed. This policy seeks to assure adequate capacity and reduce congestion for all modes of transportation on the street and freeway system. As discussed in Table 5.1-1, implementation of some of the traffic mitigation measures identified in Section 5.2 are beyond the control of the applicant and/or City. As a consequence, the proposed project may not be able to fully satisfy Policy ME-C.2 if the proposed mitigation is not implemented.

Carmel Valley Community Plan

The project site's current land use designation in the Community Plan is Employment Center (refer to Figure 5.1-1), which calls for industrial office park uses. The project site is not designated as Prime Industrial Land. The project proposes an amendment to the Community Plan (CPA) to allow for the proposed residential and mixed-use land uses on the project site. Should the City approve the proposed CPA, the project site's land use designation would change from Employment Center to the proposed designation of Community Village. Pursuant to Table LU-4 in the Land Use and Community Planning Element of the General Plan, the Community Village designation provides housing in a mixed-use setting and serves the commercial needs of the community, including industrial and business areas. Integration of commercial and residential use is emphasized, and civic uses are an important component. Retail, professional/administrative offices, commercial, recreation facilities, service businesses, and similar types of uses are allowed.

While the project proposes a different land use type than originally envisioned in the Community Plan, it would be consistent with the framework goals identified in the Community Plan related to the balance of planned land uses in the Carmel Valley community (Goals 1 and 2). As previously discussed, the project site is part of the larger Employment Center generally bounded by I-5, Del Mar Heights Road, and El Camino Real. With the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses in accordance with the Community Plan and Precise Plan. Based on the current land use and zoning designations, approximately 510,000 sf of office uses could be developed on site. The proposed project would construct retail, residential, and public spaces in addition to approximately 536,000 sf (gla) of office uses. The provision of these additional uses along with the office uses identified in the Community Plan would not upset the economic balance of planned land uses in Carmel Valley for several reasons. First, a retail market analysis was conducted for the project (Kosmont 2012) to evaluate existing and projected demand for retail services within a 10-mile radius of the project site (defined as the Trade Area); this study in included as Appendix B in the EIR. The analysis concluded that even with full buildout of the project, there will continue to be additional demand for retail uses within the Trade Area. This means that future retail demand is sufficient to support the project considering existing and additional retail uses. Secondly (and related to retail demand), the new retail uses proposed by the project would not adversely impact existing businesses nor lead to urban decay (refer to Issue 4 in this section for additional analysis of urban decay). ~~Finally, the project would generate more tax revenue (consisting primarily of property, sales, and transient occupancy taxes) and construction and permanent jobs compared to the development of only the office uses under the existing Community Plan designation. Specifically, the proposed project is estimated to result in annual net revenues of approximately $1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of $25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont, 2012b).~~

The project also would contribute to a physically and socially balanced community since it would provide the office uses originally envisioned as part of the Employment Center, as well as additional uses that are contiguous and compatible with existing adjacent uses. For example, the proposed residences would be located on the northern side of the project site across the street from existing multi-family residences, and the office uses would be located in the southern portion of the site adjacent to existing office uses. Main Street, which would be lined with retail uses, would connect to the adjacent Del Mar Highlands Town Center, as it would be constructed as the fourth leg of the existing intersection of El Camino Real and the Del Mar Highlands Town Center. The project would serve as a village center for the community and would include pedestrian–oriented spaces, such as the Main Street component, plazas, and paseos that would provide community gathering spaces and connections to surrounding roadways, sidewalks, and bicycle routes to integrate proposed on-site uses with surrounding off-site uses.

In addition, the project would include a mixture of housing types (i.e., single-level flats and two-story townhomes) to provide a diverse and balanced residential component. The provision of office, professional office, hotel, and retail uses within the project site would contribute to a greater balance of uses both on site and within the community as a whole, as it would provide additional choices for commercial and retail services, as well as provide employment

opportunities in the retail and professional sectors. As a result, the proposed mixed-use project and the variety of uses that it would provide would result in a more internally well balanced use compared to a single use on the project site. Furthermore, the proposed public spaces, namely the central plaza and Main Street promenade, would provide gathering places to promote social interaction within the community. For these reasons, the proposed project would be consistent with the Community Plan goal of establishing a balanced community.

The project also would be consistent with the overarching Community Plan goal of establishing a sense of community identity. The project has been designed to foster a sense of place through the provision of a gateway, mixed-use development anchored by large public spaces and self-contained uses to serve the community. Because the project site occurs at a transition point among land uses within the Carmel Valley community, the project incorporates the surrounding uses in a mixed-use development to provide continuity and compatibility with the existing land uses. The combination of these existing uses and provision of public spaces at this particular site (given its location in relation to existing surrounding uses) would provide a unique feature within the community that would contribute to establishing a sense of community identity.

Project consistency with applicable Community Plan goals, objectives, and policies is evaluated in Table 5.1-1. Due to the number of applicable goals, objectives, and policies, Table 5.1-1 occurs at the end of this section.

City approval of the proposed amendment to change the project site's land use designation would eliminate the project's conflicts with other applicable Community Plan goals, policies, and objectives, as identified in Table 5.1-1. Associated land use consistency impacts would be less than significant.

Carmel Valley Employment Center Precise Plan

The 118-acre Precise Plan Area is currently designated as Employment Center (refer to Figure 5.1-1). Because not all of the proposed uses would be consistent with the existing Employment Center designation, the project proposes an amendment to the Precise Plan (PPA) to allow for the proposed mixed uses within the Precise Plan area. Should the City approve the PPA, the project site's Precise Plan designation would change from Employment Center to the proposed designation of Community Village. As previously discussed, some aspects of the Precise Plan are considered outdated since they do not reflect the current General Plan goals and City regulations, particularly the City of Villages concept. On July 14, 2009, the Planning Commission unanimously approved a motion to approve City staff recommendation to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.

Although the project proposes a different land use type than originally envisioned in the Precise Plan, the proposed project would still include employment center uses. With the exception of the 23.6-acre project site, the entire Employment Center, as designated in the Precise Plan, has been developed with employment center uses in accordance with the Community Plan and Precise Plan. Based on the current land use and zoning designations, approximately 510,000 sf of office

uses could be developed on site. The proposed project would construct retail, residential, and public spaces in addition to approximately 536,000 sf (gla) of office uses.

The Summary of the Precise Plan contains overall planning principles to guide the develpoment of the Employment Center. These principles focus on lot configuration, landforms, gateway, employment, and design. The following summarizes the overall planning principles that are contained in the Precise Plan:

- Lots have been configured to provide the desired visibility from I-5 and a landscape buffer from surrounding redsidential areas;
- Lots are to be graded into multiple pads with 10 to 15 feet of grade differential between the pads to reflect existing landforms in the community;
- Unified landscape and hardscape treatments are to be provided to reinforce the Employment Center as the gateway into the community;
- The Employment Center will provide opportunities for more than 2,500 jobs; and
- Although no common architectural style will predominate, a consistent approach to siting, scale, materials, graphics, colors, and landscaping will be used.

The project would be consistent with these Precise Plan principles. The project site was previously graded as part of the 118-acre Carmel Valley Employment Center mass grading and consists of vacant graded building pads. The configuration and elevation of the building pads were planned and implemented as part of the previous mass grading. The proposed project would make use of the existing site conditions to guide the placement of the proposed buildings. The proposed project would not substantially change the elevations on the project site. Although underground parking would be integrated into the project layout, the varied site topography would largely be retained to reflect existing landforms within the community.

Unified landscape and hardscape treatments would be provided throughout the project site, including along the proposed roadways, plazas, courtyards, pedestrian walkways, and the site perimeter (refer to Figures 3-3a through 3-3g). A landscaped project gateway would be provided at the northwest corner of the site at the Del Mar Heights Road and High Bluff Drive intersection. This gateway would include a pedestrian entry featuring a paseo, project monuments and signage, informally spaced trees, turf, and groundcovers and accent plantings (refer to Figure 3-3e). An additional project gateway is proposed at the northeast corner of the site at the intersection of Del Mar Heights Road and El Camino Real that would include project monuments and signage, pedestrian paths, informally spaced trees, turf, and a patio area (refer to Figure 3-3e).

The project would provide the employment uses originally envisioned as part of the Employment Center, as well as additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses that would satisfy demand for retail uses within the community and would generate additional jobs and revenue for the City. ~~Specifically, the project is estimated to result in annual net revenues of approximately $1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of~~

~~$25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).~~

While individual architectural themes guided development of each individual business or residential complex, there is not a common architectural theme used for all the buildings in the area or community. Common architectural elements include earth-tone and/or neutral colors, and trees and shrubs at street-edge perimeters. The proposed buildings also would include earth-tones and neutral colors, similar to those existing in the surrounding area. The project street-edge and internal landscaping also would help to integrate the project with the surrounding areas and provide continuity along the surrounding public streets. The proposed PPA includes numerous planning, grading, architectural, landscaping, lighting, and signage design standards that would ensure that the proposed project would not contrast with adjacent architectural themes of the surrounding area.

The project would be consistent with these overall planning principles and applicable policies contained in the Precise Plan, as discussed in Table 5.1-1. Associated land use consistency impacts would be less than significant.

City of San Diego Land Development Code/Carmel Valley Planned District Ordinance

The current zoning of the property is CVPD-EC (refer to Figure 5.1-2). This zone allows for light industrial use (See Municipal Code Section 131.0623[e]), headquarters, research and development, recreation, health clubs, certain manufacturing operations, and offices. Residences, most commercial, wholesaling, churches, schools, warehousing and storage, and certain manufacturing operations are prohibited. Property development regulations applied are CC-1-3 zoning development regulations. This includes a maximum FAR of 0.5, maximum lot coverage of 60 percent, no maximum structure height for the project site, and minimum re-subdivided lot size of 20,000 sf. Existing setback requirements include no minimum or maximum front or street side setbacks and minimum 10 feet side and rear setbacks. Buildout under the existing zoning would allow for approximately 510,000 sf of employment center uses.

The proposed project would require a Rezone, as the site's current CVPD-EC zoning designation is intended for industrial-office park use. The project proposes to rezone the site to CVPD-MC (a new zone that would be added to the Carmel Valley PDO), which allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, multi-functional, mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum FAR of the CC-5-5 zone is 2.0. Allowable uses within the proposed zone would be the same as those for the CC-5-5 zone classification (Table 131-05B in Section 131.0552 of the Municipal Code). The proposed residential, commercial retail, office, hotel, and cinema would be allowable uses per the Municipal Code.

Table 5.1-2, *Comparison of Existing and Proposed Development Standards for the Project Site*, identifies the maximum FAR, maximum building height, and setback requirements per the existing and proposed zoning for the project site.

Table 5.1-2
COMPARISON OF EXISTING AND PROPOSED DEVELOPMENT STANDARDS FOR THE PROJECT SITE

Existing Standards[1]	Proposed Standards[2]
Maximum FAR	
0.5	2.0
Maximum Building Height	
No limit	100, 150, or 199 feet[3]
Setback Requirements (minimum)	
Front: No minimum Side: 10 feet Rear: 10 feet	30 feet from Del Mar Heights Road 30 feet from High Bluff Drive 30 feet from El Camino Real 15 feet from western property line

[1] Based on existing zone classification of CVPD-EC
[2] Per proposed CVPD-MC zone classification
[3]Depending on location within the project site.

As shown, the proposed standards would place limits on building heights where none currently exist, and also would provide for greater setbacks from abutting roadways compared to the existing standards. The maximum FAR is proposed to change from 0.5 to 2.0, which would result in a change in planned density for the project site. Density (in terms of bulk and scale) and land use compatibility of the proposed project with the surrounding neighborhood and community are discussed later in this section.

The proposed zone (CVPD-MC) for the project has a maximum FAR of 2.0. The proposed project would have an FAR of 1.80 as calculated in accordance with the LDC and the proposed zone. Therefore, the FAR for the project would be below the maximum allowable limit of 2.0 established by the zone.

While there is currently no maximum height limit for buildings to be constructed on the project site, the proposed zone would limit building heights to 100, 150, or 199 feet, depending on the location within the project site. Buildings entirely within 225 feet of the westerly property line and 520 feet of the Del Mar Heights Road/High Bluff Dive intersection have a maximum height of 150 feet. Buildings generally located in the northern half of the project site (north of Main Street and Market Street) have a maximum height of 100 feet. Buildings generally located in the southern half of the project site (south of Main Street and Market Street) have a maximum height 199 feet. Figure 5.1-3, *Maximum Building Heights*, illustrates these maximum allowable building heights within the project site.

The height of proposed structures would be consistent with these development regulations. The tallest proposed building within the portion of the site with an allowable maximum height of 199 feet would be one of the office buildings in the southern portion of the project site at a height of approximately 190 feet above grade. The proposed building within the portion of the project site with a maximum allowable height of 150 feet would be approximately 125 feet, and the

proposed buildings within the portion of the site with a 100-foot maximum height allowance would vary, but would not exceed 100 feet.

MAXIMUM BUILDING HEIGHTS
Figure 5.1-3

As stated above, the proposed zone would provide greater setbacks from abutting roadways compared to the existing regulations of the current zone classification. The setback requirements of the proposed zone include the following:

- Minimum of 30 feet from Del Mar Heights Road;
- Minimum of 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum of 10 feet);
- Minimum of 30 feet from High Bluff Drive; and
- Minimum of 15 feet from the western property line.

The proposed buildings would be consistent with these setback regulations of the proposed zone classification (refer to Figure 3-1).

The City has decision-making authority regarding approval of proposed changes to land use and zoning classifications. Should the City approve the proposed Rezone, the project site's zoning classification would change from CVPD-EC Zone (existing) to the proposed classification of CVPD-MC Zone. The project would be consistent with this proposed zoning classification. Therefore, should the City approve the proposed Rezone, the project would be consistent with both the LDC and Carmel Valley PDO.

Density and Land Use Compatibility

During the NOP comment period, concerns were raised about the density of the proposed project and whether the project would be consistent with the community character envisioned in the Community Plan. The density of the project as it pertains to land use issues (i.e., consistency with adopted land use plans, applicable development regulations, and land use compatibility) is analyzed within this section of the EIR; whereas other environmental topics associated with density, such as traffic, visual effects and neighborhood character, noise, and air quality are analyzed in each respective section of this EIR.

The project proposes amendments to the General Plan, Community Plan, and Precise Plan, as well as a Rezone, to change the existing land use designations and zone classification to accommodate development of the site as a Community Village. The proposed change in land use designations and zone classification would result in a change in density from what is currently planned in existing adopted land use plans.

The project would be consistent with General Plan policies that support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. Specifically, the project would be consistent with, and implement the City of Villages strategy. The project would integrate land uses on a single site and introduce building forms that are characteristic of a village that would result in development patterns that are different from the immediately surrounding environs. While the project would mirror the surrounding land uses, the product type that would be introduced in the neighborhood would differ from existing development in terms of integration of land uses and density, bulk and scale. Therefore, although the project would be consistent with applicable land use plans (as discussed above) and the City of Villages strategy with no associated land use impacts, the project would result in significant impacts related to community character. The determination of significance is based on the proposed intensification and integration of land uses at the project site that are inherent with village sites. Moreover, significant visual impacts were assessed in the General Plan EIR (City 2007) for future village development. Project impacts on community character are analyzed in detail in Section 5.3, *Visual Effects and Neighborhood Character*.

Despite the assessment of significant community character impacts, the proposed project would be compatible with surrounding land uses and land use designations. The areas immediately surrounding the project site include existing office, residential, and retail uses. The proposed uses of the project site mirror these surrounding uses, and have been sited so that the uses are an

extension of existing adjacent off-site uses. Specifically, the proposed residences would be located on the northern side of the project site across the street from existing multi-family residences, and the commercial office uses would be located in the southern portion of the site adjacent to existing office uses. In addition, Main Street, which would be lined with retail uses, would connect to the adjacent Del Mar Highlands Town Center, as it would be constructed as the fourth leg of the existing intersection of El Camino Real and the Del Mar Highlands Town Center. Additional proposed retail uses would be located in the eastern portion of the project site along Market Plaza and Market Street, directly across from the Del Mar Highlands Town Center. Other proposed uses such as the hotel and public spaces are consistent with the existing types of land uses in the community. The proposed project therefore would not introduce a new land use into the project area that would contrast or be incompatible with existing land use types. Accordingly, the project would be compatible with, and not severely contrast with, existing land use in the project vicinity and community.

The proposed project would develop a vacant and graded site surrounded by existing development within an urbanized area into a mixed-use development. As described above, the proposed project would be compatible with surrounding land uses. While some buildings would be taller (up to 10 levels tall) than buildings in the immediate area, the architectural style of proposed buildings would provide articulation and various design elements to provide visual diversity and reduce massing so they do not appear block-like in accordance with the design guidelines contained in the proposed PPA. For example, building facades at the street level would include design elements to break the plane of the building and provide a varied street wall through the use of recessed entries and doors; building projections; and/or pilasters, columns, and bays. Several proposed project elements and layout factors would reduce the visual scale and bulk of the proposed buildings. For example, Main Street, which is the central organizing element of the project, would consist of a pedestrian-oriented linear thoroughfare with ground level retail uses, cafes, public spaces, wide sidewalks, and streetscape landscaping. The ground level mixed uses along Main Street would include awnings, store windows, and other building articulation in accordance with the design guidelines contained in the proposed PPA. These architectural features, combined with the proposed street-level uses and landscaping, would create a pedestrian-scaled environment along Main Street that would connect to sidewalks and roadways to integrate the site with the surrounding community. Other elements that would reduce visual scale and bulk include the large central plaza (between the office buildings and Main Street), paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and some visual screening to reduce massing effects.

Landscaping around the perimeter of the site would provide a visual and physical buffer between the buildings and off-site viewers. Trees that would be removed along Del Mar Heights Road would be replaced with new street trees. Once mature, the trees would screen views of the upper stories of proposed buildings. Most of the planted trees would be 36-inch box size to hasten this effect. The proposed street trees and other project landscaping also would be a visual feature that would help to integrate the site with the surrounding area. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would be provided in accordance with the landscape guidelines contained in the

proposed PPA and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Additionally, most of the on-site parking would be provided underground, which would remove the typically visually adverse parking lots from view. The proposed PPA includes design guidelines to ensure that the development character is unified and in context with the surrounding development. For example, proposed signage would be in compliance with the Carmel Valley Sign Guidelines and Criteria.

The project would not result in secondary land use compatibility impacts related to night lighting or noise. Lighting and noise already exist in the project area since the project site is surrounded by development and major roadways. The City controls potential lighting impacts through their Outdoor Lighting Regulations (Section 142.0740 of the Municipal Code). This ordinance requires that lighting be controlled so that it does not spill onto surrounding properties, and requires automatic timing devices to ensure exterior lighting is not on between 11:00 PM and 6:00 AM unless it is necessary for safety or security. The PPA also includes specific design measures to ensure light impacts to on-site and off-site uses are minimized (refer to Section 5.3, *Visual Effects and Neighborhood Character*). The project would include outdoor lighting for parking, paseos and pedestrian walkways, plazas, and signage. Proposed outdoor lighting would be in compliance with the City's Outdoor Lighting Regulations pursuant to Section 142.0740 in the Municipal Code. Surface parking lot lighting would be minimal and comply with the City of San Diego Street Design Manual, and would not shed substantial light onto adjacent properties. Lighting along building facades, paseos and pedestrian walkways, and plazas would be directed to illuminate on-site areas and would not spill over to adjacent uses. In addition to conformance to the City's outdoor light regulations, proposed outdoor lighting would be consistent with the lighting design standards contained in the proposed PPA. Compliance with regulatory lighting requirements and implementation of the lighting design standards would avoid emission of substantial amounts of ambient light onto adjacent properties, and into the nighttime sky. Thus, proposed project lighting would not adversely affect surrounding uses. Associated secondary land use impacts related to night lighting and noise would be less than significant.

With the exception of the proposed office buildings, less than 50 percent of building facades would incorporate glass or other reflective material that could cause glare effects on surrounding roadways or public areas. The exterior cladding materials of the office buildings would incorporate high performance glass coatings that would meet or exceed the light reflectivity factor requirement per Section 142.0730(a) of the LDC. Therefore, associated secondary land use impacts related to glare would be less than significant.

The proposed project would generate noise related to vehicular traffic and stationary sources such as refrigeration and freezer condensers (associated with markets and restaurants), trash compactors, forklifts, delivery trucks, restaurant kitchen fans, HVAC, and parking lot traffic (refer to Section 5.4, *Noise*). These sources would rarely create noise impacts to receivers over 120 feet from the noise source and are highly unlikely to impact any off-site areas across roadways, including the multi-family residential uses to the north (across Del Mar Heights Road), the single-family residence to the east (across El Camino Real), and the commercial retails uses to the east (across El Camino Real). The office use directly to the south of the

project site would not be significantly impacted by on-site stationary noise given the distance from proposed structures that could potentially include stationary noise generators to the property line (i.e., over 120 feet), (2) the types of the closest proposed on-site uses (i.e., closest proposed uses are not typically substantial noise generators) , and (3) the adjacent uses are commercial and have higher property line noise limits than residential uses. Residences are not noise generators, and the proposed parking structure and residences would be approximately 50 feet from the property line. Traffic noise levels would not exceed the traffic noise significance thresholds under any analyzed scenario at exterior useable areas of off-site noise-sensitive uses in the project vicinity (refer to Figures 5.4-6 through 5.4-10). Associated secondary land use impacts would be less than significant.

Significance of Impact

Upon approval of the proposed land use plan amendments and Rezone, the project would be consistent with the land use designations and associated density with the Carmel Valley Community Plan and Precise Plan. Similarly, the project would be consistent with the General Plan, with the exception of Policy ME-2.C of the Mobility Element. As discussed earlier, the inability of the project applicant to guarantee improvements which require Caltrans approval prevents a finding that the project would meet this policy. However, the inability of the project to comply with one of many policies of the General Plan does not result in a significant land use policy impact. The project would also be consistent with regional goals of the 2050 RTP and RCP~~, as well as applicable policies and regulations contained in the General Plan, Community Plan, and Precise Plan~~. In addition, the proposed project would be compatible with surrounding land uses and would not result in significant secondary land use impacts. Therefore, should these proposed land use plan amendments and Rezone be approved by the City, associated land use impacts would be less than significant.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.1.3 Impact

Issue 3: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

Impact Thresholds

According to the City's Significance Determination Thresholds, land use impacts may be significant if the project would:

- Be substantially incompatible with an adopted plan;
- Be an incompatible use as defined in an airport land use plan, or be inconsistent with an airport's Comprehensive Land use Plan (CLUP) as adopted by the ALUC to the extent that the inconsistency is based on valid data;

- Be inconsistent with adopted environmental plans for an area; and/or
- Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

Impact Analysis

MCAS Miramar Airport Land Use Compatibility Plan

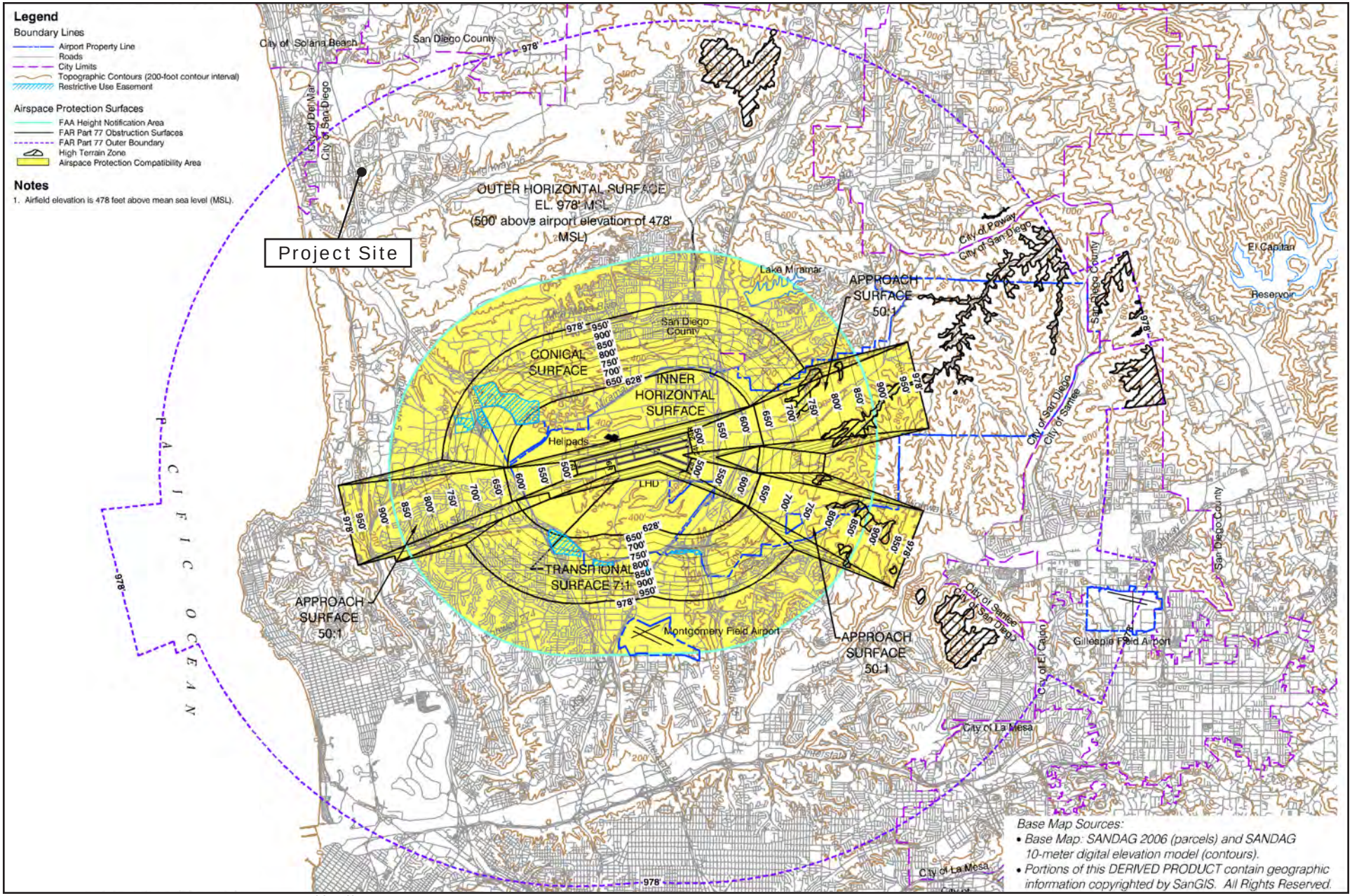
The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the following contours identified in the MCAS Miramar ALUCP: noise contour, safety contour, overflight contour, or airport influence area.

The project site is located outside of the AIA for MCAS Miramar, but within the northwest boundary of the Federal Aviation Regulations Part 77[1] Outer Boundary contour on the ALUCP airspace protection map (Figure 5.1-4, *MCAS Miramar Airspace Protection Map*), (County of San Diego 2008). Within this contour designation, the project site is not, however, within the contour boundaries for Federal Aviation Administration (FAA) height notification, Federal Aviation Regulations Part 77 obstruction surfaces, a High Terrain Zone, or the Airspace Protection Compatibility Area (APCA) in the ALUCP's airspace protection map. As such, the project is not subject to ALUCP-designated height limitations, ALUC notification, or subject to other regulations specific to the APCA. Implementation of the proposed project is not anticipated to result in structures that pose an airspace obstruction, land uses that create wildlife hazards, particularly related to birds, or land use characteristics that create visual or electronic interference with air navigation. Therefore, no land use impacts associated with airspace protection compatibility would occur.

California State Implementation Plan (SIP)

Long-term planning documents, such as the City's General Plan, Community Plans, and Zoning Codes are required to be consistent with the CARB's SIP. The project proposes amendments to the Community Plan and Precise Plan and a Rezone to allow for a mix of residential, commercial, and office uses within an area currently designated for Employment Center uses. The City is responsible for ensuring proposed amendments do not result in a conflict with the SIP. An Air Quality and Greenhouse Gas Technical Report prepared for the project identified potential project-related emissions that could exceed existing City and SIP criteria, along with mandatory mitigation measures the project must implement in order to maintain consistency with City and SIP thresholds (See Section 5.5, *Air Quality*, and Draft EIR Appendix G, Air Quality and Greenhouse Gas Technical Report, for additional information and analysis). As the project must comply with all mitigation to reduce emissions, it would therefore be in compliance with the SIP. Associated land use impacts would be less than significant.

[1] Federal Aviation Regulations Part 77 establishes standards for identifying obstructions to navigable airspace.



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MCAS Miramar Airspace Protection Map

ONE PASEO

Figure 5.1-4

Water Quality Control Plan for the San Diego Basin (Basin Plan)

As discussed in Section 5.10, *Hydrology/Water Quality*, a Water Quality Technical Report has been prepared for the project which includes storm water Best Management Practices (BMPs) both during construction, and in the project's permanent design, to reduce pollutants discharged from the project site, to the maximum extent practicable. In addition, the project would be required to comply with the NPDES construction permit and general municipal permit, and prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP). Therefore, the project would comply with the Basin Plan, and no significant land use consistency impacts would occur.

Multiple Species Conservation Program Subarea Plan

The project site is not located within or adjacent to the MHPA of the MSCP, and, therefore, no land use conflicts with the MSCP are anticipated (City 2010a).

California Green Building Standards Code

The project would be subject to compliance with required state regulations, including Title 24 of the California Code of Regulations, which includes the CALGreen Code. Consistent with CALGreen, the project proposes sustainable design features to conserve energy and water and reduce greenhouse gas emissions and waste (refer to Section 3.2.7 in this EIR). In addition, the project was registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED for Neighborhood Development™ rating system in August 2007. LEED-certified buildings are designed to reduce waste, conserve energy and water, reduce greenhouse gas emissions, and lower operating costs.

Flooding

The project site is not located within a SFHA, Open Space-Floodplain Zone, or any other floodplain/wetland buffer zone. As described in Section 5.10, *Hydrology/Water Quality*, the project proposes drainage features to address any potential for flooding in compliance with local, state, and federal requirements. Therefore, the project would not increase the base flood elevation for upstream properties, and no associated land use impacts would occur.

Significance of Impact

With approval of the proposed discretionary actions, the proposed project would be consistent with all adopted plans, policies, and regulations; therefore, no significant impact would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.1.4 Impact

Issue 4: Would the project create long-term retail vacancies or result in the abandonment of buildings within the retail market in the project area and result in the physical deterioration of affected properties leading to urban decay?

Impact Thresholds

Pursuant to Section 15131 of the State CEQA Guidelines, economic and social impacts of a project, though they may be included in an EIR, are not to be treated as significant impacts on the environment. The EIR may trace a chain of cause and effect through anticipated economic or social change resulting from the project to physical changes caused by the economic or social changes. To the extent that there is a direct or indirect causal connection between a change in anticipated economic or social circumstances and a change in the physical environment, the economic or social change may be used to determine the significance of the physical change. In other words, a project's economic impacts on a community could be considered potentially significant only if they can be tied to direct physical changes in the market area (i.e., physical deterioration of existing retail centers/facilities).

Based on this statutory guidance, the courts have recognized that there is potential for a proposed new retail development to trigger economic competition with existing retail uses in the project's community.[2] If existing retail uses are adversely affected by this competition, declines in sales could directly result in and/or lead to disinvestment, business closures, abandonment, and physical deterioration indicative of urban decay. Urban decay is the physical manifestation of a project's potential to trigger a chain reaction of store closures and long-term vacancies ultimately destroying existing neighborhoods. In this context, urban decay would result only if all of the following causal chain of events occurs:

- The project results in an economic impact so severe that stores might close as a result;
- Buildings and/or properties, rather than being reused within a reasonable time, would remain vacant for an extended period of time; and
- Such vacancies would be substantial enough in scale (in terms of square footage affected and/or the loss of key "anchor" tenants) to affect the viability of existing shopping centers or districts.

Store closures and vacancies, in and of themselves, do not meet the above criteria. Within the real estate market, existing retail space may be vacated due to the general cycle of retail closures and openings over time or because of functional obsolescence. Thus, any retail market is likely to have a certain amount of vacant space due to normal turnover and changes in retailing, and vacancies alone do not necessarily indicate urban decay or physical deterioration. While the closure of a business is clearly a hardship to the owner and its employees, it is only significant within the context of CEQA if it results in sustained vacancies which in turn result in deterioration of the physical condition of the vacant buildings and neighborhoods.

[2] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184

Impact Analysis

The following analysis is based on a Retail Market Analysis prepared for the project by Kosmont Companies in 2012, 2013 and 2014 (Appendices B, B.1 and B.2).

Retail Conditions

Market Areas

A market area is the geographic vicinity that contains those who are likely to purchase goods and services from a specific retail use. The Retail Market Analysis defined two market areas for the project, including a Primary Market Area (PMA) and a Secondary Market Area (SMA). The PMA consists of the area within a 4-mile radius of the project site, and the SMA consists of the area within a 4- to 10-mile radius of the project site. The area encompassed by both the PMA and SMA is the Trade Area. These boundaries were established based on industry standard radii in conjunction with geographic boundaries, such as the I-5/I-805 interchange.

Retail Classifications

The Retail Market Analysis categorizes retail uses into three primary groups with corresponding subcategories as follows:

- Shopper Goods: General Merchandise, Apparel, Home Furnishings/Appliances, and Other. Collectively, Shopper Goods are referred to as GAFO, which is a term commonly utilized in retail analysis for these retail categories.
- Convenience Goods: Food (Supermarket/Liquor) and Eating and Drinking.
- Heavy Commercial Goods: Building/Hardware/Farm, Auto Dealers and Parts, and Service Station.

Existing and Projected Retail Characteristics

Over 100 retail centers were identified within the Trade Area (Draft EIR Appendix B). These retail centers range in size from a few thousand sf to 1.5 million sf, and total an estimated 14 million sf (1.9 million sf in the PMA and 12.1 million sf in the SMA). The vacancy rate within the PMA is 3.33 percent and 4.26 percent within the SMA. A vacancy rate of 5 percent is generally considered stable for retail uses. Therefore, the low vacancy rates within the Trade Area are an indication that the existing retail market within the Trade Area is considered stable and the ability to re-tenant vacancies as they occur.

Planned future major retail projects (over 25,000 sf) within the Trade Area in addition to the proposed project (between 2013 and 2015) include up to six retail developments totaling approximately 800,000 sf.

Retail Demand Analysis

The potential for the project to cause urban decay was evaluated by analyzing existing and projected retail supply and demand within the Trade Area. The retail demand analysis evaluated the type and amount of retail space proposed by the project relative to the expected demand within the Trade Area, as well as the type and amount of retail space of other planned major retail projects within the Trade Area.

The demand analysis involved the following sequential analytical steps:

1. Total Income: Demographic data was gathered to calculate historical and projected total income within the PMA and SMA. Total income was determined by multiplying the number of households by the average household income (refer to Table 5.1-3, *PMA & SMA Projected Total Income*).

Table 5.1-3
PMA & SMA PROJECTED TOTAL INCOME
(US Constant $000s)

Area	2015	2016	2017	2020
PMA	4,892,658	5,043,470	5,198,930	5,694,657
SMA	18,140,405	18,484,100	18,834,307	19,925,243
Total Income	**23,033,063**	**23,527,570**	**24,033,237**	**25,619,901**

Source: Kosmont 2012a

2. Expected Retail Sales: Expected retail sales within the Trade Area were calculated by multiplying the total income by the percentage of income spent on retail goods. Table 5.1-4, *Expected Retail Sales Within the Trade Area*, summarizes total expected retail sales within the PMA and SMA.

Table 5.1-4
EXPECTED RETAIL SALES WITHIN THE TRADE AREA
(US Constant $000s)

Area	2015	2016	2017	2020
PMA	2,248,176	2,317,474	2,388,908	2,616,695
SMA	9,026,666	9,197,688	9,371,951	9,914,801
Total	**11,274,842**	**11,515,162**	**11,760,859**	**12,531,496**

Source: Kosmont 2012a

Retail sales were then distributed amongst the retail categories based on estimated actual sales within the City of San Diego and the market area size to determine expected taxable

retail sales by retail category for both the PMA and SMA[3] (refer to Table 5.1-5, *Projected Expected Retail Sales By Retail Category – PMA*, and Table 5.1-6, *Projected Expected Retail Sales By Retail Category – SMA*).

Table 5.1-5
PROJECTED EXPECTED RETAIL SALES BY RETAIL CATEGORY – PMA
(US Constant $000s)

Retail Category	2015	2016	2017	2020
Shopper Goods (GAFO)				
Apparel	201,165	207,366	213,757	234,140
General Merchandise	192,663	198,601	204,723	224,244
Home Furnishings/Appliances	128,462	132,422	136,504	149,520
Other	366,080	377,364	388,996	426,087
Subtotal	888,370	915,753	943,980	1,033,990
Convenience Goods				
Food (Supermarkets/Liquor)	395,991	408,197	420,779	460,901
Eating and Drinking	444,024	457,711	471,819	516,808
Subtotal	840,015	865,908	892,599	977,710
Heavy Commercial Goods				
Building/Hardware/Farm	105,134	108,375	111,715	122,368
Auto Dealers and Parts	230,369	237,470	244,790	268,131
Service Stations	184,288	189,969	195,824	214,496
Subtotal	519,792	535,814	552,330	604,995
Total Potential Retail Sales	**2,248,176**	**2,317,474**	**2,388,908**	**2,616,695**

Source: Kosmont 2012a

Table 5.1-6
PROJECTED EXPECTED RETAIL SALES BY RETAIL CATEGORY – SMA
(US Constant $000s)

Retail Category	2015	2016	2017	2020
Shopper Goods (GAFO)				
Apparel	734,823	748,745	762,931	807,122
General Merchandise	874,895	891,471	908,362	960,976
Home Furnishings/Appliances	546,649	557,006	567,559	600,433
Other	1,458,033	1,485,657	1,513,805	1,601,489
Subtotal	3,614,399	3,682,879	3,752,656	3,970,021
Convenience Good:				
Food (Supermarkets/Liquor)	1,763,577	1,796,991	1,831,037	1,937,096
Eating and Drinking	1,409,071	1,435,767	1,462,970	1,547,709
Subtotal	3,172,648	3,232,758	3,294,007	3,484,805

[3] Adjusted to account for non-taxable sales (i.e., grocery and prescription drugs)

Table 5.1-6 (cont.)
PROJECTED EXPECTED RETAIL SALES BY RETAIL CATEGORY – SMA
(US Constant $000s)

Retail Category	2015	2016	2017	2020
Heavy Commercial Goods:				
Building/Hardware/Farm	459,371	468,074	476,942	504,568
Auto Dealers and Parts	995,503	1,014,365	1,033,583	1,093,451
Service Stations	784,744	799,612	814,762	861,956
Subtotal	2,239,619	2,282,051	2,325,288	2,459,975
Total Potential Retail Sales	**9,026,666**	**9,197,688**	**9,371,951**	**9,914,801**

Source: Kosmont 2012a

3. Expected Sales Capture: Expected sales capture rates for each retail category within the Trade Area were projected. The capture rate is the percentage of sales for a particular retail category that are expected to occur within the market area by those within the same market area. For example, a capture rate of 65 percent for apparel means that 65 percent of retail demand for apparel for those within the PMA will be accommodated within the PMA (refer to Table 17 in the Retail Market Analysis ; Draft EIR Appendix B). Expected sales capture volumes were then calculated for each retail category by multiplying the expected retail sales for each category by the expected capture rate for each category (refer to Tables 18, 19, and 20 in the Retail Market Analysis; Draft EIR Appendix B).

4. Expected Net Retail Demand: Next, net retail demand was calculated by subtracting projected actual sales (based on 2009[4] data) from expected sales capture accounting for sales leakage.[5] Table 5.1-7, *Expected Net Retail Demand Within the PMA*, presents a summary of the expected net retail demand within the PMA for the years 2015 through 2017, and 2020.

[4] The most recent data available from the California State Board of Equalization
[5] Sales leakage is the phenomenon whereby a market area may lack certain retail categories of shopping amenities sufficient to retain its residents' spending, resulting in residents to purchase goods outside of their respective market area.

Table 5.1-7
EXPECTED NET RETAIL DEMAND WITHIN THE PMA
(US constant $000s)

Retail Category	2015	2016	2017	2020
Shopper Goods (GAFO)				
Apparel	58,401	63,778	69,299	86,804
General Merchandise	72,414	77,877	83,483	101,239
Home Furnishings/Appliances	44,748	48,324	51,993	63,620
Other	117,912	127,919	138,190	170,745
Subtotal	293,475	317,897	342,966	422,408
Convenience Goods				
Food (Supermarkets/Liquor)	82,623	92,910	103,431	136,857
Eating and Drinking	91,347	102,356	113,606	149,288
Subtotal	173,969	195,266	217,037	286,145
Heavy Commercial Goods				
Building/Hardware/Farm	33,738	36,575	39,473	48,650
Auto Dealers and Parts	(61,778)	(59,184)	(56,537)	(48,162)
Service Stations	19,378	23,595	27,906	41,601
Subtotal	(8,662)	986	10,843	42,089
Net Retail Demand	**458,782**	**514,149**	**570,845**	**750,642**

Source: Kosmont 2012a

As indicated in Table 5.1-7, there is sufficient retail demand to support the Project without having adverse economic impacts on the existing retail establishments within the PMA.

5. Net Supportable Retail Space: The final step in the retail demand analysis is to determine the amount of retail space supportable by expected net retail demand for each category. This is calculated by dividing the expected net retail demand by the expected sales per square foot, which were based on market and retail sales data from various industry sources. Table 5.1-8, *Expected Net Supportable Retail Space Within the Trade Area*, presents a summary of expected net supportable retail space within the Trade Area for the years 2015 through 2017, and 2020.

Table 5.1-8
EXPECTED NET SUPPORTABLE RETAIL SPACE WITHIN THE TRADE AREA
(square feet)

Retail Category	2015	2016	2017	2020
Shopper Goods (GAFO)				
Apparel	223,870	244,482	265,646	332,747
General Merchandise	277,586	298,529	320,018	388,083
Home Furnishings/Appliances	128,651	138,931	149,481	182,908
Other	451,996	490,355	529,730	654,523
Subtotal	1,082,103	1,172,296	1,264,875	1,558,261

Table 5.1-8 (cont.)
EXPECTED NET SUPPORTABLE RETAIL SPACE WITHIN THE TRADE AREA (square feet)

Retail Category	2015	2016	2017	2020
Convenience Goods				
Food (Supermarkets/Liquor)	237,540	267,117	297,363	393,464
Eating and Drinking	350,162	392,365	435,491	572,271
Subtotal	587,702	659,482	732,854	965,735
Heavy Commercial Goods				
Building/Hardware/Farm	129,330	140,205	151,313	186,491
Auto Dealers and Parts	-118,408	-113,437	-108,362	-92,311
Service Stations	18,571	22,612	26,744	39,868
Subtotal	29,492	49,380	69,695	134,048
Net Supportable Retail	**1,699,297**	**1,881,158**	**2,067,424**	**2,658,044**

Source: Kosmont 2012a

The proposed project would result in an additional 220,000 sf of retail space within the Trade Area. Of this, approximately 130,000 sf would consist of GAFO retail uses and approximately 100,000 sf would consist of Convenience Goods. No Heavy Commercial Goods are proposed. Accounting for the project's proposed retail space, a net demand for retail space (both GAFO and Convenience Goods categories) would remain within the Trade Area. Similarly, when the other planned retail projects within the Trade Area are considered in combination with the proposed project, a net surplus demand remains in each of the analyzed retail categories. This net demand indicates that the project's proposed retail supply would not exceed the projected retail demand within the Trade Area. When net demand exists, it is an indicator that market conditions are generally favorable for retail businesses, and as a result, retailers are not forced to close for reasons related to insufficient demand. Further, as the market conditions are forecasted to continue to remain favorable within the Trade Area due to the projected ongoing net demand for additional retail space, the project would not cause a chain reaction of store closures and long-term vacancies that could lead to physical deterioration indicative of urban decay.

Significance of Impact

As outlined in the Impact Thresholds discussion, urban decay depends on a causal chain of events starting with a project's potential to result in store closures. Because the proposed project would not cause other retail businesses within the Trade Area to close (based on the above analysis), no land use impacts related to urban decay would occur as a result of project implementation.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

Table 5.1-1
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN		
Land Use and Community Planning Element		
City of Villages Strategy Goal: Mixed-use villages throughout the City connected by high-quality transit.	The project site is proposed to be designated as a village site and developed as a Community Village. General Plan villages can be achieved through multiple approaches to the type and mix of uses, development intensities and design themes and should be responsive to the needs of a particular community. Consistent with this village type, the project proposes the development of a mixed-use "Main Street" village center for the Carmel Valley community providing residential, retail, commercial, hotel, and public space uses within a walkable, pedestrian-scaled environment. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real. Transit service depends on multiple factors to effectively serve a community and reduce automobile trips as intended by the General Plan. Rapid bus transit service is an important step forward in plans to bring transit to this community. The route is planned for the year 2030; it is unknown at this time whether the future route can be designed to meet intended higher frequency service objectives and for what portion of the day and/or evening. The General Plan defines higher frequency service as meeting 10- to 15-minute headways, particularly during the morning and evening commute.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.1: Designate a hierarchy of village sites for citywide implementation. c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan.	The project site is proposed to be designated as a village site and developed as a Community Village. The project site is currently identified in the General Plan (Figure LU-1 in the Land Use and Community Planning Element) as having moderate village propensity. Village locations will be designated in community plans with input from the community planning groups and based on the criteria and consistency with General Plan policies pertaining to the City of Villages Strategy.	Yes
Policy LU-A.2: Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.	The project site is proposed to be designated as a village site and developed as a Community Village. The project site is currently identified in the General Plan (Figure LU-1 in the Land Use and Community Planning Element) as having moderate village propensity. The project was designed to blend with the character of the community. The proposed uses of the project site are similar to surrounding uses, and have been sited so that the uses mirror adjacent off-site uses. Ongoing coordination with community planning groups and community residents has occurred through community planning group presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. Additional opportunities for community input will be provided during the plan review and environmental review processes.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.3: Identify and evaluate potential village sites considering the following physical characteristics: ▪ Shopping centers, districts, or corridors that could be enhanced or expanded; ▪ Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; ▪ Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; ▪ Areas that have significant remaining development capacity based upon the adopted community plan; and ▪ Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints.	The project site is considered to be suitable as a village site because it meets all five of the criteria identified in Policy LU-A.3. The project site is located in an area adjacent to the Del Mar Highlands Town Center, a 30-acre shopping center. Proposed construction of additional commercial uses on the project site would result in the expansion of this shopping area. The proposed mixed-use project would be adjacent to the East Bluff and the Signature Point multi-family residential developments, and other multi-family residential developments occur within the Town Center area. The project site is currently graded and vacant, and is not within an area designated as open space or single-family residential. The existing Carmel Valley Community Plan land use designation of the project site is Employment Center, and because the site is vacant, there is a substantial amount of remaining development capacity of the site. Because the project site was previously graded, it does not have major development limitations due to topographic, environmental, or other physical constraints. In addition, the proposed Community Plan Amendment was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.4: Locate village sites where they can be served by existing or planned public facilities and services, including transit services.	The project site is located in the developed Carmel Valley community that is currently served by existing infrastructure (i.e., water and sewer pipelines, storm water drainage) and public facilities (i.e., parks, recreation center, schools, library, police and fire stations). As discussed in Section 5.11, *Public Utilities*, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded. With regard to solid waste, a Waste Management Plan (WMP; Draft EIR Appendix M) was prepared for the project. Implementation of the approved WMP would be made a condition of project approval to ensure that impacts related to solid waste would be less than significant. Impacts to public services are discussed in Section 5.12, *Public Services and Facilities/Recreation*. As stated in that section, the project may result in an increase in calls to the police and fire departments; however, no new facilities or improvements to existing facilities would be necessary as impacts would be less than significant. Similarly, impacts to schools and libraries would be less than significant because no new or renovated facilities would be required as a result of the project. Demand for park and recreation facilities would be achieved through the payment of FBA fees.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.4 (cont.)	With regard to transit services, a rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real as well as one or more shuttle bus stops within the project site.	
Policy LU-A.6: Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature.	The project proposes to serve as a "Main Street" village center area for the Carmel Valley community, providing a diversity of uses including residential retail, commercial, and public space uses within a walkable, pedestrian-scaled environment.	Yes
Policy LU-A.7: Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H).	The project proposes to create a "Main Street" and village center for the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity urbanized area at a transition point between land uses. The site's location at this transition point lends itself to function as a unifying, mixed-use village center with a defined pedestrian-oriented Main Street. The project would include a mixed-use development encompassing a maximum of 1,857,440 gross sf, and would consist of approximately 270,000 gross sf of commercial retail; approximately 557,440 gross sf of commercial office; an approximately 100,000-gross sf, 150-room hotel; and an approximately 930,000-gross sf, maximum of 608 multi-family residential area. The proposed project would be compatible	

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.7 (cont.)	with land use types and development patterns of the surrounding areas (refer to Figure 2-2). Multi-family residential units (condominiums and apartments) are located to the north and northeast of the project site. A commercial retail center (Del Mar Highlands Town Center) is located immediately east of the project site. Office buildings are located to the west and south of the project site. The proposed project also would integrate with the surrounding community in that the proposed layout of the project would match proposed uses with existing uses along the site perimeter. For example, residential uses would be placed adjacent to residential uses, office uses adjacent to office uses, and commercial uses adjacent to commercial uses. Additionally, the project would be consistent with community goals of providing a balance of planned land uses within the Carmel Valley community (refer to the section in this table addressing consistency with the Carmel Valley Community Plan). However, as indicated in Section 5.3, the proposed project would have a significant impact on neighborhood character.	
Policy LU-A.8: Determine at the community plan level where commercial uses should be intensified with villages and other areas served by transit, and where commercial uses should be limited or converted to other uses.	The project would be consistent with this policy because it includes a Community Plan amendment to change the land use designation to Community Village to accommodate the proposed mix of land uses on the site, including commercial uses.	Yes
Policy LU-A.9: Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1).	The project would provide public spaces, including a large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-A.10: Design infill projects along transit corridors to enhance or maintain a "Main Street" character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.	The project would provide a mixed-use Main Street for Carmel Valley with housing opportunities and streetscape improvements. Although there are no designated transit corridors located within the project vicinity, transit is planned to serve Carmel Valley. Furthermore, the project includes a future bus stop.	Yes
Policy LU-A.11: Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element.	The project's consistency with the design goals and policies of the Urban Design Element are discussed in this table. Design guidelines in the PPA have been prepared consistent with the Urban Design Element.	Yes
General Plan Land Use Categories Goal: Land use categories and designations that remain consistent with the General Plan Land Use categories as community plans are updated and/or amended.	The project proposes to change the General Plan designation to Multiple Use and the Community Plan designation to Community Village, which is one of the land use designations in the General Plan (Table LU-4).	Yes
Policy LU-B.1: Use the recommended Community Plan Designations identified on Table LU-4 so that over time, all community plans will use a common nomenclature to describe similar land uses and densities.	The project proposes to change the Community Plan designation to Community Village, which is one of the land use designations in Table LU-4 in the Land Use and Community Planning Element of the General Plan.	Yes
Policy LU-B.2: Identify a more refined street system than is included in the General Plan Land Use and Streets Map through the community plan update and amendment process (see also Mobility Element, Section C).	The project proposes to change the Community Plan land use designation to Community Village. A refined land use and street system map is included as part of the PPA document. The project does not propose to change existing street classifications.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-B.3: Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.	The proposed project entails a mixed-use development, which promotes this policy. Specifically, one of the project objectives is to provide a "village like" "mix of land uses within proximity to existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers." The proposed development would be pedestrian and bicycle-friendly, provide both residential and neighborhood-commercial type uses, and contain landscaped streets and public plazas. The proposed layout of the project would match proposed uses with existing uses along the site perimeter. For example, residential uses would be placed adjacent to residential uses, office uses adjacent to office uses, and commercial uses adjacent to commercial uses. However, the project would also utilize mixed-use development types to bring residential and commercial opportunities together throughout the proposed project area. The project proposes General Plan/land use plan amendments to consistently reflect these mixed uses.	Yes
Plan Amendment Process Goal: Approve plan amendments that better implement the General Plan and community plan goals and policies.	The project proposes to change the Community Plan designation to Community Village, which is one of the land use designations in Table LU-4 in the Land Use and Community Planning Element of the General Plan. Promoting villages is a focus of the City of Villages strategy of the General Plan. As shown in this table, the project would be consistent with applicable General Plan and Community Plan goals and policies with City approval of the proposed General Plan/land use plan amendments.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Plan Amendment Process Goal: Allow for changes that will assist in enhancing and implementing the community's vision.	As discussed under the Carmel Valley Community Plan in this table, the proposed project would be consistent with the framework goals identified in the Community Plan related to the physical, social, and economic balance of planned land uses in the Carmel Valley community. The project would provide the office uses originally envisioned as part of the Employment Center, as well as additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses that would satisfy demand for retail uses within the community and would generate additional jobs and revenue for the City.	Yes
Policy LU-D.1: Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams.	Because the project proposes a mix of land uses different from the existing Community Plan land use designation and the General Plan designation in Figure LU-2 in the Land Use and Community Planning Element, amendments to the General Plan and Community Plan are required and proposed as part of the project.	Yes
Policy LU-D.2: Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.	As discussed in Section 5.11, *Public Utilities*, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded. With regard to solid waste, a WMP (Draft EIR Appendix M) was prepared for the project. Implementation of the approved WMP would be made a condition of project approval to ensure that impacts related to solid waste would be less than significant.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-D.2 (cont.)	The City of San Diego will evaluate the proposed project for consistency with the "Fiscal Year 2009 Carmel Valley Public Facilities Financing Plan and Facilities Benefit Assessment" (Financing Plan/FBA). The City will ensure that adequate improvements are currently available and/or will be provided to serve the project; that new development will not burden existing infrastructure; and that fair share contributions (if required) are made prior to permit issuance. An amendment to the existing Financing Plan/FBA would not be required for the proposed project because the Financing Plan/FBA was recently updated in 2013, and would not require additional amendments to accommodate the proposed project.	
Policy LU-D.3: Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.	The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.	Yes
Policy LU-D.12: Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve the long-term community goals, as well as any additional community-specific amendment evaluation factors.	The City prepared a Notice of Preparation (NOP), dated May 25, 2010 and distributed it to the public. A public scoping meeting was held on June 9, 2010 at the Carmel Valley Recreation Center, located within the community plan area, to solicit public comments on the proposed project. Key issues raised in the NOP comment letters included traffic, land use, neighborhood character, density, and urban decay. This EIR addresses these and other environmental issues and potential environmental impacts of the proposed project. In addition, review by the Carmel Valley Community Planning Board advisory group will occur prior to review by the Planning Commission.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-D.13: Address the following standard plan amendment issues prior to the Planning Commission decision at public hearing related to: level and diversity of community support; appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values, and City of Villages Strategy; and provision of public facilities.	These issues will be fully addressed prior to the Planning Commission decision and will be presented in the staff report. Ongoing coordination with community planning groups and community residents has occurred through community planning group presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. Additional opportunities for community input will be provided during the plan review and environmental review processes. As shown in this table, the project would be consistent with ~~all~~ applicable goals, policies, and guidelines presented in the General Plan and Community Plan, with the exception of Policy ME-C.2 of the General Plan. The project would be consistent with the General Plan City of Villages strategy because (1) it would be consistent with applicable City of Villages strategy policies (upon approval of an amendment to change the General Plan designation from Industrial Employment to Multiple Use), (2) the project site is identified as having moderate village propensity in the General Plan, (3) the project would provide a village center unique to the Carmel Valley community, and (4) the project would be consistent with the General Plan definition of Community Village.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-D.13: (cont.)	Impacts to public services are discussed in Section 5.12, *Public Services and Facilities/Recreation*. As stated in that section, the project may result in an increase in calls to the police and fire departments; however, no new facilities or improvements to existing facilities would be necessary as impacts would be less than significant. Similarly, impacts to schools, libraries, and parks and recreational facilities would be less than significant.	
Consistency Goal: Adopt zoning concurrently with community plan updates and amendments to ensure consistency with community plan land use designations.	The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses. The project would be consistent with the General Plan City of Villages strategy because (1) it would be consistent with applicable City of Villages strategy policies (upon approval of an amendment to change the General Plan designation from Industrial Employment to Multiple Use), (2) the project site is identified as having moderate village propensity in the General Plan , (3) the project would provide a village center unique to the Carmel Valley community, and (4) the project would be consistent with the General Plan definition of Community Village.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Consistency Goal: (cont.)	The project site's current land use designation in the Community Plan is Employment Center (refer to Figure 5.1-1), which calls for industrial office park uses. The project proposes a CPA to allow for proposed residential and mixed-use land uses on the project site. Should the City approve the proposed CPA, the project site's land use designation would change from Employment Center to the proposed designation of Community Village. Pursuant to Table LU-4 in the Land Use and Community Planning Element of the General Plan, the Community Village designation provides housing in a mixed-use setting and serves the commercial needs of the community, including industrial and business areas. Integration of commercial and residential use is emphasized, and civic uses are an important component. Retail, professional/administrative offices, commercial, recreation facilities, service businesses, and similar types of uses are allowed. The project proposes to rezone the site CVPD-MC, a new zone that would be added to the Carmel Valley PDO. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities that would be consistent with the proposed General Plan/Community Plan designations.	
Airport Land Use Compatibility Goal: Protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence area as identified in the MCAS Miramar ALUCP.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Airport Land Use Compatibility Goal: Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence areas identified in the MCAS Miramar ALUCP.	Yes
Policy LU-G.2: Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence area as identified in the MCAS Miramar ALUCP.	Yes
Policy LU-G.5: Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.	The project site is located within the northwest boundary of the Federal Aviation Regulations Part 77 Outer Boundary contour on the ALUCP airspace protection map (refer to Figure 5.1-4). The project site is not, however, within the contour boundaries for Federal Aviation Administration height notification. As such, the project is not subject to ALUCP-designated height limitations.	Yes
Policy LU-G.6: Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77. a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval.	Although the project site is located within the Federal Aviation Regulations Part 77 Outer Boundary contour on the ALUCP airspace protection map, the project site is not within the contour boundaries for FAA height notification, Federal Aviation Regulations Part 77 obstruction surfaces, a High Terrain Zone, or the Airspace Protection Compatibility Area (APCA) in the ALUCP's airspace protection map. As such, the project is not subject to ALUCP-designated height limitations, ALUC notification regarding height, or subject to other regulations specific to the APCA.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-G.6 (cont.) b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.	Implementation of the proposed project is not anticipated to result in structures that pose an airspace obstruction, land uses that create wildlife hazards, particularly related to birds, or land use characteristics that create visual or electronic interference with air navigation.	
Balanced Community and Equitable Development Goal: Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.	The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing. The mixed-use development would also provide a range of services within close proximity to the proposed residences which would serve a variety of needs for residents.	Yes
Policy LU-H.1: Promote development of balanced communities that take into account community-wide involvement, participation, and needs. a. Plan village development with the involvement of a broad range of neighborhood, business, and recognized community planning groups and consideration of the needs of individual neighborhoods, available resources, and willing partners.	The project proposes a Community Village that would include a mix of land uses that would serve multiple community functions, including residential areas, various commercial and office uses, hotel space, and public space within close proximity to existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers. Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-H.2: Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.	Carmel Valley is one of San Diego's more affluent communities and contains a mixture of single-family and multi-family homes. Carmel Valley currently does not have a disproportionate concentration of affordable housing. The project would provide additional multi-family housing in the Carmel Valley community. Although the project would comply with the City's Inclusionary Housing Ordinance, it would not create an imbalance of affordable housing within the Carmel Valley community.	Yes
Policy LU-H.3: Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.	The project proposes to construct a Community Village within Carmel Valley with a variety of housing types, including single-level flats and two-story townhomes. The project would comply with the City's Inclusionary Housing Ordinance.	Yes
Policy LU-H.4: Strive for balanced commercial development (see also Economic Prosperity Element, Section B).	The project would provide various commercial uses on site to serve the community, including retail, restaurant, professional office, corporate office, a cinema, and a hotel. These proposed commercial uses would provide a balanced hub of diverse commercial activity intermixed with other uses, including residential and public spaces to create a unique village within the community. This proposed mix of synergistic uses would also be consistent with the General Plan "City of Villages" strategy and the SANDAG Town Center concept.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-H.6: Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	Pedestrian facilities would provide convenient connections between the proposed uses within the project site, as well as adjacent lands. The project would connect to existing pedestrian and bicycle networks and would provide bicycle routes, sidewalks, pathways, plazas, and public spaces for pedestrians and bicyclists. This would include a pedestrian path and stairway connecting to the adjacent commercial office development to the south. Proposed pedestrian facilities would connect to existing sidewalks along Del Mar Heights Road and El Camino Real. In addition, the project would include bicycle racks to support patrons and employee's bicycle transportation. These linkages provided by these components would contribute to the project's internal circulation and connectivity with surrounding areas. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. The project would provide a transit stop along El Camino Real. Implementation of this planned transit route by SANDAG and MTS and provision of a transit stop along the project frontage would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-H.7: Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community (see also LU-A.7).	The project proposes a mixed-use Community Village within Carmel Valley that would provide a variety of land uses on site, including retail, office, residential, hotel, and public spaces. The project would be consistent with community goals of providing a balance of planned land uses within the Carmel Valley community (refer to the section in this table addressing consistency with the Carmel Valley Community Plan).	Yes
Environmental Justice Goal: Ensure a just and equitable society by increasing public outreach and participation in the planning process.	Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings. As part of the public outreach and environmental process for the project, the City prepared a NOP, dated May 25, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, community groups, and governmental agencies. A scoping meeting was held on June 9, 2010 to inform the public about the project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A of this document.	Yes
Environmental Justice Goal: Improve mobility options and accessibility in every community.	All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with Americans with Disabilities Act (ADA) requirements. The project would provide internal roadways and pedestrian paths, as well as bicycle facilities that would link internally as well as to surrounding areas, which would promote this goal.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Environmental Justice Goal: Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.	Potential public health risks that may be associated with hazardous substances and toxic air emissions from the proposed project are addressed in Sections 5.5, *Air Quality*, 5.7, *Greenhouse Gas Emissions,* and 5.13, *Health and Safety*, of this EIR.	Yes
Policy LU-I.1: Ensure environmental justice in the planning process through meaningful public involvement. a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process. b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community. c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.	Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings. As part of the public outreach and environmental process for the project, the City prepared a NOP, dated May 25, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, community groups, and governmental agencies. A scoping meeting was held on June 9, 2010 to inform the public about the project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A of this document. Additional opportunities for community input will be provided during the environmental review process and associated Planning Commission and City Council hearings. The Native American Heritage Commission (NAHC) also was contacted, and replied with a list of tribes that should be contacted. The NAHC also conducted a search of their Sacred Lands files to determine if any traditional cultural properties or Native American heritage site are located within the project area. No Native American cultural sites are recorded in the project area (refer to NOP response letter from the NAHC in Draft EIR Appendix A).	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-I.2: Balance individual needs and wants with the public good.	The project would provide a balance of individual welfare and public good through provision of living, working, and public spaces for individuals and public amenities such as commercial areas, public spaces, and transportation facilities that would be utilized by residents and the general community. The project's conformance with the City's Inclusionary Housing Ordinance would ensure a mix of housing options for a range of income levels. The project also would create additional jobs and tax revenue for the City.	Yes
Policy LU-I.12: Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.	The project proposes to develop a vacant, but graded site that was previously planned for development. The project site is not located within a disadvantaged community, and does not propose features or actions which would unfairly result in undesirable environmental impacts on any geographic or socioeconomic sector of the City. Environmental impacts resulting from the proposed project, and associated mitigation measures, would be specific to and localized at the site. In addition, the project would comply with the City's Inclusionary Housing Ordinance to provide housing options for all socioeconomic populations (including workforce).	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Policy LU-I.14: As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. (See also Appendix C, EP-2).	The project proposes to change the Community Plan designation from Employment Center to Community Village. The project does not propose new or continued industrial uses. Potential public health risks that may be associated with hazardous substances and toxic air emissions from the proposed project are addressed in Sections 5.5, *Air Quality*, 5.7, *Greenhouse Gas Emissions*, and 5.13, *Health and Safety*. Construction and operational air emissions generated by the project would not exceed applicable air quality significance thresholds. The project includes design features that would reduce emissions of criteria pollutants in compliance with the strategies in the RAQS and SIP for attaining and maintaining air quality standards. Such design features include, but are not limited to: (1) energy efficiency features that would exceed Title 24 standards; and (2) the project is an infill development that proposes residences, retail, restaurants, and employment uses within the same site and in close proximity to existing infrastructure and development, which could reduce vehicle miles traveled in the region through the provision of employment generating uses closer to residential land uses. Because the project would be consistent with strategies in the RAQS and SIP for attaining and maintaining air quality standards, it would not conflict with the RAQS and SIP.	Yes
Policy LU-I. 16: Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.	The project would comply with the City's Noise Abatement and Control Ordinance, as well as the California Building Code as appropriate. Through compliance with these regulations, no particular group, location of concern, or economic status would experience either disenfranchisement or special treatment in terms of noise abatement as a result of the proposed project.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element		
Walkable Community Goal: A city where walking is a viable travel choice, particularly for trips of less than one-half mile.	The project includes a pedestrian network of sidewalks and walkways that links to surrounding areas. Also, the project includes shorter blocks, open space, and landscaping to promote pedestrian activity. In providing a diversity of uses in a localized area, the project would allow opportunities for pedestrians to reach multiple destinations and could encourage this mode of travel.	Yes
Walkable Community Goal: A safe and comfortable pedestrian environment.	Pedestrian traffic would be separated from vehicular traffic to provide pedestrians with a safe route. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces.	Yes
Walkable Community Goal: A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	As mentioned above, the project includes a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements.	Yes
Walkable Community Goal: Greater walkability achieved through pedestrian-friendly street, site and building design.	The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes a Main Street component with pedestrian features, including paseos and wide sidewalks, street level retail and restaurants, walkways, and public spaces to promote the walkability within the development and connectivity to the surrounding area.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-A.1: Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.	Pedestrian traffic would be separated from vehicular traffic to provide pedestrians with a safe route. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. Several of the pedestrian improvements in Table ME-1 would be provided by the project, such as curb extensions, crosswalks, sidewalks, landscaping, street furnishings, canopy trees, and traffic controls.	Yes
Policy ME-A.2: Design and implement safe pedestrian routes. a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety. d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17).	The project includes pedestrian-oriented project design features, such as Main Street with wide sidewalks, street level retail and restaurants, walkways, lighting, and public spaces lighting and connectivity of walkways to implement safe pedestrian routes. The project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute "eyes on the street" to discourage crime.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-A.2 (cont.) e. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. f. Provide adequate levels of lighting for pedestrian safety and comfort.	As detailed in Section 5.12, *Public Services and Facilities/Recreation*, the area has adequate law enforcement to maintain safety.	
Policy ME-A.4: Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards.	The project would include a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements, and therefore pedestrian facilities would be accessible to pedestrian of all abilities.	Yes
Policy ME-A.6: Work toward achieving a complete, functional and interconnected pedestrian network. a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. 1. Close gaps in the sidewalk network. 2. Provide convenient pedestrian connections between land uses, including shortcuts where possible.	As mentioned above, the project would include a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-A.6: (cont.) 3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets. b. Link sidewalks, pedestrian paths and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-D.6). c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed. d. Address pedestrian needs as an integral component of community and public facilities financing plan updates and amendments, other planning studies and programs, and the development project review process. e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.		
Policy ME-A.7: Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. a. Enhance streets and other public rights-of-way with amenities such as street trees, benches. b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, Policies UD-A.6, UD-B.4, and UD-C.6).	The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes pedestrian features, including a pedestrian-oriented Main Street component with paseos and wide sidewalks, street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-A.7 (cont.) c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design. d. Enhance alleys as secure pathways to provide additional pedestrian connections. e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5. f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.	Traffic calming features also would be incorporated into the project design, such as curb extensions, crosswalks, and controlled intersections.	
Policy ME-A.8: Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	The project proposes a mixed-use Community Village within Carmel Valley that would provide a variety of land uses on site, including retail, office, residential, hotel, and public spaces. In providing a diversity of uses in a localized area, the project would allow opportunities for pedestrians to reach multiple destinations and could encourage this mode of travel.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-B.2: Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.	The project proposes to construct a mixed-use Community Village in the Carmel Valley community. A rapid bus route is planned to serve the Carmel Valley community by the year 2035. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real to accommodate these planned routes, and would provide one or more shuttle stops within the project site. Rapid bus transit service is intended as a higher level of service. However, it is unknown at this stage whether the future route will be designed to meet higher-frequency service objectives and for what portion of the day and evening.	Yes
Policy ME-B.3: Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers (see also Urban Design Element, Policy UD-A.9).	The project would provide a transit stop along El Camino Real to accommodate a planned rapid bus route (Route 473) that would serve the community along the El Camino Real and Del Mar Heights Road corridors.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-B.9: Make transit planning an integral component of long range planning documents and the development review process. a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process. b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C. e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.	The project implements most components of this policy except that the quality of planned transit service, as defined by higher frequency and duration of service is unknown at this stage of the planning process. The project proposes to construct a mixed-use Community Village in the Carmel Valley community. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real to accommodate these planned routes. The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes pedestrian features, including a pedestrian-oriented Main Street component with wide sidewalks, street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Street and Freeway System Goal: A street and freeway system that balances the needs of multiple users of the public right-of-way.	A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. As discussed in Section 5.2, *Transportation/Circulation/Parking*, analysis included proposed and recommended design treatments of project roadways for safety, aesthetics, and traffic calming, as well as mitigation in the form of improvements to the existing street system to provide adequate capacity and reduce congestion.	Yes
Policy ME-C.2: Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.	A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. As discussed in Section 5.2, *Transportation/Circulation/Parking*, analysis included proposed and recommended design treatments of project roadways for safety, aesthetics, and traffic calming, as well as mitigation in the form of improvements to the existing street system to provide adequate capacity and reduce congestion. However, as also discussed in Section 5.2, implementation of several ~~of the~~ mitigation measures cannot be ~~guaranteed~~ assured because ~~their implementation is beyond the full control of the City and/or applicant~~they are within the jurisdiction of Caltrans. As a result, the project may not be able to assure adequate capacity on certain local roadway segments and intersections if the proposed mitigation is not implemented.	~~Yes~~No

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-C.3: Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.	The project would include an internal circulation system that includes pedestrian and bicycle features that that would connect internally on-site and to adjacent areas. Site grading would require a total of approximately 30,400 cy of fill and 528,800 cy of cut, resulting in a total net export quantity of approximately 498,400 cy. Most of the proposed cuts are required for underground parking garages. The maximum cut depth would be 49 feet; however, because underground parking garages would "fill" these cut areas, the site's topography would be similar to existing conditions. In other words, the site has already been modified, and the existing grade would be largely maintained. Accordingly, provision of the proposed circulation network would largely retain existing topographic relationships to surrounding properties. Additionally, the project was designed to blend with the character of the community. The proposed uses of the project site are similar to surrounding uses, and have been sited so that the uses are consistent with the adjacent off-site uses.	Yes
Policy ME-C.5: Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include, but are not limited to, those identified on Table ME-2, to increase the safety and enhance the livability of communities.	The project would incorporate traffic calming measures identified in Table ME-2 into the design, including curb extensions, gateway entrance treatments, and signage.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-C.8: Implement Traffic Impact Study Guidelines that address site and community specific issues. a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts. b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7). c. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.	A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. Measures identified in the report include discussion of improvements to transportation facilities to accommodate the project (see Section 5.2, *Transportation/Circulation/Parking*). In addition, the project applicant is proposing to implement a TDM Plan which will promote the use of alternative forms of transportation including: ▪ Ridesharing and Preferential Carpool Parking; ▪ Parking Cash-out incentives for employees; ▪ Pedestrian and Bicycle Circulation Improvements; ▪ Cycling Support Services and Amenities; ▪ Electric Vehicle Charging Stations: and ▪ Subsidized Shuttle Program; ▪ Transportation Coordinator/TDM Plan Sustainability Coordinator; ▪ Tenant, Resident, and Staff Best Practices Education; ▪ Public Transit Enhancements for the Future including on-site transit stops and refuge areas and information; ▪ Car sharing/bike sharing promotions; and ▪ Trip Reduction Membership Program.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-E.1: Support and implement TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework.	As indicated in reference to Policy ME-C.8, the project applicant is proposing a comprehensive TDM. The proposed mix of land uses and provision of alternative transportation facilities would promote alternative transportation modes, including pedestrian, bicycle, and transit. The project promotes pedestrian and bicycle transportation through the provision of a Main Street component with paseos and wide sidewalks, bicycle routes, bike racks, and public spaces. Transit would be supported by the provision of a transit stop along the El Camino Real project frontage that would accommodate planned rapid bus route 473. One or more shuttle stops would also be provided on site.	Yes
Policy ME-E.3: Emphasize the movement of people rather than vehicles.	The project entails a mixed-use Community Village that would provide various land uses within an integrated development that features a pedestrian-oriented Main Street as the central unifying project element. Internal street design emphasizes pedestrian movement with wide sidewalks, street furnishings, lighting, landscaping, street-level retail and restaurants, and public spaces.	Yes
Policy ME-E.6: Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	As indicated in reference to Policy ME-C.8, the project applicant is proposing a comprehensive TDM. The project promotes pedestrian and bicycle transportation modes through the provision of the Main Street component with wide sidewalks, bicycle routes, bike racks, bike lockers, and public spaces. Transit would be supported by the provision of a transit stop along the El Camino Real project frontage that would accommodate planned rapid bus route 473.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Bicycling Goal: A city where bicycling is a viable travel choice, particularly for trips of less than five miles.	The project promotes bicycle transportation by providing safe bicycle routes through the site, which also connect to existing off-site bicycle routes. Additionally, bicycle racks and lockers would be provided on site.	Yes
Bicycling Goal: A safe and comprehensive local and regional bikeway network.	The project promotes bicycle transportation by providing safe bicycle routes through the site and connecting to off-site routes.	Yes
Bicycling Goal: Environmental quality, public health and mobility benefits through increased bicycling.	The project promotes bicycle transportation by providing safe bicycle routes through the site, connections to existing off-site bicycle routes, and bicycle parking facilities throughout the project site. The provision of these amenities, combined with the mixed-use nature of the proposed project, serve to encourage area residents and employees to choose bicycling as an efficient and healthy means of accessing the site's proposed amenities.	Yes
Policy ME-F.3: Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.	The project promotes bicycle transportation by providing safe bicycle routes through the site and connecting to off-site routes.	Yes
Policy ME-F.4: Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. a. Continue to require bicycle parking in commercial and multiple unit residential zones. b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.	Short-term bicycle parking would be provided via bike racks throughout the project site to accommodate cyclists accessing the site as their trip destination, or utilizing the bicycle routes as part of the larger bikeway network. Long-term bicycle parking and storage would also be provided in residential areas and employment areas to encourage bicycle use on site as an alternative transportation mode for commuting.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Parking Management Goal: New development with adequate parking through the application of innovative citywide parking regulations.	The proposed project would provide a total of up to 4,089 parking spaces throughout the site upon buildout of the project. Because the project proposes a mix of land uses, peak activity times for some uses, such as office and cinema, are essentially opposite one another as is their demand for parking. Therefore, shared parking among all of the proposed on-site uses except residential would be provided. Parking facilities would include underground garages beneath the site and a multi-level, above ground parking structure. Tandem parking is also proposed for certain office uses to reduce the footprint of parking facilities. The development regulations of the proposed zone (CVPD-MC) stipulate that the minimum number of parking spaces would be established through an approved shared parking analysis. The Shared Paring Analysis concludes that a minimum of 3,881 parking spaces would be required to adequately serve the project at buildout. Because the project proposes to provide a total of 4,089 spaces, the on-site parking supply would be adequate.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Mobility Element (cont.)		
Policy ME-G.2: Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development. a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and parking spaces and implementation of TDM plans. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking.	While project would exceed estimated parking requirements, the land devoted to parking would be reduced through the provision of parking structures. Parking would be provided not only for vehicles, but also for bicycles to encourage the use of this mode of transportation. The proposed mixed-use commercial/ residential/office nature of the proposed project provides potential for residents to obtain on-site employment, thereby reducing the parking needs for home versus employment uses. In addition, as office high-use parking hours are often the opposite of residential high-use parking hours, the mixed use nature of the project provides opportunity for shared parking arrangements between future development types.	Yes
Policy ME-G.5: Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include, but are not limited to those described on Table ME-3.	The project type has the potential to reduce automobile trips because it consists of a mixed-use Community Village that would provide various uses within an integrated development. Specific parking strategies that would be incorporated into the project that are listed in Table ME-3 include tandem parking, bicycle parking, shared parking, provision of transit facilities (transit stop), and pedestrian and bicycle facilities.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element		
General Urban Design Goal: An improved quality of life through safe and secure neighborhoods and public places.	The project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features identified in the proposed PPA, including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute "eyes on the street" to provide security. As detailed in Section 5.12, *Public Services and Facilities/Recreation*, the area has adequate law enforcement to maintain safety.	Yes
General Urban Design Goal: A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction, and that respects desirable community character and context.	The project would construct a mixed-use Community Village in the Carmel Valley community that would provide a variety of uses within an integrated development. The project would feature a pedestrian-oriented Main Street component with wide sidewalks, street-level retail and restaurants, street furnishings, lighting, and public spaces, including a large public plaza and several paseos that would foster social interaction. The mixture of land uses (residential, retail, hotel, office, public spaces) anchored by Main Street would provide for visual diversity and choice of lifestyle. The proposed uses of the project site already exist within the community, and have been sited so that uses reflect adjacent off-site uses. Additionally, design guidelines contained in the PPA would be incorporated into proposed buildings and landscape features to complement existing development.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
General Urban Design Goal: A city with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.	The project would construct a mixed-use Community Village. The vision statement for the proposed PPA calls for the creation of a "Main Street" for Carmel Valley, linking neighborhoods with daily activities. The plan fundamentals contain a number of principles related to creating a distinct village center for Carmel Valley with an emphasis on the pedestrian experience in a multi-functional environment. The project would provide a connected system of streets and paths; a variety of pedestrian-friendly public and private spaces; smart growth principles; sustainability principles; relationships with the surrounding community; and new opportunities for social interaction and community cohesiveness.	Yes
General Urban Design Goal: Utilization of landscape as an important aesthetic and unifying element throughout the City.	The project would include extensive landscaping in public spaces and along transportation routes that is connected and continuous throughout the development. Landscape design guidelines are contained in the proposed PPA.	Yes
Policy UD-A.4: Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.	Sustainable building methods would be utilized as discussed below under the Conservation Element policies in this table. The proposed project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR.	Yes
Policy UD-A.5: Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well established, distinctive character.	The project would construct a distinctive mixed-use village center with a variety of uses that are contiguous and compatible with existing adjacent uses. The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development and consider the guidelines in Policy UD-A.5. For example, Main Street, which is the central organizing element of the project, would consist of a pedestrian-oriented linear thoroughfare with ground level retail uses, cafes, public spaces, paseos and wide sidewalks, and streetscape landscaping.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.5: (cont.) c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. i. Maximize natural ventilation, sunlight, and views.	The ground level mixed uses along Main Street would include canopies, awnings, or overhangs; transparent storefront windows; architectural treatments (e.g., stone, brick, metal panels); and other building articulation and treatments in accordance with the design guidelines contained in the proposed PPA. Refer to Section 5.3, *Visual Effects and Neighborhood Character*, for specific details. The design guidelines in the PPA are consistent with this policy and the Urban Design Element.	

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.5: (cont.) j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances. k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.		
Policy UD-A.6: Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience. a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Ensure that building entries are prominent, visible, and well-located. d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern. e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.	The project would construct a distinctive mixed-use village center with a variety of uses that are contiguous and compatible with existing adjacent uses. The project would be anchored by a pedestrian-oriented and pedestrian-scaled Main Street with wide sidewalks, street-level retail and restaurants, landscaping, and connections to public spaces. Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA. Setback requirements would be established by the proposed zone classification that would be consistent with a village center. Parking would largely be provided in subsurface garages and above-ground garages some of which would be beneath residential buildings. These parking facilities would largely be screened by project design (i.e., subsurface and screened by proposed buildings). Parking garage entrances would be located within the site interior. Design guidelines for proposed parking facilities are contained in the proposed PPA	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.8: Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available. c. Use landscape to support storm water management goals for filtration, percolation and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood. f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.	The proposed PPA contains landscape design guidelines that call for sustainable landscaping practices and techniques promoting water conservation and energy efficiency. Landscaping would be designed to enhance structures and public spaces, including outdoor plaza space, pedestrian walkways, and bicycle routes and would be designed, installed and maintained in accordance with Policy UD-A.8. Extensive landscaping is proposed as part of the project. Proposed landscaping is discussed in Section 3.2.4. Landscaping would be provided throughout the project site, including along the proposed roadways, plazas, courtyards, pedestrian walkways, and the site perimeter. The conceptual landscape plan for the proposed project is shown in Figures 3-3a through 3-3g, *Conceptual Landscape Plan*.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.8: (cont.) g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas. k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.		

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.9: Incorporate existing and proposed transit stops or stations into project design (see also Mobility Element, Policies ME-B.3 and ME-B.9). a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character (see also Land Use Element, Policy LU-I.11). b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network (see also Land Use Element, Policy LU-I.10)	The project would provide a transit stop along the El Camino Real project frontage. The transit stop would accommodate planned transit operations in the Carmel Valley community. The transit stop would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The design of the proposed transit stop would be compatible with the overall design guidelines contained in the proposed PPA, while meeting the standards of the transit service provider.	Yes
Policy UD-A.10: Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element (see also Mobility Element, Sections A, B, C and F).	Proposed internal streets would be designed to encourage pedestrian and bicycle use on site and to connect to existing networks. The internal circulation network also would provide connections to a proposed transit stop along the El Camino Real project frontage.	Yes
Policy UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G). a. Design safe, functional, and aesthetically pleasing parking structures. b. Design structures to be of a height and mass that are compatible with the surrounding area. c. Use building materials, detailing, and landscape that complement the surrounding neighborhood.	The project would reduce the amount of land dedicated to parking through the provision of parking structures in place of surface lots. Parking would predominantly be provided in subsurface garages. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades. These structures would be planned, sited, and designed in accordance with the design guidelines contained in the proposed PPA, which are consistent with Policy UD-A.11.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.11 (cont.) d. Provide well-defined, dedicated pedestrian entrances. e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings. f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets. g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security.		
Policy UD-A.12: Reduce the amount and visual impact of surface parking lots.	The project would reduce the amount of land dedicated to parking through the provision of parking structures in place of surface lots. Parking would predominantly be provided in subsurface garages that would not be visible from surrounding areas. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.13: Provide lighting from a variety of sources at appropriate intensities and qualities for safety. a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility. b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting. c. Use lighting to convey a sense of safety while minimizing glare and contrast d. Use vandal-resistant light fixtures that complement the neighborhood and character. e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.	Lighting would be provided in various settings for safety and aesthetic purposes. Lighting would be provided along internal roadways for vehicular circulation, as well as along pedestrian walkways and bicycle routes for transportation-related safety. Lighting would also be provided in commercial areas and public spaces at night-time to contribute to the general ambiance of those spaces. Additionally, lighting would be provided as a Crime Prevention Through Environmental Design (CPTED) measure to reduce cover for potential criminal activity. Lighting for all of these purposes would be intentionally directed such that the intended area is illuminated but spillover lighting into sensitive areas (e.g., residences) is reduced. These lighting practices would be in conformance with Policy UD-A.13.	Yes
Policy UD-A.14: Design project signage to effectively utilize sign area and complement the character of the structure and setting. a. Architecturally integrate signage into project design. b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation. c. Post signs to provide directions and rules of conduct where appropriate behavior control d. Design signs to minimize negative visual impacts. e. Address community-specific signage issues in community plans, where needed.	The project would integrate signage as appropriate for vehicular and bicycle circulation, as well as for pedestrians who move about the site's interior to facilitate access of amenities. Additional signage also would occur at the proposed retail and office uses. Project signage would comply with the Carmel Valley Signage Guidelines.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-A.16: Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm. b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventers, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fencelike elements. c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.	Proposed utilities and traffic-related facilities and infrastructure would connect to existing systems, but would be constructed on site along with the rest of the proposed development. Systems would therefore be located strategically to serve the proposed uses and to be of minimal visual intrusion.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
UD-A.17 Policies: Incorporate Crime Prevention Through Environmental Design measures, as necessary, to reduce incidences of fear and crime, and design safer environments. a. Design projects to encourage visible space and "eyes on the street" security that will serve as a means to discourage and deter crime through the location of physical features, activities and people to maximize visibility. b. Define clear boundaries between public, semi-public/private, and private spaces. c. Promote regulations, programs, and practices that result in the proper maintenance of the measures employed for CPTED surveillance, access control, and territoriality. d. Consider pedestrian scale lighting and indirect techniques to provide adequate security but not glare and flood-light conditions.	The project design includes a variety of uses which would encourage activity in various locations throughout the site and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute "eyes on the street" to discourage crime.	Yes
Distinctive Neighborhood/Residential Design Goal: A city of distinctive neighborhoods.	The project proposes to construct a distinctive mixed-use village center within the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The site's location at this transition point lends itself to function as a distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Distinctive Neighborhood/Residential Design Goal: Innovative design for a variety of housing types to meet the needs of the population.	The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes. These housing types would be designed to integrate with the overall project and the surrounding area and consistent with the design guidelines contained in the proposed PPA.	Yes
Distinctive Neighborhood/Residential Design Goal: Pedestrian connections linking residential areas, commercial areas, parks and open spaces.	The project would include a pedestrian network that would provide defined connections among the proposed mixed uses via internal pedestrian walkways and sidewalks. These pedestrian facilities would also connect to the off-site network providing access to nearby residential and commercial areas, as well as parks, schools, the recreation center, and library.	Yes
Residential Design Policies *Policy UD-B.1:* Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility. a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.	The proposed project would be visually compatible with surrounding uses. Proposed uses would be contiguous and compatible with existing adjacent uses. While some buildings would be taller than buildings in the surrounding area, incorporation of the design guidelines contained in the proposed PPA would ensure that the architectural style of proposed buildings would include articulation and various design elements to provide visual diversity and reduce massing. The street-level mixed uses along Main Street would include awnings, store windows, and other building articulation. These architectural features, combined with the proposed street-level uses and landscaping, would create a pedestrian-scaled environment along Main Street that would connect to sidewalks and roadways to integrate the site with the surrounding community. Other elements that would reduce visual scale and bulk include the large central public plaza (between the office buildings and Main Street), public paseos among on-site buildings, tree-lined internal roadways, a passive park, and	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Residential Design Policies *Policy UD-B.1 (cont.):* b. Design new construction to respect the pedestrian orientation of neighborhoods. c. Provide innovative designs for a variety of housing types to meet the needs of the population.	pedestrian paths. These features would provide landscaped open spaces between on-site structures and visual screening to reduce massing effects. Off-site shading effects would be limited to approximately 10 patios at residences within the East Bluff residential development to the north across Del Mar Heights Road for a couple of hours during winter, which would not substantially interfere with these outdoor useable areas (refer to Section 5.3, *Visual Effects and Neighborhood Character*). The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes. These housing types would be designed to integrate with the overall project and the surrounding area and consistent with the design guidelines contained in the proposed PPA. The project would comply with the City's Inclusionary Housing Ordinance to provide a diversity of housing options to a variety of users, consistent with Policy UD-B.2. While the project would not provide single-family residences on site, it is located in a community with abundant opportunities for single-family residency and would therefore contribute to the community-wide diversity of housing options.	
Policy UD-B.2: Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element). a. Incorporate a variety of unit types in multifamily projects.	The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-B.4: Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents. a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Provide ground level entries and ensure that building entries are prominent and visible. d. Maintain existing setback patterns, except where community plans call for redevelopment to change the existing pattern. e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community. f. Encourage side- and rear-loaded garages. Where not possible, reduce the prominence of the garage through architectural features and varying planes. g. Minimize the number of curb-cuts along residential streets.	Architectural and landscape features associated with proposed buildings would be incorporated into the project in accordance with the design guidelines contained in the proposed PPA. Where buildings front Del Mar Heights Road, El Camino Real, High Bluff Drive, and proposed internal roads, the street frontage would include landscaping and sidewalks to create interest for pedestrians and other users of the right-of-way.	Yes

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-B.8: Provide useable open space for play, recreation, and social or cultural activities in multi-family as well as single-family projects. a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves. b. Design outdoor space as "outdoor rooms" and avoid undifferentiated, empty spaces. c. Locate small parks and play areas in centrally accessible locations.	The project would provide a series of public, semi-public, and private outdoor spaces. Residents would have access to the smaller recreational spaces available to their buildings, but would also have the option of utilizing the public spaces such as the walkways and central plaza for active or passive leisure activities. Additionally, the project will be conditioned to pay applicable Facility Benefit Assessment (FBA) to fund its park obligations. ~~Based on General Plan standards for population-based parks, the project would create a need for approximately 4.7 acres of useable park land based on General Plan standards to serve the proposed population. At buildout, the Carmel Valley community will have a surplus of approximately 4.8 acres of useable population-based parks. Consequently, adequate parks exist to serve the project.~~	Yes
Mixed-Use Villages/Commercial Areas Goal: Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.	The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.	Yes
Mixed-Use Villages/Commercial Areas Goal: Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.	The project would construct a mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. A transit stop also would be provided along the El Camino Real project frontage that would accommodate planned transit in the community.	Yes
Mixed-Use Villages/Commercial Areas Goal: Neighborhood commercial shopping areas that serve as walkable centers of activity.	The project would include street-level, pedestrian-oriented shopping areas lining the proposed Main Street.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Mixed-Use Villages/Commercial Areas Goal: Attractive and functional commercial corridors which link communities and provide goods and services.	The proposed project would include a commercial retail corridor along the proposed Main that would provide various goods and services to the community.	Yes
Policy UD-C.1: In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages. a. Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development. b. Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households. c. .Encourage placement of active uses, such as retailers, restaurants, cultural facilities and amenities, and other various services, on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought. d. Encourage the provision of approximately ten percent of a project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Public space may be provided in the form of plazas, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services (see also UD-C.5 and UD-E.1).	The project proposes a mixed-use village center in the Carmel Valley community on a graded and vacant site in a high-activity area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The site's location at this transition point lends itself to function as a distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street. The project would be anchored by Main Street that would be lined with street-level retail, restaurants, landscaping, and public spaces. Residential uses would consist of various multi-family types, such as single-level flats and two-story townhomes. Office buildings also would be constructed. Vertical integration would occur by placing residential units, hotel rooms, and office space above retail (along Main Street) to encourage a variety of users to intermix in a given space and promote its use at various times throughout the day. The mix of uses and pedestrian-oriented design would contribute to a vibrant, active village center. The project proposes to rezone the site with a new zone classification (CVPD-MC) to accommodate the proposed mixed-uses	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-C.1: (cont.) 1. When public space is provided in the form of public parks in accordance with Recreation Element, Policy RE-A.9, and the public park space may be used to meet population-based park requirements. 2. Where multiple property owners are involved in a village development, develop incentives or other mechanisms to help provide well-located public spaces. e. Utilize existing or create new Land Development Code zone packages or other regulations as needed for mixed-use development. 1. Provide standards that address the particular design issues related to mixed-use projects, such as parking, noise attenuation and security measures, and minimize negative impacts on the community. 2. Provide standards that address bulk, mass, articulation, height, and transition issues such as the interface with surrounding or adjacent development and uses, and minimize negative impacts on the community. f. Encourage location of mixed-use projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context.	The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for building articulation and façade treatments to reduce massing. Refer to Section 5.3, *Visual Effects and Neighborhood Character*, for specific details.	

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-C.2: Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.	The project proposes to construct a designated mixed-use village center on a graded and vacant site in a high-activity area at a transition point between land uses. Proposed uses would be contiguous and compatible with existing off-site uses. The project would be anchored by a pedestrian-oriented Main Street as its unifying element that would include connections throughout the site and to surrounding sidewalks, roadways, bicycle routes, and activity centers. The PPA contains design guidelines that reinforce pedestrian-friendly design and building orientation.	Yes
Policy UD-C.3: Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development. a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers.	The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development.	Yes
Policy UD-C.4: Create pedestrian-friendly village centers (see also Mobility Element, Sections A and C). a. Respect pedestrian-orientation by creating entries directly to the street and active uses at street level. b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level	The project would construct a designated mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. Wide sidewalks, landscaping, street furnishings, and lighting would be provided along Main Street. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-C.4: (cont.) c. Orient buildings in village centers to commercial local streets, or to internal project drives that are designed to function like a public street, in order to create a pedestrian-oriented shopping experience, including provision of on-street parking. d. Provide pathways that offer direct connections from the street to building entrances. e. Break up the exterior façades of large retail establishment structures into distinct building masses distinguished by offsetting planes, rooflines and overhangs or other means. f. Where feasible, use small buildings in key locations to create a human scale environment in large retail centers. Incorporate separate individual main entrances directly leading to the outside from individual stores.	Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA. The project also would include an internal pedestrian network that would connect proposed uses with Main Street, as well as off-site uses. The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for building articulation and façade treatments to reduce massing.	
Policy UD-C.5: Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces). a. Establish build-to lines to frame and define village center public space and pedestrian streets. b. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include	The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. The plaza would be constructed in the first development phase. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-C.5: (cont.) reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities and limitations. c. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space.		
Policy UD-C.6: Design project circulation systems for walkability. b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as the organizing framework for development in village centers. e. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings. f. Design new connections, and remove any barriers to pedestrian and bicycle circulation in order to enable people to walk or bike, rather than drive, to neighboring destinations (see also Mobility Element, Sections A and F). h. Share and manage commercial, residential, and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G).	The project includes a pedestrian-oriented Main Street with wide sidewalks and curbs edging both sides and lined with street-level retail, restaurants, landscaping, and public spaces. Curb extension, enhanced paving, and crosswalks would be provided at internal intersections. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center. The project also would include an internal pedestrian and bicycle network that would connect proposed uses with Main Street, as well as off-site facilities and uses. Shared parking opportunities among the proposed on-site uses would be provided. The project would provide a transit stop along El Camino Real to accommodate a planned rapid bus route (Route 473) that would serve the community along the El Camino Real and Del Mar Heights Road corridors.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-C.6: (cont.) i. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multi-modal pathways through projects to transit stops		
Policy UD-C.7: Enhance the public streetscape for greater walkability and neighborhood aesthetics (see also UD-A.10 and Section F.). b. Establish build-to lines, or maximum permitted setbacks on designated streets. c. Design or redesign buildings to include architecturally interesting elements, pedestrian--friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level. d. Implement pedestrian facilities and amenities in the public right-of-way including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, and street furniture. e. Relate the ground floor of buildings to the street in a manner that adds to the pedestrian experience while providing an appropriate level of privacy and security f. Design or redesign the primary entrances of buildings to open onto the public street.	The project would construct a designated mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. Wide sidewalks, landscaping, street furnishings, and lighting would be provided along Main Street. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center. The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for articulation and treatments intended to emphasize a pedestrian scale. Main Street would include wide sidewalks, street trees, lighting, signage, landscaping, and street furnishings. Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Public Spaces and Civic Architecture Goal: Significant public gathering spaces in every community.	The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.	Yes
Policy UD-E.1: Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces). a. Locate public spaces in prominent, recognizable, and accessible locations. b. Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. c. Develop each public space with a unique character, specific to its site and use. d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. f. Use landscape, hardscape, and public art to improve the quality of public spaces.	The project proposes a large public plaza to provide a community gathering space. The plaza would be easily accessed by community members who may park in one of the parking lots or structures, or internally accessible from the pedestrian and bicycle facilities. The public spaces would be designed with materials, landscaping, and various elements to define them as public and to accommodate multiple public activities.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Urban Design Element (cont.)		
Policy UD-E.1 (cont.) g. Encourage the active management and programming of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space. j. Address maintenance and programming.		
Economic Prosperity Element		
Commercial Land Use Goal: Commercial development which uses land efficiently, offers flexibility to changing resident and business shopping needs, and assures maximum feasible environmental quality.	The proposed commercial uses have been designed to use land efficiently and in a pedestrian-friendly manner by mixing commercial/retail developments on the ground level and residential, hotel, and office uses on upper levels within the same structure.	Yes
Commercial Land Use Goal: Economically healthy neighborhood and community commercial areas that are easily accessible to residents.	The project would provide commercial uses that would serve on-site residents and employees, as well as the surrounding community. Convenient and defined access to the commercial uses would be provided via the internal roadway, pedestrian, and bicycle network that would connect to off-site facilities. Based on the Retail Market Analysis conducted for the project (Kosmont 2012a), there will continue to be additional demand for retail uses within the Trade Area even with full buildout of the project. The new retail uses proposed by the project would not adversely impact existing businesses nor lead to urban decay (refer to Issue 4 in this section for additional analysis of urban decay). Additionally, the project would generate more revenue and permanent jobs compared to the development of only the	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Economic Prosperity Element (cont.)		
Commercial Land Use Goal (cont.)	office uses under the existing Community Plan designation. ~~Specifically, the proposed project is estimated to result in annual net revenues of approximately $1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of $25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).~~	
Commercial Land Use Goal: New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.	The project includes commercial uses that would contribute to the economic vitality of the community and provide opportunities for new commercial businesses.	Yes
Commercial Land Use Goal: A city with land appropriately designated to sustain a robust commercial base.	The project proposes to re-designate the site to Community Village. This proposed designation would support development of commercial uses to promote a robust commercial base within the community. As discussed above, there will continue to be additional demand for retail uses within the community even with full buildout of the project (Kosmont 2012a).~~), and the proposed project is estimated to result in annual net revenues of approximately $1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of $25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).~~	Yes
Policy EP-B.2: Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.	The commercial elements of the project would provide a concentrated hub of commercial retail uses intermixed with other uses, including residential and office uses and public spaces to create a unique shopping district within the community.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Economic Prosperity Element (cont.)		
Policy EP-B.3: Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.	The project proposes a mixed-use Community Village with supporting commercial retail and office uses.	Yes
Policy EP-B.4: Concentrate commercial service sector office development in the Subregional Employment Areas around transit stations, and in Neighborhood, Community, and Urban Villages.	The project would provide professional and corporate office uses within a designated Community Village.	Yes
Policy EP-B.9: Design new community commercial centers with consideration for: traffic patterns; compatibility with surrounding land uses; site planning that reinforces pedestrian movement to and through the site; superior architecture and landscape design; and sustainable design.	The project proposes a mixed-use Community Village with supporting commercial retail and office uses that would be contiguous and compatible with existing commercial development in the surrounding neighborhood. The project would be centered around a pedestrian-oriented Main Street that would be connected to on- and off-site uses via pedestrian, bicycle, and roadway facilities. The project would incorporate architectural and landscaping styles, features, and treatments that would reinforce the village center concept while remaining compatible with the existing visual environmental in accordance with the design guidelines contained in the proposed PPA. The proposed project would incorporate several sustainable design features, which are identified in Section 3.2.7 in this EIR.	Yes
Employment Development Goal: A city with an increase in the number of quality jobs for local residents, including middle income employment opportunities and jobs with career ladders.	The project would provide a number of job opportunities for local residents in a range of sectors, including retail and service in the commercial and hotel areas to middle income professional employment in the designated office areas. Any of these employment opportunities may offer advancement opportunities. The proposed project is estimated to create 8,311 construction jobs and 1,785 permanent jobs compared to 3,011 construction jobs and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Economic Prosperity Element (cont.)		
Policy EP-E.3: Support the creation of higher quality jobs with advancement opportunities and self-sufficient wages.	The project would provide a number of job opportunities for local residents in a range of sectors, including retail and service in the commercial and hotel areas to middle income professional employment in the designated office areas. Any of these employment opportunities may offer advancement opportunities.	Yes
Policy EP-L.2: Prepare a Community and Economic Benefit Assessment (CEBA) process focusing on economic and fiscal impact information for significant community plan amendments involving land use or intensity revisions. A determination of whether a CEBA is required for community plan amendments will be made when the community plan amendment is initiated.	An Economic Benefit and Net Fiscal Impact Analysis (Kosmont 2012b) and a Retail Market Analysis (Kosmont 2012a) were prepared for the project to meet the requirement for the CEBA process associated with the proposed CPA.	Yes
Public Facilities, Services, and Safety Element		
Evaluation of Growth, Facilities, and Services Goal: Adequate public facilities that are available at the time of need.	Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, identify the demand generated by the project for utilities and services and outline specific improvements and/or financing which would be provided by the project. These facilities would assure that current levels of service are maintained or improved.	Yes
Evaluation of Growth, Facilities, and Services Goal: Public facilities exactions that mitigate the facilities impacts that are attributable to new development.	Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, identify the demand generated by the project for utilities and services and outline specific improvements and/or financing which would be provided by the project. These facilities would assure that current levels of service are maintained or improved.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-C.1: Require development proposals to fully address impacts to public facilities and services. a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.	Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, identify the demand generated by the project for utilities and services and outline specific improvements and/or financing which would be provided by the project. These facilities would assure that current levels of service are maintained or improved.	Yes
Policy PF-C.2: Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance.	A fiscal impact analysis was completed for the project in compliance with Policy PF-C.2.	Yes
Policy PF-C.3: Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.	As discussed above, the project would implement improvements and financing measures that would assure that current service levels are maintained or improved for public utilities, services and facilities, in compliance with the City's timing and sequencing requirements. Additional discussion is contained in Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, of this EIR.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Fire-Rescue Goal: Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.	The project site is located within the City Fire-Rescue Department service area. The closest fire station to the project site is Station 24, located at the intersection of Del Mar Heights Road and Hartfield Avenue approximately 0.3 mile to the northeast of the site. There are eight additional fire stations within an approximately 10-mile radius of the project site that could provide backup services. The San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project. A Fire Access Plan has been prepared for the project (Figure 5.2-9) and has been reviewed by City Fire-Rescue Department staff.	Yes
Policy PF-D.1: Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents. ▪ Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time. ▪ Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time. ▪ Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time. .	As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-D.1: (cont.) ▪ Total response time for deployment and arrival of a unit with advanced life support capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time		
Policy PF-D.2: Deploy to advance life support emergency responses Emergency Medical Services (EMS) personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows: ▪ Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator should be within four minutes to 90 percent of the incidents; and ▪ Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.	As indicated above, the San Diego Fire-Rescue Department currently considers its existing facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-D.5: Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services. a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.	As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes
Policy PF-D.6: Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.	As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes
Police Goal: Safe, peaceful, and orderly communities.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
Police Goal: Police services that respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
Policy PF-E.1: Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-E.2: Maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows: ▪ Priority E Calls (imminent threat to life) within seven minutes. ▪ Priority 1 Calls (serious crimes in progress) within 12 minutes. ▪ Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes. ▪ Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes. ▪ Priority 4 Calls (minor requests for police service) within 90 minutes.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
Policy PF-E.7: Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services. a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
Wastewater Goal: Environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater.	The project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.11, *Public Utilities*, the existing collection system has capacity to accommodate the proposed project.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Wastewater Goal: A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.	As discussed in Section 5.10, *Hydrology/Water Quality*, the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
Policy PF-F.6: Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.	The project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.11, *Public Utilities*, the existing collection system has capacity to accommodate the proposed project.	Yes
Stormwater Infrastructure Goal: Protection of beneficial water resources through pollution prevention and interception efforts.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes
Policy PF-G.1: Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes
Policy PF-G.2: Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.	As discussed in Section 5.10, *Hydrology/Water Quality*, the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
Policy PF-G.3: Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-G.5: Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	As discussed in Section 5.10, *Hydrology/Water Quality*, the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
Policy PF-H.2: Provide and maintain essential water storage, treatment, supply facilities, and infrastructure to serve existing and future development.	As discussed in Section 5.11, *Public Utilities*, the proposed project would be consistent with water supply/demand projections and applicable water supply regulations. The proposed project would connect to existing water lines adjacent to the project site. Specifically, a new 12-inch diameter water loop would extend from an existing 16-inch diameter main in El Camino Real and an existing 12-inch water main in Del Mar Heights Road would be relocated within the right-of-way. The project would not require any off-site pipeline upsizing. Wastewater service would be adequately provided by existing City wastewater facilities and would not require off-site pipeline upsizing or new wastewater facilities. On-site water and wastewater infrastructure would be designed and sized to meet the project's water needs in conformance with City standards.	Yes
Waste Management Goal: Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The project would implement the Waste Management Plan (WMP) prepared for the project (Leppert Engineering 2011a) to reduce waste deposited in landfills. Section 5.11, *Public Utilities*, contains additional waste management details.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-I.2: Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9). d. Maximize the separation of recyclable and compostable materials. f. Reduce and recycle Construction and Demolition (C&D) debris. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent by weight of all other material. g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate. l. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility.	The project would implement the project WMP (Leppert Engineering 2011a) to reduce waste deposited in landfills. Section 5.11, *Public Utilities*, contains additional waste management details.	Yes
Public Utilities Goal: Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.	Because the project would develop a vacant piece of land, the public utilities connecting to it would be carefully integrated into the existing and planned urban landscape in consultation with utility and service providers. Existing infrastructure was sized and constructed to accommodate buildout conditions of the Carmel Valley community. The project would connect to existing pipelines and utility systems within Del Mar Heights Road and El Camino Real. No upsizing of off-site pipelines would be required.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Policy PF-M.4: Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits. b. Provide adequate buffering and maintained landscaping between utility facilities and residential and non-residential uses, including the use of non-building areas and/or rear setbacks. c. Maximize land use and community benefit by locating compatible/appropriate uses within utility easements/right-of-ways (e.g., passive parkland, natural open space, wildlife movement, urban gardens, plant nurseries, parking, access roads, and trails). Trails can be allowed in these easement/right-of-ways, provided proper indemnification, funding and maintenance is set forth in a written agreement between the public utility, the City, and project developer. d. For projects, in particular large-scale developments (such as those requiring redevelopment plans, community plan updates, general plan amendments), consult and coordinate with all appropriate public utilities early on to determine the type, size, and location of facilities that are needed to accommodate the project's increased demand. g. Coordinate projects in the public right-of-way with all utility providers.	The project would connect to the existing utility infrastructure. As discussed in Section 5.11, *Public Utilities*, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded. In addition, all utility providers would be coordinated with prior to utilities-related work within public streets.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Public Facilities, Services, and Safety Element (cont.)		
Seismic Safety Goal: Development that avoids inappropriate land uses in identified seismic risk areas.	No faults or seismic ruptures exist on site or in the immediate project vicinity. Proposed project development would be designed and constructed in accordance with the CBC.	Yes
Policy PF-Q.1: Protect public health and safety through the application of effective seismic, geologic and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. g. Adhere to state laws pertaining to seismic and geologic hazards.	As discussed in Section 8.0, *Effects Found Not to be Significant*, seismic risks would be less than significant considering the project would comply with CBC and other applicable City building standards.	Yes
Recreation Element		
Policy RE-A.8: Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Table RE-2, Parks Guidelines). a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines). b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.	The project would provide public spaces, bicycle routes, and pedestrian walkways for recreational cycling and walking activities. In addition, the project would include lawn area for active and passive recreational use. The City bases the need for park land on population-based park requirements, calculated based on SANDAG's forecasted density factor of 2.74 persons per household unit (2010). According to the forecasted density factor, the 608 units would generate approximately 1,666 residents.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Recreation Element		
Policy RE-A.8 (cont.) c. Include military family housing populations when calculating population-based park requirements.	At the General Plan standard of 2.8 acres per 1,000 residents, buildout of the proposed residential component of the project (608 units) would generate the need for approximately 4.7 acres of useable park land. ~~Adequate public parks currently exist to serve the proposed project population increase.~~ The project ~~also~~ would be conditioned to pay applicable Facility Benefit Assessment (FBA) fees to fund its park obligations. FBA fees are used for acquisition of parkland or intensification of recreational uses at existing parks that will expand use of those parks. In addition to the FBA fees, the project would provide approximately 7.6 acres of useable open space areas within the project site to serve on-site residents, employees, and patrons.	
Conservation Element		
Climate Change and Sustainable Development Goals: ▪ To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management. ▪ To be prepared for, and able to adapt to adverse climate change impacts. ▪ To become a city that is an international model of sustainable development and conservation.	The proposed project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR, to reduce the project's carbon footprint. Additionally, the project promotes alternative transportation modes, including walking, bicycling, and transit through its mixed-use project type as a village center, provision of an internal pedestrian/bicycle network, and provision of a transit stop and one or more shuttle stops within the project site. In addition, the project was registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system in August 2007. In January 2011, the project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute. LEED®-certified buildings are designed to lower	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Climate Change and Sustainable Development Goals (cont.)	operating costs, reduce waste, conserve energy and water, and reduce greenhouse gas emissions.	
Policy CE-A.5: Employ sustainable or "green" building techniques for the construction and operation of buildings. a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to: ▪ Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology; ▪ Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens; ▪ Employing self generation of energy using renewable technologies; ▪ Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods; ▪ Reducing levels of non-essential lighting, heating and cooling; and ▪ Using energy efficient appliances and lighting. b. Provide technical services for "green" buildings in partnership with other agencies and organizations.	As discussed above, the project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR. The project also achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-A.7: Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins. a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems. b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Where feasible, select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.	The proposed sustainable design features and requirements to achieve the LEED® certification would contribute to a more healthy indoor air quality.	Yes
Policy CE-A.8: Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.	As specified in Section 5.11, *Public Utilities*, the project would implement a WMP which would effectively reduce construction waste.	Yes
Policy CE-A.9: Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including: ▪ Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;	The project would implement a WMP which would effectively reduce the construction and demolition waste. As specified in Section 5.7, *Greenhouse Gas Emissions*, the project would use local recycled construction materials where possible.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-A.9: (cont.) ▪ Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; Removing code obstacles to using recycled materials in buildings and for construction; ▪ Removing code obstacles to using recycled materials in buildings and for construction; and ▪ Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2).		
Policy CE-A.10: Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.	In compliance with the City's Recycling Ordinance, the project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure a collection service be provided for project operation.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-A.11: Implement sustainable landscape design and maintenance. a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers. b. Encourage composting efforts through education, incentives, and other activities. c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7). d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals. e. Reduce use of lawn types that require high levels of irrigation. f. Strive to incorporate existing mature trees and native vegetation into site designs. g. Minimize the use of landscape equipment powered by fossil fuels. h. Implement water conservation measures in site/building design and landscaping.	All landscape and irrigation would conform to the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to American Nursery & Landscape Association (ANLA) standards. Additionally, drought-tolerant plant materials would be incorporated into the landscape plan. Other design features related to sustainable landscape design are as follows: ▪ Utilize shade trees that reduce the urban heat island effect; ▪ Utilize low water use plant palette that puts project water use well under the state-mandated maximum applied water allowance; ▪ Create a very "walkable" design that will encourage users to stay on-site, instead of making car trips to come and go; ▪ Incorporate convenient bicycle parking that will encourage less vehicular trips; and ▪ Utilize irrigation water-conserving state-of-the-art devices, such as master valve/flow sensing devices and high-flow shut-off devices; "smart" irrigation controllers that are tied to real-time weather station data.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-A.11 (cont.) i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).		
Policy CE-A.12: Reduce the San Diego Urban Heat Island, through actions such as: ▪ Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; ▪ Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and ▪ Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).	The project includes project design features to minimize potential "Urban Heat Island Effects," including use of cool roofs and paving materials and provision of tree-lined, shaded streets.	Yes
Policy CE-D.5: Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.	A Water Supply Assessment (WSA) was prepared for the project as part of the development review process that evaluated if there is sufficient water supply to serve existing demands, projected demands of the project, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. The proposed project would be consistent with water supply/demand projections and applicable water supply regulations. There will be sufficient water supply over a 20-year planning horizon to meet the projected demands of the project, as well as other existing and planned development projects.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-E.2: Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.	Section 5.10, *Hydrology/Water Quality*, details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-E.3: Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction.	Section 5.10, *Hydrology/Water Quality*, details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.	Yes
Policy CE-E.6: Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system. a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations. b. Review plans for new development and redevelopment for connections to the storm drain system. c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.	Section 5.10, *Hydrology/Water Quality*, details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.	Yes
Policy CE-F.4: Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.	The project would provide landscaping and green space interspersed with the developed areas that would contribute to provide visual interest while providing absorption of carbon dioxide and other air pollutants absorbing services.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-F.6: Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking.	The project would provide a walkable, mixed-use community village which would provide alternatives to single-occupancy vehicle use through opportunities to reach multiple destinations with one vehicle trip, offering residential and work spaces in close proximity and the provision of pedestrian and bicycle facilities connected to public space. The project also would provide a transit stop along the El Camino Real project frontage to accommodate planned transit services in the community, as well as one or more shuttle stops within the project site.	Yes
Sustainable Energy Goal: An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable.	The proposed project has been registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED for Neighborhood Development™ rating system. The project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED certification. Use of green building practices results in energy and cost savings over the life of the project. LEED is a rating system devised by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and encourage market transformation towards sustainable design.	Yes
Policy CE-I.4: Maintain and promote water conservation and waste diversion programs to conserve energy.	Buildings on the site will use at least 10 percent less energy than comparable buildings, which will reduce their dependence on power that produces carbon emissions. The project would adhere to IBC requirements for water-conserving plumbing. All landscape and irrigation would conform to the standards set forth in the City of San Diego Land	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-I.4: (cont.)	Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to ANLA standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water.	
Policy CE-I.7: Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.	The project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, including the use of materials that exceed Title 24 standards to reduce thermal loss and energy demand, as feasible. Energy efficiency is incorporated into the project design through project design features such as the following: ▪ Achieving LEED® Silver Certification; ▪ Use of 'cool' roofs and paving materials; ▪ Location within walking distance of schools, retail, restaurants, and other services; ▪ Bicycle, pedestrian and transit-friendly design; ▪ Tree-lined, shaded streets, to reduce the carbon footprint of the site; ▪ Employ strategies to reduce its irrigation water use by at least 50 percent compared to a standard project; ▪ Office buildings will target reducing their water use by 40 percent compared to standard office buildings;	

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Conservation Element (cont.)		
Policy CE-I.7 (cont.)	▪ Inclusion of comprehensive recycling plan that includes composting, a hazardous waste drop-off point, and easy access to recycling bins; ▪ Potential to possibly install renewable energy power production on site, such as solar photovoltaic panels or fuel cell technology (feasibility to be determined during the final design of the project); and ▪ Buildings on the site anticipated to use at least 10 percent less energy than comparable buildings.	
Urban Forestry Goal: Protection and expansion of a sustainable urban forest.	The project would provide landscaping throughout the project site to expand the urban forest in the project vicinity.	Yes
Policy CE-J.1: Develop, nurture, and protect a sustainable urban/community forest. Seek resources and take actions needed to plant, care for, and protect trees in the public right-of way and parks and those of significant importance in our communities. b. Plant large canopy shade trees, where appropriate and with consideration of habitat and water conservation goals, in order to maximize environmental benefits. c. Seek to retain significant and mature trees. d. Provide forest linkages to connect and enhance public parks, plazas, recreation and open space areas (see also Mobility Element, Policies ME-A.6 and ME-A.7, and Recreation Element, Policy RE-D.6).	The project includes landscaping that would expand "urban forest" goals through the provision of various tree types that would be maintained through maturity. The project would retain some existing mature trees along the site perimeter. Trees preserved and planted on site would provide interconnected linkages throughout the site and to the landscaped right-of-way which would enhance the public spaces and absorb some emissions generated on site and in the vicinity.	Yes
Policy CE-J.4: Continue to require the planting of trees through the development permit process. a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental impacts as appropriate.	Street trees would be planted as part of the project in accordance with the City's Land Development Code - Landscape Regulations and Land Development Manual – Landscape Standards.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element		
Noise and Land Use Compatibility Goal: Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	An Acoustical Report (HELIX 2012a) was prepared for the project to assess potential noise –land use compatibility impacts resulting from the project.	Yes
Policy NE-A.2: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.	An Acoustical Report was completed for the project (HELIX 2012a) to analyze potential impacts and identify mitigation measures to minimize those impacts. The Acoustical Report determined that the proposed development would not adversely impact nearby sensitive receptors (including existing homes). Potential impacts to on-site residential and hotel uses during and following construction would be minimized through site design and mitigation measures as outlined in Section 5.4, *Noise*.	Yes
Policy NE-A.3: Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.	Section 5.4, *Noise*, identifies potential noise – land use compatibility impacts and identifies mitigation measures to reduce associated impacts.	Yes
Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	An Acoustical Report (HELIX 2012a) was prepared for the project to assess potential noise –land use compatibility impacts resulting from the project.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element (cont.)		
Motor Vehicle Traffic Noise Goal: Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	Project traffic noise would potentially expose proposed on-site residences and offices to interior noise levels above the traffic noise significance thresholds, resulting in a potentially significant traffic noise impact. Mitigation is identified in Section 5.4, *Noise*, which would reduce this impact such that traffic noise would not be excessive to on-site occupants. Traffic noise impacts to off-site uses (including existing residences) resulting from the proposed project would be less than significant.	Yes
Policy NE-B.3: Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.	Where appropriate and feasible, the project would utilize setbacks, landscaping, and architectural design to minimize noise impacts. Mitigation for potentially significant noise impacts resulting from the project is identified in Section 5.4, *Noise*.	Yes
Policy NE-B.4: Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.	The project would provide pedestrian and bicycle facilities and a transit stop which would encourage the use of alternatives modes of transportation.	Yes
Policy NE-B.5: Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.	The proposed project would comply with City requirements to implement a haul route for project construction phases. The contractor will identify a haul route in consultation with the City once a disposal site is determined. Haul trucks would likely access the site from El Camino Real. The export location would likely be a construction site in need of fill material that would be identified prior to start of project grading. If the export site is not within the immediate community, then the proposed haul route would be I-5 (north or south) by way of Del Mar Heights Road.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element (cont.)		
Policy NE-B.5 (cont.)	If an export site is available within the community, a suitable truck/haul route would be proposed for review by the City Engineer. A traffic control plan and haul route plan would be required for review and approval by City staff.	
Policy NE-B.7: Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.	Where appropriate and feasible, the project would utilize setbacks, landscaping, and architectural design to minimize noise impacts. No permanent noise walls or barriers are proposed. Refer to Section 5.4, *Noise*, for additional details.	Yes
Commercial and Mixed-Use Activity Noise Goal: Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.	As discussed in Section 5.4, *Noise*, proposed on-site uses could generate noise exposing proposed residences or hotel uses to levels above noise thresholds. Mitigation for potentially significant noise impacts resulting from the project is identified in Section 5.4, *Noise*.	Yes
Policy NE-E.1: Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. The Acoustical Report (HELIX 2012a) concluded that the proposed project would not adversely impact nearby sensitive receptors (including existing homes).	Yes
Policy NE-E.2: Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element (cont.)		
Policy NE-E.3: Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
Policy NE-E.4: Encourage commercial/entertainment uses to utilize operational measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
Policy NE-E.5: Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
Policy NE-E.6: Encourage disclosure of potential noise problems for mixed-use and residential developments adjacent to commercial/entertainment uses at the time of sale. This would include notification of noise from related activities such as music, delivery vehicles, pedestrian and vehicular traffic, and other urban noise that may affect them.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal: Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related, and public noise.	The project would be required to comply with the City's Noise Ordinance, which regulates and limits excessive noise from these sources.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element (cont.)		
Policy NE-G.1: Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.	Construction hours would be limited to the hours and days indicated in the City of San Diego Municipal Code. As discussed in Section 5.4, *Noise*, a temporary noise barrier would be required during construction of Phase 3 (Mitigation Measure 5.4-4). With the implementation of this noise barrier, construction noise impacts would not exceed the City construction noise ordinances. Refuse collection trucks would access the site during daytime hours and operations of parking lot sweepers would be regulated in the Conditions, Covenants, and Restrictions of the homeowners' association for the project.	Yes
Policy NE-G.2: Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.	During project operation, on-site uses would comply with the City of San Diego's Noise Ordinance which would prevent excessive public noises, particularly in areas adjacent to residences and hotels.	Yes
Policy NE-H.1: Coordinate special events with event promoters and organizers to minimize the effects of noise on adjacent residential uses to the degree feasible.	Special events scheduled to occur at the project site would be subject to allowable noise levels in the City's Special Event Ordinance, particularly adjacent to noise-sensitive land uses.	Yes
Typical Noise Attenuation Methods Goal: Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Noise Element (cont.)		
Policy NE-I.1: Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process. The project would also be required to comply with Title 24 noise requirements, which would also ensure interior noise levels would not exceed allowable thresholds.	Yes
Policy NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.	Section 5.4, *Noise*, identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process. The project would also be required to comply with Title 24 noise requirements, which would also ensure interior noise levels would not exceed allowable thresholds.	Yes
Housing Element		
Goal 1: Ensure the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth over the next Housing Element cycle, FY 2005 - FY 2010	The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing. The mixed-use development would also provide a range of services within close proximity to the proposed residences which would serve a variety of needs for residents.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
Provision of Adequate Site Inventory Objective, Policy 2: Through community plan updates, plan amendments, action plans and other community-oriented planning documents, the City shall continue to identify areas appropriate for both single-family and multifamily development, as well as already developed areas where existing development patterns should either be maintained or altered.	The project proposes General Plan/Land Use Plan amendments to change land uses at the project site from industrial employment to mixed-use, which includes 608 multi-family residential units. The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses. Consideration of the proposed General Plan/Land Use Plan amendments by the City demonstrates consistency with this policy.	Yes
New Construction Objective, Policy 14: The City shall foster affordable development and community balance by continuing to implement an inclusionary housing program aimed at increasing the supply of rental and for-sale units available to low- and moderate-income residents.	The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing.	Yes
Goal 2: Maintain at a High Level and Upgrade, where Necessary, the Quality, Safety and Livability of San Diego's Housing Stock, with Emphasis on Preservation of San Diego's Affordable Housing Stock.	The project would provide new, high-quality housing stock and comply with the City's Inclusionary Housing Ordinance.	Yes
Goal 4: Provide Affordable Housing Opportunities, Both for Low-Income Renters and Low- to Moderate-Income Homebuyers.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
Affordable Homeownership Opportunities Objective, Policy 2: The City shall promote alternative forms of housing which offer opportunities for economies of scale and shared facilities and services. Such housing can be particularly appealing to single parents and families where both parents have full-time jobs. Both single parents and two-income parents are becoming increasingly dominant household types.	The provision of multi-family housing would provide homeownership opportunities for those unable to afford or who prefer not to live in single-family houses. The provision of shared outdoor spaces and recreational facilities would be an example of the economies of scale available to residents of the proposed project.	Yes
Goal 5: Facilitate Compliance With All Applicable Federal, State and Local Laws and Regulations; Promote Achievement of Balanced Community Goals; Promote Conservation of Nonrenewable Energy Resources; and Promote Consistency With the Remainder of the General Plan and Other Major Citywide Planning Efforts.	The project would comply with the City's Inclusionary Housing Ordinance, which would contribute to the Housing Element goal of a balanced community (i.e., diversity of population with respect to income, race, and ethnicity throughout the City). The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, *Energy*, and Section 5.7, *Greenhouse Gas Emissions*). Finally, the project would be consistent with relevant General Plan policies, as demonstrated in this table.	Yes
Affordable Housing Goals and Community Balance Objective, Policy 2: An inclusionary housing requirement shall be in effect throughout the City to help ensure that affordable housing opportunities are spread throughout the City.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes
Affordable Housing Goals and Community Balance Objective, Policy 4: The City's highest housing priority shall be to provide housing for very low- and low-income families and special needs populations. A secondary priority is to provide housing opportunities for moderate-income households including first-time home buying opportunities.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
Affordable Housing Goals and Community Balance Objective, Policy 5: The City shall seek to locate higher-density housing principally along transit corridors, near employment opportunities and in proximity to village areas identified elsewhere in community plans.	The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses. The project site is proposed to be designated as a village site and developed as a Community Village. The project proposes a mixed-use community village in Carmel Valley that would include higher-density multi-family housing, as well as office, hotel, and retail uses that would provide additional employment opportunities in the community. Transit is also planned to serve the project area with a rapid bus route along the Del Mar Heights Road and El Camino Real corridors.	Yes
QUANTIFIED OBJECTIVE: Energy Conservation Objective: Maintain the goal of reducing by two percent total utility consumption per customer, although total energy demand is expected to increase during the period due to population growth. Water Utilities Department: Water Conservation will increase to five percent by 2010 over current levels according to the City of San Diego's Strategic Plan for Water Supply.	See discussion of "Sustainable Energy Goals" in the General Plan Conservation Element, above. The proposed project has been registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system. The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, *Energy*, and Section 5.7, *Greenhouse Gas Emissions*).	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
QUANTIFIED OBJECTIVE: Energy Conservation Objective (cont.) Promote increased energy conservation in 20 housing development projects annually by encouraging developers to exceed California Title 24 standards. As an incentive, plan check status will be expedited for sustainable housing developments per Council Policy 900-14- Sustainable Building Policy. Encourage initiatives to increase the use of renewable resources, such as photovoltaic/solar electric systems and solar water heating, with a goal of builders/developers offering solar options in 50 percent of new single-family housing unit developments by FY 2010. Encourage initiatives to increase the use of solar water heating in multifamily developments with a goal of increasing use of solar water heating to 50 percent of new multi-family housing unit developments by FY 2010. *Policy 1:* The City shall support the San Diego Gas and Electric (SDG&E) programs to promote energy conservation. *Policy 2:* The City shall support the Water Utilities Department's programs to promote water conservation. *Policy 3:* The City shall support state energy efficiency requirements in new housing and encourage the installation of energy saving devices in pre-1975 housing.	The proposed project has been registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system. The project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification. Use of green building practices results in energy and cost savings over the life of the project. LEED® is a rating system devised by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and encourage market transformation towards sustainable design.	

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
Policy 6: Insofar as practical, the City shall utilize its planning processes to promote efficient land use and development patterns which conserve such resources as fuel, water and land.	The project would construct a mixed-use community village which would provide a variety of uses within an integrated development, including housing, employment uses, and public spaces connected by an internal circulation network. The provision of multiple uses within one site results in more efficient use of land compared to compartmentalizing uses. A mixed-use development in close proximity to other activity centers (i.e., Del Mar Highlands Town Center) would promote the use of alternative transportation modes thereby reducing reliance on the automobile and associated fuel consumption. The project plans to employ strategies to reduce its irrigation water use by at least 50 percent compared to a standard project, and the site's office buildings will target reducing their water use by 40 percent compared to standard office buildings. The project would support water conservation by adhering to IBC requirements for water-conserving plumbing. All landscape and irrigation would conform to the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to ANLA standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Housing Element (cont.)		
Policy 7: The City shall support and encourage high performance design standards in new construction and redevelopment to promote increased energy conservation.	The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, *Energy*, and Section 5.7, *Greenhouse Gas Emissions*). The project also achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN		
Overall Goals		
Goal 1: To establish a physical, social, and economically balanced community.	The project is identified in the Community Plan as part of the Employment Center and with the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. Based on the current land use and zoning designations, approximately 510,000 sf of office uses could be developed on site. The proposed project would construct a mix of hotel, retail, residential, public spaces, and office uses. The provision of these additional uses along with the office uses identified in the Community Plan would promote the economic balance of planned land uses in Carmel Valley because (1) the proposed retail uses would help satisfy the unmet need for retail uses within the community (Kosmont 2012a); (2) the project would not cause substantial closures of businesses leading to urban decay; and (3) the project would generate more revenue than the office use that could be developed under the existing Community Plan designation. The project also would contribute to a physically and socially balanced community since it would provide the office uses originally envisioned as part of the Employment Center, as well additional uses that are contiguous and compatible with existing adjacent uses. Additionally, the proposed mixed-use project and the variety of uses that it would provide would result in a more internally well balanced use compared to a single use on the project site.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Overall Goals (cont.)		
Goal 2: To establish self-containment and feeling of community identify among the future residences of North City West.	One of the goals of the project is to provide a sense of community, and this is achieved through comprehensive planning, which includes provision of a large plaza for public gathering and social interaction, and by providing an integrated development.	Yes
Goal 3: To preserve the natural environment. (Per the community plan, this includes biological open space, geology/soils, mineral resources, and agricultural resources).	The project site was previously graded and is vacant. The site does not contain significant biological open space, hazardous geology features, agricultural resources, or mineral resources.	Yes
Goal 4: To establish a balanced transportation system to be used as a tool for shaping the urban environment.	The proposed project would contribute part of a balanced transportation system to the community through the provision of pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. The proposed pedestrian and bicycle network would connect existing bicycle routes along Del Mar Heights Road and a bike path along High Bluff Drive. Project entries would connect with Del Mar Heights Road and El Camino Real and traffic signals would be installed at the entries off Del Mar Heights Road. Other traffic improvements are proposed as mitigation and are identified in Section 5.2, *Transportation/Circulation/Parking*. Additionally, the project would provide a transit stop along the El Camino Real project frontage that would accommodate planned transit service in the Carmel Valley community.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Overall Goals (cont.)		
Goal 5: To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.	The proposed PPA identifies proposed phasing for development of the project site, as well as developer-required contributions to public facilities and services, and compliance with the approved Public Facilities Financing Plan for Carmel Valley.	Yes
Housing and Residential Land Use Element		
Objective 1: Enforcement of a balanced community housing program consistent with Council Policy 600-19, requiring developers to provide a comprehensive selection of dwelling unit types and price ranges.	Residential areas would provide a variety of housing options with a range of densities and housing types. The project would comply with the City's Inclusionary Housing Ordinance. The provision of multi-family housing would provide homeownership opportunities for those unable to afford or who prefer not to live in single-family houses.	Yes
Objective 2: The community must be designed as a total physical-social-economic unit.	The project would not upset the balance of planned land uses in Carmel Valley. The project would provide the office uses originally envisioned as part of the Employment Center, as well additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses necessary to satisfy projected demand for retail uses within the community (Kosmont 2012a). The project would not cause a chain reaction of store closures and urban decay. The project also would generate additional revenue for the City.	Yes
Objective 3: All developments, particularly residential, must be carefully sited. The planned residential development concept will go a long way towards improving diversity of unit types through allowing more flexibility in design, and thereby fostering community identity.	Residential areas would provide a variety of housing options with a range of densities and housing types, arranged to form quasi-public and private open spaces, passages and courtyards, facilitate community interaction, and offer views of public open spaces.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Housing and Residential Land Use Element (cont.)		
Objective 4: In order to promote a balanced transportation network, the residential aspect of the plan must take into consideration the need to provide for separate pedestrian and bicycle systems. Such pedestrian and bicycle systems should utilize open space areas and connect the various activity nodes of the community such as the town center, schools, parks, and the neighborhood commercial complexes.	The proposed project would contribute part of a balanced transportation system to the community through the provision of pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities.	Yes
Objective 5: Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project's consistency with the Precise Plan is discussed later in this table.	Yes
Commercial Land Use Element		
Objective 3: In order to promote preservation of the natural environment, commercial development must be designed and constructed as part of an overall planned commercial development.	The project is identified in the Community Plan as part of the Employment Center and with the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. The project would construct office uses that were originally envisioned for the project site as part of the Employment Center, as well additional commercial uses (i.e., retail and restaurant) that are contiguous and compatible with existing adjacent uses. The project site is graded and vacant, and does not contain any substantial scenic resources, natural landforms, or biological resources. The project would reduce the amount of land dedicated to parking through the provision of parking structures	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Commercial Land Use Element (cont.)		
Objective 3: *(cont.)*	in place of surface lots. These structures would be planned, sited, and designed in accordance with the guidelines specified in Policies UD-A.11 and UD-A.12 to enhance functionality and minimize visual impacts. The proposed street trees and other project landscaping also would be a visual feature that would help to integrate the site with the surrounding area. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.	
Objective 5: Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project is proposing to amend the Precise Plan. The project's consistency with the Precise Plan is discussed later in this table.	Yes
Industrial-Office Park Land Use Element		
Objective 1: Diverse job opportunities must be achieved within the industrial-office park.	The project would provide a number of job opportunities for local residents in a range of sectors, including retail and service in the commercial and hotel areas to middle income professional employment in the designated office areas. The proposed project is estimated to create 1,785 permanent jobs compared to 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Industrial-Office Park Land Use (cont.)		
Objective 4: Development of a transportation system linking to the community is necessary.	The proposed project would provide connections to the existing transportation network. Vehicular access would be provided from Del Mar Heights Road and El Camino Real. Internal roads would traverse the site and connect to these existing roadways. The project also would provide pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities.	Yes
Objective 5: Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project is proposing to amend the Precise Plan. The project's consistency with the Precise Plan is discussed later in this table.	Yes
Park, Recreation and Open Space Element		
Objective 1: A variety of park and recreational facilities will be necessary.	The project would provide public spaces, including a large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community. In addition, the project proposes bicycle routes and pedestrian walkways for recreational cycling and walking activities. These active and passive recreational spaces would provide aesthetic resources as well as links to the greater open space networks throughout Carmel Valley.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Circulation (Transportation) Element		
Objective 2: Transportation systems must be designed to complement the planning concept and land use.	The project does not propose any public roads or other linear transportation facilities that would disrupt or divide the community. Internal private roads, pedestrian walkways, and bicycle routes would be constructed on site and would connect to the existing transportation network.	Yes
Objective 3: Transportation facilities should be regarded as an integral part of the landscape in which they are sited.	The project does not propose any new public roads or other linear transportation facilities that would not respect the community's natural landform. The project site is graded with relatively level building pads. Internal private roads, pedestrian walkways, and bicycle routes would be constructed and would connect to the existing transportation network. Proposed streetside and on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.	Yes
Objective 4: Dependence on the private automobile as the dominant mode of transportation must be reduced by developing and integrated system of pedestrian, bicycle, local transit and automobile facilities.	The proposed project would provide pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. Additionally, a rapid transit route (473) is planned to serve the community in the future. The project would provide a transit stop along the El Camino Real project frontage that would accommodate the planned transit service. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Circulation (Transportation) Element (cont.)		
Objective 5: The precise plan for each development unit must include a complete circulation system which relates to the North City West [Carmel Valley] circulation systems.	The Carmel Valley Employment Center Precise Plan includes a circulation system that is part of the larger Carmel Valley system. The proposed PPA identifies mobility and the circulation system within the project site and how it ties into the Carmel Valley system.	Yes
Public Services and Facilities Element		
Objective 1: Provision of public services and facilities of high quality are necessary.	Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, identify the demand generated by the project for utilities and services and outline specific improvements and financing which would be provided by the project. These improvements and financing measures would assure that current levels of service are maintained.	Yes
Objective 2: Excellence in the design of all public facilities will be required.	The proposed PPA identifies developer-required contributions to public facilities and services, and compliance with the approved Public Facilities Financing Plan for Carmel Valley.	Yes
Objective 3: In order to preserve the natural environment, the environmental analysis of specific projects must be based upon the implementation of the intent of the new communities concept.	The project has been designed to integrate with the existing master-planned community. The project site was previously graded with building pads as part of the mass grading for the Carmel Valley Employment Center. With the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. Because the project site is graded and vacant, it does not contain any substantial scenic resources, natural landforms, or biological resources.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CARMEL VALLEY COMMUNITY PLAN (cont.)		
Public Services and Facilities Element (cont.)		
Objective 4: The location of bus stops and facilities which serve such a transportation network should complement the development of these areas as nodes of activity which are accessible to all forms of transportation.	The proposed project would provide pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. Additionally, a bus rapid transit route (473) is planned to serve the community in the future. The project would provide a transit stop along the El Camino Real project frontage that would accommodate planned transit service. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes
Objective 5: Assessment districts or other property owner financed methods must be established for public facilities prior to proceeding with subdivision maps, zone changes or grading.	Sections 5.11, *Public Utilities*, and 5.12, *Public Services and Facilities/Recreation*, identify the demand generated by the project for utilities and services and outline specific improvements and financing which would be provided by the project in compliance with the approved Carmel Valley Public Facilities Financing Plan and Facilities Benefit Assessment.	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN		
Public Services and Facilities Element (cont.)		
Park, Recreation, and Open Space: Open space designated in the precise plan will be maintained as follows: a. The Property Owners Association will maintain the open space adjacent to the I-5, the SDG&E power easement, and the median and entry areas of Street "A." b. The maintenance district will maintain the street medians of Del Mar Heights Road, El Camino Real, and the detention basin, if required. c. The property owners will maintain the parkway areas included in or adjacent to their properties.	The Precise Plan designates the street frontage along High Bluff Drive (Street "A" in the Precise Plan) and the pedestrian/bike path within the SDG&E easement as open space. The project would construct a pedestrian/bicycle gateway at the northwest corner of the project site at the Del Mar Heights/High Bluff Drive intersection, which would connect to the pedestrian/bike path. Ongoing maintenance of these open space areas would continue to occur in accordance with this policy.	Yes
Plan Implementation 2: Grading has been designed based on the concept of multi-terraced sites with low embankments of varying slope. The land forms will be comprised of smooth flowing slopes and terraces that have been derived from the existing terrain. Erosion control will be accomplished through a system of individual site controls and overall systems concurrent with the best ecological practices.	Consistent with the Precise Plan, the project site has been graded with a series of terraced areas and low embankments. The proposed project would provide all necessary improvements and maintenance or would participate in an assessment district, as appropriate. Project implementation would not result in any significant construction or post-construction water quality impacts, including with regard to erosion. Refer to Section 5.10, *Hydrology/Water Quality*, Issues 3 and 4 analysis for details on erosion and erosion/sedimentation control methods.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)		
Public Services and Facilities Element (cont.)		
Design Element Guidelines A. Industrial Office Park Design Concepts and Environmental Criteria ▪ Provide over one-half of the available jobs within the community Prominent and visible location dictates that the design and construction be accomplished in the best manner possible. Individual buildings should be designed to fit into park-like surroundings, with particular attention paid to the appearance of the facility and its scale. Considerations should include the amount of coverage, placement of parking, landscaping, screening of all service areas, and the provision for small recreation facilities for employees.	The proposed project would provide various office areas that would contribute to employment opportunities in the community. The proposed project is estimated to create 8,311 construction jobs and 1,785 permanent jobs (Kosmont 2012b). Therefore, the project would help meet this Precise Plan guideline that over one-half of the available jobs within the community should be provided by industrial offices. Office buildings and associated parking would be integrated into the development would incorporate architectural and landscape treatments similar to the rest of the development, pursuant to the design guidelines contained in the proposed PPA.	Yes
General Landscape Development Guidelines A. Parkway (Streetscape setbacks) 1. The entire area between the street curb and the setback line should be landscaped except for vehicle access driveways and pedestrian paths. 2. Whenever possible, design this area in the form of undulating free-form berms or sloped planting areas. 3. A low plane of undercover is desired in this area to maintain uniformity and openness. 4. Trees should conform to the Master Landscape Plan and Plant list (see page 41 of the Precise Plan) 5. Primary streetscape setback trees should conform to the Master Landscape Plan and Plant list (see page 41 of the Precise Plan). 6. Tree-to-Landscape Ratio: There should be one specimen tree for every 400 square feet of landscaped setback area.	Landscaping in streetscape setbacks, along roadway medians and at the employment center entry adjacent to the project site (Del Mar Heights/High Bluff Drive) would be provided in accordance with the landscape design guidelines contained in the proposed PPA, which are consistent with the General Landscape Development Guidelines of the Precise Plan. The proposed landscape treatments along the project frontages of Del Mar Heights Road and El Camino Real would be consistent with these guidelines to provide a landscaped buffer (refer to the Conceptual Landscape Plan in Figures 3-3a through 3-3g). The on-site drainage systems and street lighting would also be in compliance with the existing General Landscape Development Guidelines of the Precise Plan, and where applicable, as proposed for amendment.	Yes

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)		
Public Services and Facilities Element (cont.)		
General Landscape Development Guidelines (cont.) 7. Planting Design: A meandering natural look of tree groves is desired. Trees should be arranged in groves as much as possible to maintain visual access to commercial frontages. C. Employment Center Entry Areas 8. Entrances should be landscaped per the Master Landscape Plan and Plant list (see page 41 of the Precise Plan). a. The landscape concept intended for the Employment Center is an open park-like character. It is fundamental that this theme have the greatest impact at the two entry areas. b. A deep setback of ground cover is intended at both primary entrances. Tree groves and signage should be held back a significant distance from entry corners to emphasize a broad open character and to create a sense of spaciousness. E. Easement Open Space 1. A refined native look is desired for this area and should be landscaped per the Master Landscape Plan and Plant list (see page 41 of the Precise Plan). *2.* Planting Design: A meandering natural look is encouraged with an emphasis placed on the use of plants with a variety of height, form, and texture.	The project would construct a project gateway at the northwest corner of the project site at the Del Mar Heights/High Bluff Drive intersection, which is one of the identified "Employment Center Entry Areas" in the Precise Plan and part of the SDG&E easement. Consistent with these guidelines, this proposed gateway would provide a defined entry to the project and larger employment center with street trees and plantings, along with a paseo, enhanced pavement, and project signage well setback from the intersection. Trees and other landscaping would be informally placed. Refer to refer to the Conceptual Landscape Plan in Figures 3-3a through 3-3g.	

Table 5.1-1 (cont.)
CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)		
Public Services and Facilities Element (cont.)		
Individual Site Design Guidelines, Site Planning Guidelines, Form and Scale Guidelines, and Roofscape Guidelines Guidelines established in addition to the requirement of the MIP Zone by the City of San Diego.	The project proposes a PPA (and other land use plan amendments) and Rezone to allow for the proposed mix of residential, commercial, and office uses. Therefore, individual site design guidelines contained in the existing Precise Plan may not apply to the land use mix proposed by the project. The project would conform to applicable site design guidelines of the proposed CVPD-MC zone classification.	Yes
Materials and Colors Guidelines The preferred materials and colors are those which convey permanence, substance, timelessness and restraint.	Materials and colors used in the project would adhere to the general materials and colors guidelines and would be further defined in the design guidelines of the proposed PPA.	Yes
Energy Guidelines ▪ It is expected that most users/owners will go beyond the minimum energy-conservation/alternative energy source requirements. ▪ Aspects of building design affected by energy-conscious design are siting/orientation, landscaping, mechanical equipment, building envelop, fenestration, shading, etc. ▪ The equipment associated with energy-related design must be incorporated as an integral part of the architectural design. Therefore, energy consciousness and technology must be part of the original design concept.	The project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, including the use of materials that exceed Title 24 standards to reduce thermal loss and energy demand, as feasible. Energy efficiency is incorporated into the project design through project design features such as the following: ▪ Achieving LEED® Silver Certification; ▪ Use of 'cool' roofs and paving materials; ▪ Location within walking distance of schools, retail, restaurants, and other services; ▪ Bicycle, pedestrian and transit-friendly design; ▪ Tree-lined, shaded streets, to reduce the carbon footprint of the site; ▪ Employ strategies to reduce its irrigation water use by at least 50 percent compared to a standard project;	Yes

Table 5.1-1 (cont.) **CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION**		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	**CONSISTENCY EVALUATION**	**CONSISTENT (YES/NO)**
CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)		
Public Services and Facilities Element (cont.)		
	Energy guidelines (cont.) ▪ Office buildings will target reducing their water use by 40 percent compared to standard office buildings; ▪ Inclusion of comprehensive recycling plan that includes composting, a hazardous waste drop-off point, and easy access to recycling bins; ▪ Potential to possibly install renewable energy power production on site, such as solar photovoltaic panels or fuel cell technology (feasibility to be determined during the final design of the project); and ▪ Buildings on the site anticipated to use at least 10 percent less energy than comparable buildings.	

5.2 TRANSPORTATION/CIRCULATION/PARKING

This section evaluates potential traffic-related and parking impacts associated with the proposed project. The following discussion is based on the Traffic Impact Analysis (TIA) prepared by Urban Systems Associates, Inc. (USAI) in 2012 (Draft EIR Appendix C), as well as the parking analysis prepared by Walker Parking Consultants (December 2011; Draft EIR Appendix D) and the Sight Visibility Analysis prepared by Leppert Engineering Corporation (Leppert; July 27, 2011d; Draft EIR Appendix E).

5.2.1 Existing Conditions

Methodology and Approach

Street system operating conditions are typically described in terms of level of service (LOS). LOS is a qualitative measure of a roadway's operating performance and of the motorists' perception of roadway performance, expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. This measure considers factors such as roadway geometrics, signal phasing, speed, travel delay, and freedom to maneuver. Unlike most street system analysis, the freeway ramp metering analysis is based on vehicle delay and queues, not LOS.

The City considers LOS D to be the minimum performance standard in the study area for roadways, intersections, and freeways. Based on the City's guidelines, ramp meter delays greater than 15 minutes are not acceptable.

Roadway Segment Analysis Methodology

Street segments were analyzed based upon the comparison of average daily traffic (ADT) volumes to the roadway design capacity. The significance of a project's traffic impact is measured in terms of the change in the volume-to-capacity ratio (V/C) caused by the addition of project traffic.

Intersection Analysis Methodology

The LOS at City intersections was determined based on the Highway Capacity Manual (HCM; Transportation Research Board 2000) methodology. Intersection LOS is measured in terms of seconds of delay experienced by motorists during the morning and afternoon peak hours. The morning peak hours are typically between 7:00 AM and 9:00 AM, and the afternoon peak hours are typically between 4:00 PM and 6:00 PM. Peak hour intersection capacity is a key indicator of overall transportation network performance because intersections accommodate a number of conflicting traffic flows (e.g., left turns versus opposing through movements) as motorists proceed to their various destinations. If the conflicting flows are not managed efficiently, intersections may create "bottlenecks," which limit mobility throughout the network. On most major thoroughfares, intersection traffic controls (e.g., stop signs and traffic signals) are used to ensure safe and efficient movement of vehicles through intersections. Delays occur as motorists wait for vehicles making conflicting movements to pass through the intersection. These delays

become especially pronounced during peak commuting periods, when the greatest demand is placed on the transportation system. LOS D is the minimum peak hour performance standard. LOS E and F reflect heavily congested conditions.

LOS criteria differ for signalized and unsignalized intersections. For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement; LOS is not defined for the intersection as a whole. Table 5.2-1, *LOS Criteria for Intersections,* provides the LOS criteria for intersections.

Table 5.2-1
LOS CRITERIA FOR INTERSECTIONS

LOS	Delay (seconds)	
	Signalized	**Unsignalized**
A	≤10.0	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: HCM 2000

Freeway Segment Analysis Methodology

The freeway mainline segments were analyzed during the AM and PM peak hours based on a methodologies developed by the California Department of Transportation (Caltrans) District 11. This method consists of determining the LOS based on V/C as outlined in the HCM. Freeways operations at LOS D or better are considered acceptable, while operations of LOS E and F are considered unacceptable.

Freeway Ramp Metering Analysis

The freeway on-ramps with 20 or more project trips were analyzed based on the methodology outlined in the City's Traffic Impact Study Guidelines for ramp metering. Ramp delays and queues were calculated using a calculated delay and queue approach. The calculated delay and queue approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic.

Traffic Study Area

The study area for traffic was defined in consultation with City transportation staff by intersections and roadway segments within the project area with at least 50 project-generated trips in one direction during a peak hour, freeway segments with at least 50 peak direction trips, and ramp meters with at least 20 peak trips. The traffic study area includes a total of 31 roadway segments, 36 intersections, 7 freeway segments (in both directions), and 3 ramp meters. These analyzed facilities are identified in Tables 5.2-2 through 5.2-5 and their locations are shown on Figure 5.2-1, *Traffic Study Area*.

Existing Roadway Network

Figure 5.2-2, *Existing ADT Volumes*, depicts the existing roadway system within the project area. The key roadways in the project area are described below.

Interstate 5

I-5 is a north-south Interstate Freeway with a posted speed limit of 65 miles per hour (mph). This freeway provides direct access to the cities of Encinitas, Carlsbad, Oceanside and San Diego, as well as Los Angeles and Orange, counties. Within the study area (Lomas Santa Fe to the I-805 merge), I-5 varies between 8 and 20 lanes.

State Route 56

SR 56 is a six-lane east-west highway that connects I-5 with I-15. The posted speed limit is 65 mph.

Del Mar Heights Road

Del Mar Heights Road is generally an east-west trending roadway within the study area (Mango Drive to Carmel Canyon Road). Between Mango Drive and Portofino Drive, it has a functional classification of a five-lane major roadway. From Portofino Drive to the I-5 northbound (NB) ramps, it has a functional classification of a five-lane prime arterial, and a six-lane major roadway between the I-5 NB ramps to High Bluff Drive. From High Bluff Drive to Carmel Canyon Road, Del Mar Heights is functionally and ultimately classified as a six-lane prime arterial. The roadway width within the traffic study area is 102 feet and the posted speed limit is 40 mph. No parking is allowed along this section of the roadway. Class II bike lanes[1] are located along both sides of the road.

El Camino Real

El Camino Real is a generally north-south trending roadway within the study area. This roadway has a functional classification of a two-lane collector from Via de la Valle to San Dieguito Road, an ultimate classification of a four-lane major from San Dieguito Road to Del Mar Heights Road, a functional classification of a six-lane major from Del Mar Heights Road to Valley Centre

[1] Class II bike lanes provide a striped lane for one-way bike travel on a street.

Drive, and a functional classification of a five-lane major from Valley Centre Drive to Carmel Valley Road. El Camino Real varies in width from 40 to 102 feet based on the roadway classification. The posted speed limit is 50 mph. No parking is allowed along this roadway. Class II bike lanes are located along both sides of the road, except from Via de la Valle to San Dieguito Road.

Carmel Country Road

Carmel Country Road is functionally classified as a four-lane major within the study area. It is a generally north-south trending roadway and extends between Del Mar Heights Road and Carmel Mountain Road with a posted speed limit of 40 mph. No parking is allowed along this roadway. Class II bike lanes are located along both sides of the road.

Carmel Canyon Road

Carmel Canyon Road is a generally north-south trending roadway. It is functionally classified as a four-lane major between Del Mar Heights Road and Carmel County Road. The posted speed limit is 30 mph. No parking is allowed along this roadway. Class II bike lanes are located along both sides of the road.

Carmel Creek Road

Carmel Creek Road is functionally classified as a four-lane major between Carmel Country Road and SR 56 westbound (WB) ramps. No parking is allowed along the roadway. The roadway width is 78 feet and the posted speed limit is 30 mph. Class II bike lanes are included on the roadway.

Valley Centre Drive

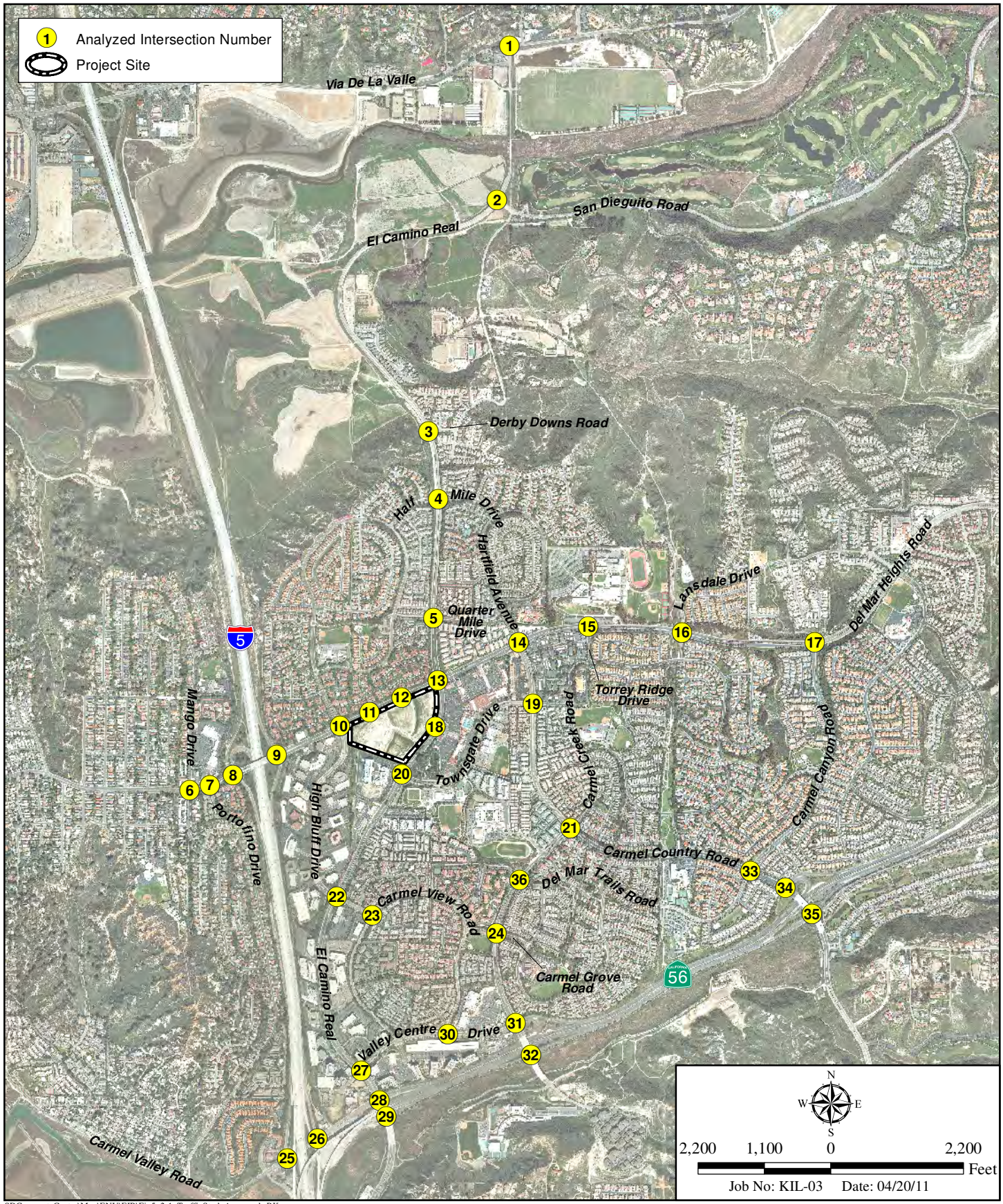
Valley Centre Drive is a generally east-west trending roadway and is functionally classified as a four-lane collector between Carmel View Road and Carmel Creek Road. The roadway width is 73 feet and the post speed limit is 30 mph. No parking is allowed along this roadway. Class II bike lanes are located along both sides of the road.

Carmel Valley Road

Carmel Valley Road is a generally east-west trending roadway and is functionally classified as a six-lane prime arterial between the I-5 NB ramps and El Camino Real. The roadway width of Carmel Valley Road is 102 feet. No parking is allowed along this roadway, and no bike lanes are present.

High Bluff Drive

High Bluff Drive is a generally north-south trending roadway and is constructed as a three-lane collector on the northern portion of the segment between Del Mar Heights Road and El Camino Real), and a four-lane collector on the southern portion of this segment. The posted speed limit



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Traffic Study Area

ONE PASEO

Figure 5.2-1

Source: Urban Systems Associates, Inc., 2011

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Existing ADT Volumes

ONE PASEO

Figure 5.2-2

is 30 mph. Parking is available on the west side of High Bluff Drive, south of Del Mar Heights Road. ~~No parking is allowed along this roadway.~~ Class II bike lanes are located along both sides of the road.

Via de la Valle

Via de la Valle is a generally east-west trending roadway and has a functional classification of a two-lane collector between San Andres Drive and El Camino Real and an ultimate classification of a four-lane major roadway. The width of the roadway is 40 feet. No parking is allowed along this roadway. Class II bike lanes are located along portions of both sides of the road.

Existing Roadway Conditions

Table 5.2-2, *Existing Conditions – Roadway Segments*, shows the classification, capacity, ADT, LOS, and V/C for each analyzed roadway segment under existing conditions. Figure 5.2-2 depicts the ADT of each analyzed roadway segment. Currently, all analyzed roadway segments operate at LOS D or better, with the exception of the following:

- El Camino Real from Via de la Valle to San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

Existing Intersection Conditions

Table 5.2-3, *Existing Conditions – Intersections*, shows the average vehicle delay and LOS at each of the 36 analyzed intersections. As shown in the table, all analyzed intersections operate at LOS D or better during AM and PM peak hours under existing conditions, with the exception of the following intersection:

- Carmel Creek Road/Del Mar Trail (LOS E during the AM peak hour)

Table 5.2-2
EXISTING CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Functional Classification[1]	Capacity	ADT	V/C	LOS
Del Mar Heights Road					
Mango Drive to Portofino Drive	5-M	45,000	21,314	0.47	B
Portofino Drive to I-5 SB ramps	5-PA	50,000	36,086	0.72	C
I-5 SB ramps to I-5 NB ramps	5-PA	50,000	40,090	0.80	D
I-5 NB ramps to High Bluff Drive	PA	60,000	51,625	0.86	D
High Bluff Drive to Third Avenue	PA	60,000	37,910	0.63	C
Third Avenue to First Avenue	PA	60,000	37,910	0.63	C
First Avenue to El Camino Real	PA	60,000	37,910	0.63	C
El Camino Real to Carmel Country Road	PA	60,000	32,674	0.54	B
Carmel Country Road to Torrey Ridge Road	PA	60,000	21,658	0.36	A
Torrey Ridge Road to Lansdale Drive	PA	60,000	19,071	0.32	A
Lansdale Drive to Carmel Canyon Road	PA	60,000	15,188	0.25	A

Table 5.2-2 (cont.)
EXISTING CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Functional Classification[1]	Capacity	ADT	V/C	LOS
El Camino Real					
Via de la Valle to San Dieguito Road	2-Ca	15,000	15,579	1.04	F
San Dieguito Road to Derby Downs Road	4-M	40,000	13,915	0.35	A
Derby Downs Road to Half Mile Drive	4-M	40,000	15,333	0.38	B
Half Mile Drive to Quarter Mile Drive	4-M	40,000	13,516	0.34	A
El Camino Real (cont.)					
Quarter Mile Drive to Del Mar Heights Road	4-M	40,000	14,925	0.37	A
Del Mar Heights Road to Townsgate Drive	6-M	50,000	14,731	0.29	A
Townsgate Drive to High Bluff Drive	6-M	50,000	15,425	0.31	A
High Bluff Drive to Valley Centre Drive	6-M	50,000	19,364	0.39	A
Valley Centre Drive to Carmel Valley Road	5-M	45,000	27,589	0.61	C
Carmel Country Road					
Del Mar Heights Road to Townsgate Drive	4-M	40,000	15,932	0.40	B
Townsgate Drive to Carmel Creek Road	4-M	40,000	13,878	0.35	A
Carmel Creek Road to Carmel Canyon Road	4-M	40,000	13,137	0.33	A
Carmel Canyon Road to SR 56 WB ramps	4-M	40,000	20,553	0.51	B
Carmel Canyon Road					
Del Mar Heights Road to Carmel County Road	4-M	40,000	12,224	0.31	A
Carmel Creek Road					
Carmel Country Road to Carmel Grove Road	4-M	40,000	11,206	0.28	A
Carmel Grove Road to SR 56 WB ramps	4-M	40,000	14,862	0.37	A
Valley Centre Drive					
Carmel View Road to Carmel Creek Road	4-C	30,000	10,875	0.36	B
Carmel Valley Road					
I-5 NB ramps to El Camino Real	PA	60,000	43,375	0.72	C
High Bluff Drive					
Del Mar Heights Road to El Camino Real	2-Ca	15,000	9,842	0.66	C
Via de la Valle					
San Andres Drive to El Camino Real (West)	2-Cb	10,000	24,400	2.44	F

Source: USAI 2012
[1] 2-Ca = two-lane collector, 2-Cb = two-lane collector with no fronting property, 4-C = four-lane collector, 4-M = 5-M = five-lane major, 5-PA = five-lane Prime Arterial, 6-M = six-lane major; PA = six-lane Prime Arterial
Shaded cells indicate roadway segments currently operating at an LOS E or F.

Table 5.2-3
EXISTING CONDITIONS – INTERSECTIONS

No.[1]	Intersection[2]	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	El Camino Real/Via de la Valle	27.7	C	30.0	C
2	El Camino Real/San Dieguito Road	16.6	B	23.8	C
3	El Camino Real/Derby Downs Road	4.3	A	3.3	A
4	El Camino Real/Half Mile Drive	19.6	B	16.8	B
5	El Camino Real/Quarter Mile Drive	20.0	B	14.0	B
6	Del Mar Heights Road/Mango Drive	31.7	C	29.7	C
7	Del Mar Heights Road/Portofino Drive*	9.3	A	9.1	A

Table 5.2-3 (cont.)
EXISTING CONDITIONS – INTERSECTIONS

No.[1]	Intersection[2]	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
8	Del Mar Heights Road/I-5 SB ramps	22.5	C	20.3	C
9	Del Mar Heights Road/I-5 NB ramps	35.1	D	37.5	D
10	Del Mar Heights Road/High Bluff Drive	26.1	C	28.9	C
11	Del Mar Heights Road/Third Avenue	DNE	DNE	DNE	DNE
12	Del Mar Heights Road/First Avenue	DNE	DNE	DNE	DNE
13	Del Mar Heights Road/El Camino Real	27.2	C	26.9	C
14	Del Mar Heights Road/Carmel Country Road	22.1	C	24.3	C
15	Del Mar Heights Road/Torrey Ridge Road	22.7	C	14.9	B
16	Del Mar Heights Road/Lansdale Drive	20.4	C	19.8	B
17	Del Mar Heights Road/Carmel Canyon Road	13.4	B	9.8	A
18	El Camino Real/Del Mar Highland Town Center	7.2	A	12.4	B
19	Carmel County Road/Townsgate Drive	25.8	C	20.2	C
20	El Camino Real/Townsgate Drive	18.2	B	13.0	B
21	Carmel Country Road/Carmel Creek Road	45.3	D	23.2	C
22	El Camino Real/High Bluff Drive	25.2	C	27.9	C
23	Carmel View Road/High Bluff Drive*	8.3	A	9.0	A
24	Carmel Creek Road/Carmel Grove Road	26.8	C	17.2	B
25	Carmel Valley Road/I-5 SB ramps	19.6	B	27.0	C
26	Carmel Valley Road/I-5 NB ramps	12.6	B	18.2	B
27	El Camino Real/Valley Centre Drive	20.9	C	19.7	B
28	El Camino Real/Carmel Valley Road	14.0	B	16.8	B
29	El Camino Real/SR 56 EB on-ramp	15.4	B	24.4	C
30	Carmel View Road/Valley Centre Drive	6.7	A	7.8	A
31	Carmel Creek Road/SR 56 WB ramps	37.0	D	20.7	C
32	Carmel Creek Road/SR 56 EB ramps	11.6	B	19.5	B
33	Carmel Country Road/Carmel Canyon Road	31.9	C	23.2	C
34	Carmel Country Road/SR 56 WB ramps	15.7	B	10.9	B
35	Carmel Country Road/SR 56 EB ramps	13.4	B	11.5	B
36	Carmel Creek Road/Del Mar Trail*	41.6	E	20.1	C

Source: USAI 2012
[1] Number corresponds with intersection location on Figure 5.2-1.
[2] All intersections were analyzed as signalized unless otherwise noted by *
DNE = does not exist
Shaded cells indicate intersections currently operating at an LOS E or F.

Freeway Segments

Table 5.2-4, *Existing Conditions – Freeway Segments*, shows the peak hour volumes, V/C, and LOS of the seven analyzed freeway segments (in both directions). As the table indicates, the analyzed freeway segments currently operate at LOS D or better during the peak hour.

Table 5.2-4
EXISTING CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	ADT	Peak Hour Volume	V/C	LOS
I-5					
Lomas Santa Fe Drive to Via de la Valle	NB	222,000	8,089	0.632	C
	SB	222,000	8,350	0.652	C
Via de la Valle to Del Mar Heights Road	NB	238,000	8,672	0.645	C
	SB	238,000	8,951	0.666	C
Del Mar Heights Road to SR 56	NB	241,000	8,781	0.556	B
	SB	241,000	9,064	0.574	B
SR 56 to Carmel Mountain Road	NB	288,000	13,118	0.575	B
	SB	288,000	12,883	0.629	C
Carmel Mountain Road to I-805 merge	NB	288,000	13,118	0.558	B
	SB	288,000	12,883	0.548	B
SR 56					
El Camino Real to Carmel Creek Road	EB	81,000	5,294	0.814	D
	WB	81,000	5,429	0.835	D
Carmel Creek Road to Carmel Country Road	EB	76,000	4,967	0.764	C
	WB	76,000	5,093	0.784	C

Source: USAI 2012

Freeway Ramp Metering

Table 5.2-5, *Existing Conditions – Freeway Ramp Meters*, shows the peak hour demand, meter rate, and excess demand, as well as the calculated and observed delay and queue length, for the three analyzed ramp meters. As shown in the table, the delays for NB and SB ramps are minimal.

Table 5.2-5
EXISTING CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Demand (vehicles per hour)	Meter Rate[1] (vehicles per hour)	Excess Demand (vehicles per hour)	Calcu-lated Delay (minutes)	Calcu-lated Queue (feet)	Observed Delay (minutes)	Observed Queue (feet)
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	406	368	38	6.2	1,102	1.0	261
	PM	242	368	0	0	0	1.0	145
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	360	499	0	0	0	2.0	319
	PM	204	499	0	0	0	1.0	58
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on						
	PM	516	593	0	0	0	1.5	203

[1]Meter rate is based on the most restrictive meter rate provided by Caltrans.
Source: USAI 2012

5.2.2 Impact

Issue 1: Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

~~**Issue 2: Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**~~

Impact Thresholds

In accordance with the City's Significance Determination Thresholds, traffic/circulation impacts would be significant if the project would result in any of the following conditions:

- The LOS at an intersection, roadway segment, or freeway segment would decrease from A through D to E or F;
- Any intersection, roadway segment, or freeway segment affected by the project would operate at LOS E or F under either direct or cumulative conditions, and the project exceeds the thresholds shown in Table 5.2-6, *Traffic Significance Thresholds*; and/or
- A substantial amount of traffic would be added to a congested freeway segment, interchange, or ramp exceeding the values shown in Table 5.2-6.

Table 5.2-6
TRAFFIC SIGNIFICANCE THRESHOLDS

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

Source: City 2011a
Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.
Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.
* All LOS measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual) (1998). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

~~The Congestion Management Program (CMP) regional guidelines were developed by SANDAG to provide a set of procedures for enhanced CEQA review for certain projects. These guidelines stipulate that projects that would generate 2,400 or more ADT, or 200 or more peak hour trips, must be evaluated in accordance with the requirements of the CMP. The CMP analysis must include the LOS impacts on affected freeways and Regionally Significant Arterial systems. The proposed project exceeds these thresholds for ADT and peak hour trips and therefore, a CMP level analysis is required. The City of San Diego guidelines are consistent with the methodologies contained in the CMP. Further, the City's Significance Determination Thresholds pertaining to traffic/circulation (as identified above) are more restrictive than those contained in the CMP. Therefore, CMP requirements are met through the analysis below that is based on City significance thresholds.~~

Impact Analysis

The baseline for purposes of this traffic analysis is the date of the NOP, May 25, 2010. This constitutes the baseline physical conditions against which project traffic impacts are determined. An Existing Plus Project analysis for Phase 1, Phases 1 and 2, and Project Buildout (Phases 1 ,2, and 3) was conducted to compare existing conditions without the project to existing conditions with all three phases of the project.

In addition, the traffic study analyzed Near-term scenarios and Long-term Cumulative (Year 2030) scenarios. A Near-term analysis was conducted that evaluated Phase 1, Phases 1 and 2, and Phases 1, 2, and 3 of the proposed project plus other approved, pending, or planned projects in the project vicinity (identified in Section 7.0 of the TIA: Draft EIR Appendix C). The City requires a Near-term analysis that describes the effects of the project on conditions anticipated to occur prior to the time of the anticipated date of EIR certification. Within that period, other developers could implement previously proposed and/or approved projects, potentially resulting in changes to traffic conditions that existed at the time of circulation of the NOP. Both the impacts identified in the Near-term analysis and impacts identified in the Existing Plus Project analysis are considered direct project impacts by the City.

Two additional variants of the Near-term analysis were also completed to describe the potential effects of constructing the proposed cinema in Phase 1 or 2 instead of Phase 3 of the project. However, these variants do not form the basis of impact conclusions or required mitigation. They are provided solely for informational purposes.

Finally, the *Long-term Cumulative (Year 2030)* represents traffic conditions in the year 2030 and comprises the basis of cumulative impact determinations in this analysis.

In sum, the analyzed scenarios include:

- Existing Conditions
- Existing Plus Project (Phase 1);
- Existing Plus Project (Phases 1 and 2);
- Existing Plus Project Buildout;
- Near-term Without Project;

- Near-term With Project (Phase 1);
- Near-term With Project (Phases 1 and 2);
- Near-term With Project Buildout;
- Near-term With Project (Cinema in Phase 1);
- Near-term With Project (Cinema in Phase 2);
- Long-term Cumulative (Year 2030) Without Project; and
- Long-term Cumulative (Year 2030) With Project.

Trip Generation

Table 5.2-7, *Project Trip Generation of Proposed Project – Phase 1*, shows the traffic volumes generated by the project associated with Phase 1. As shown in this table, Phase 1 of the proposed project would generate 9,888 ADT with 894 trips in the AM peak hour and 1,188 trips in the PM peak hour (accounting for mixed-use reductions).

Table 5.2-8, *Project Trip Generation of Proposed Project – Phases 1 and 2*, shows the traffic volumes generated by the project for Phases 1 and 2. As shown in this table, Phases 1 and 2 of the proposed project would generate 17,812 ADT with 1,182 trips in the AM peak hour and 2,021 trips in the PM peak hour (accounting for mixed-use reductions).

Table 5.2-9, *Trip Generation Of Proposed Project At Buildout*, shows the traffic volumes generated by project buildout. As shown in this table, the proposed project would generate a total of 26,961 ADT with 1,538 trips in the AM peak hour and 2,932 trips in the PM peak hour (accounting for mixed-use reductions). Mixed-use reductions are applied because, according to the City of San Diego Traffic Impact Study Manual (dated July 1998), most of the trip generation rate data available have been developed from measurements at isolated single-use developments. When uses are combined, simply adding the single-use estimates together can result in a total trip generation estimate that is too great for the site. The mixed-use reduction credit accounts for the reduction in trips from the combined uses.

Table 5.2-7
PROJECT TRIP GENERATION OF PROPOSED PROJECT - PHASE 1

Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Corporate office	2,450	331	37	368	37	331	368
Multi-tenant office	3,786	443	49	492	106	424	530
Retail	4,026	72	48	120	181	181	362
Mixed-use reductions	-374	-78	-8	-86	-12	-60	-72
TOTAL	**9,888**	**768**	**126**	**894**	**312**	**876**	**1,188**

Source: USAI 2012

Table 5.2-8
PROJECT TRIP GENERATION OF PROPOSED PROJECT - PHASES 1 AND 2

Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Corporate office	2,450	331	37	368	37	331	368
Multi-tenant office	3,786	443	49	492	106	424	530
Community shopping center	11,019	198	132	330	551	551	1,102
Multi-family residential	1,164	19	74	93	81	35	116
Mixed-use reductions	-607	-80	-21	-101	-28	-67	-95
TOTAL	**17,812**	**911**	**271**	**1,182**	**747**	**1,274**	**2,021**

Source: USAI 2012

Table 5.2-9
TRIP GENERATION OF PROPOSED PROJECT AT BUILDOUT

Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Corporate office	2,450	331	37	368	37	331	368
Multi-tenant office	3,786	443	49	492	106	424	530
Hotel	1,500	54	36	90	72	48	120
Retail	14,781	266	177	443	739	739	1,478
Cinema	2,200	0	0	0	98	142	240
Multi-family residential	3,648	58	233	391	255	109	365
Mixed-use reductions	-1,404	-95	-52	-147	-77	-92	-169
TOTAL	**26,961**	**1,057**	**481**	**1,538**	**1,231**	**1,701**	**2,932**

Source: USAI 2012

Existing Plus Project Conditions

Existing Plus Project conditions compares existing conditions without the project to existing conditions with all three phases of the project (Phase 1, Phases 1 and 2, and project buildout). Existing Plus Project traffic volumes were derived by adding project traffic trips (see Tables 5.2-7, 5.2-8, and 5.2-9) to existing volumes.

Existing Plus Project (Phase 1)

The Existing Plus Project (Phase 1) scenario represents only traffic generated by Phase 1 of the proposed project.

Roadway Segments. Table 5.2-10, *Existing Plus Project (Phase 1) Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Existing Plus Project (Phase 1) conditions. Under this scenario, all analyzed segments would operate at LOS D or better, with the exception of the following three segments:

- Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive (LOS E);
- El Camino Real between Via de la Valle and San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

The roadway segments of El Camino Real and Via de la Valle would operate at LOS F with or without the project, but the increase in V/C would be greater than 0.01, which exceeds the City's significance thresholds. With the addition of project traffic, the LOS along the Del Mar Heights Road segment would decrease from D to E. Impacts to these roadway segments would be potentially significant under Existing Plus Project (Phase 1) conditions.

Intersections. Table 5.2-11, *Existing Plus Project (Phase 1) Conditions – Intersections,* shows the average vehicle delay and LOS at each of the analyzed intersections under Existing Plus Project (Phase 1) conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak hours except for the following intersection:

- Carmel Creek Road/Del Mar Trail (LOS E during the AM peak hour)

This intersection would operate at LOS E with or without the project, and the increase in delay would be 2.0 seconds with Phase 1 of the project, which does not exceed the City's significance thresholds (greater than 2.0 for intersections operating at LOS E). Therefore, direct project impacts to this intersection would be less than significant.

Freeway Segments. Table 5.2-12, *Existing Plus Project (Phase 1) Conditions – Freeway Segments,* shows the ADT, peak hour volume, V/C, and LOS for analyzed freeway segments under Existing Plus Project (Phase 1) conditions. As shown in the table, all analyzed segments would operate at LOS D or better. Impacts to freeway segments therefore would be less than significant under Existing Plus Project (Phase 1) conditions.

Freeway Ramp Meters. Table 5.2-13, *Existing Plus Project (Phase 1) Conditions – Freeway Ramp Meters,* shows the delay and queue length for analyzed ramp meters under Existing Plus Project (Phase 1) conditions. As shown in the table, no delays would occur, except at Del Mar Heights Road/I-5 SB on-ramp (WB), where a delay of 8.07 minutes is expected. Because the delay would be less than 15 minutes, impacts would be less than significant.

Table 5.2-10
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Existing Conditions			Existing Plus Project (Phase 1)			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,314	0.47	B	22,204	0.49	B	0.02	No
Portofino Drive to I-5 SB ramps	36,086	0.72	C	37,273	0.75	C	0.03	No
I-5 SB ramps to I-5 NB ramps	40,090	0.80	D	42,166	0.84	D	0.04	No
I-5 NB ramps to High Bluff Drive	51,625	0.86	D	55,481	0.92	E	0.06	Yes
High Bluff Drive to Third Avenue	DNE			42,360	0.71	C	--	No
Third Avenue to First Avenue	DNE			41,371	0.69	C	--	No
First Avenue to El Camino Real	DNE			40,382	0.67	C	--	No
El Camino Real to Carmel Country Road	32,674	0.55	B	35,344	0.59	B	0.04	No
Carmel Country Road to Torrey Ridge Road	21,658	0.36	A	22,943	0.38	A	0.02	No
Torrey Ridge Road to Lansdale Drive	19,071	0.32	A	19,961	0.33	A	0.01	No
Lansdale Drive to Carmel Canyon Road	15,188	0.25	A	15,682	0.26	A	0.01	No
El Camino Real								
Via de la Valle to San Dieguito Road	15,579	1.04	F	15,876	1.06	F	0.02	Yes
San Dieguito Road to Derby Downs Road	13,915	0.35	A	14,311	0.36	A	0.01	No
Derby Downs Road to Half Mile Drive	15,333	0.38	B	15,729	0.39	B	0.01	No
Half Mile Drive to Quarter Mile Drive	13,516	0.34	A	14,010	0.35	A	0.01	No
Quarter Mile Drive to Del Mar Heights Road	14,925	0.37	A	15,518	0.39	B	0.02	No
Del Mar Heights Road to Townsgate Drive	14,731	0.30	A	16,214	0.32	A	0.02	No
Townsgate Drive to High Bluff Drive	15,425	0.31	A	16,710	0.33	A	0.03	No
High Bluff Drive to Valley Centre Drive	19,364	0.39	A	20,254	0.41	B	0.02	No
Valley Centre Drive to Carmel Valley Road	27,589	0.61	C	28,182	0.63	C	0.02	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	15,932	0.40	B	16,921	0.42	B	0.02	No
Townsgate Drive to Carmel Creek Road	13,878	0.35	A	14,669	0.37	A	0.02	No
Carmel Creek Road to Carmel Canyon Road	13,137	0.33	A	13,631	0.34	A	0.01	No
Carmel Canyon Road to SR 56 WB ramps	20,553	0.51	B	20,949	0.52	B	0.01	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,224	0.31	A	12,422	0.31	A	0	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,206	0.28	A	11,503	0.29	A	0.01	No
Carmel Grove Road to SR 56 WB ramps	14,862	0.37	B	15,159	0.38	B	0.01	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	10,875	0.36	B	10,974	0.37	B	0.01	No
Carmel Valley Road								
I-5 NB ramps to El Camino Real	43,375	0.72	C	43,573	0.73	C	0.01	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	9,842	0.66	C	10,139	0.67	D	0.01	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	24,400	2.44	F	24,598	2.46	F	0.02	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
DNE = does not exist
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-11
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project (Phase 1)		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project (Phase 1)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	27.7	C	28.2	C	0.5	No	30.0	C	30.9	C	0.9	No
2	El Camino Real/San Dieguito Road	16.6	B	16.8	B	0.2	No	23.8	C	25.0	C	1.2	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0.0	No	3.3	A	4.5	A	1.2	No
4	El Camino Real/Half Mile Drive	19.6	B	20.5	C	0.9	No	16.8	B	17.5	B	0.7	No
5	El Camino Real/Quarter Mile Drive	20.0	B	20.1	C	0.1	No	14.0	B	15.0	B	1.0	No
6	Del Mar Heights Road/Mango Drive	31.7	C	32.3	C	0.6	No	29.7	C	31.6	C	1.9	No
7	Del Mar Heights Road/Portofino Drive	9.3	A	9.5	A	0.2	No	9.1	A	9.2	A	0.1	No
8	Del Mar Heights Road/I-5 SB ramps	22.5	C	24.2	C	1.7	No	20.3	C	22.2	C	1.9	No
9	Del Mar Heights Road/I-5 NB ramps	35.1	D	36.2	D	1.1	No	37.5	D	38.0	D	0.5	No
10	Del Mar Heights Road/High Bluff Drive	26.1	C	26.6	C	0.5	No	28.9	C	34.2	C	5.3	No
11	Del Mar Heights Road/Third Avenue	DNE		5.4	A	--	No	DNE		10.5	B	--	No
12	Del Mar Heights Road/First Avenue	DNE		4.0	A	--	No	DNE		11.3	B	--	No
13	Del Mar Heights Road/El Camino Real	27.2	C	30.6	C	3.4	No	26.9	C	30.3	C	3.4	No
14	Del Mar Heights Road/Carmel Country Road	22.1	C	24.9	C	2.8	No	24.3	C	24.9	C	0.6	No
15	Del Mar Heights Road/Torrey Ridge Road	22.7	C	24.0	C	1.3	No	14.9	B	16.6	B	1.7	No
16	Del Mar Heights Road/Lansdale Drive	20.4	C	21.7	C	1.3	No	19.8	B	19.9	B	0.1	No
17	Del Mar Heights Road/Carmel Canyon Road	13.4	B	13.6	B	0.2	No	9.8	A	9.8	A	0.0	No
18	El Camino Real/Del Mar Highland Town Center	7.2	A	15.9	B	8.7	No	12.4	B	22.7	C	10.3	No
19	Carmel County Road/Townsgate Drive	25.8	C	26.4	C	0.6	No	20.2	C	21.7	C	1.5	No
20	El Camino Real/Townsgate Drive	18.2	B	18.5	B	0.3	No	13.0	B	13.8	B	0.8	No
21	Carmel Country Road/Carmel Creek Road	45.3	D	46.7	D	1.4	No	23.2	C	25.3	C	2.1	No
22	El Camino Real/High Bluff Drive	25.2	C	25.5	C	0.3	No	27.9	C	28.8	C	0.9	No
23	Carmel View Road/High Bluff Drive	8.3	A	8.6	A	0.3	No	9.0	A	9.3	A	0.3	No
24	Carmel Creek Road/Carmel Grove Road	26.8	C	26.8	C	0.0	No	17.2	B	17.2	B	0.0	No
25	Carmel Valley Road/I-5 SB ramps	19.6	B	20.0	B	0.4	No	27.0	C	27.7	C	0.7	No
26	Carmel Valley Road/I-5 NB ramps	12.6	B	12.6	B	0.0	No	18.2	B	18.3	B	0.1	No
27	El Camino Real/Valley Centre Drive	20.9	C	20.9	C	0.0	No	19.7	B	20.1	C	0.4	No
28	El Camino Real/Carmel Valley Road	14.0	B	14.9	B	0.9	No	16.8	B	20.5	C	3.7	No
29	El Camino Real/SR 56 EB on-ramp	15.4	B	15.6	B	0.2	No	24.4	C	25.3	C	0.9	No
30	Carmel View Road/Valley Centre Drive	6.7	A	6.7	A	0.0	No	7.8	A	7.8	A	0.0	No
31	Carmel Creek Road/SR 56 WB ramps	37.0	D	38.8	D	1.8	No	20.7	C	20.8	C	0.1	No
32	Carmel Creek Road/SR 56 EB ramps	11.6	B	11.7	B	0.1	No	19.5	B	25.0	C	5.5	No

Table 5.2-11 (cont.)
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project (Phase 1)		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project (Phase 1)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
33	Carmel Country Road/Carmel Canyon Road	31.9	C	32.0	C	0.1	No	23.2	C	25.0	C	1.8	No
34	Carmel Country Road/SR 56 WB ramps	15.7	B	15.8	B	0.1	No	10.9	B	11.3	B	0.4	No
35	Carmel Country Road/SR 56 EB ramps	13.4	B	13.4	B	0.0	No	11.5	B	11.8	B	0.3	No
36	Carmel Creek Road/Del Mar Trail	41.6	E	43.6	E	2.0	No	20.1	C	20.9	C	0.8	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-12
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Existing Conditions		Existing Plus Project (Phase 1)		Δ V/C	Significant?
		V/C	LOS	V/C	LOS		
I-5							
Lomas Santa Fe Drive to Via de la Valle	NB	0.632	C	0.634	C	0.002	No
	SB	0.652	C	0.654	C	0.002	No
Via de la Valle to Del Mar Heights Road	NB	0.645	C	0.647	C	0.002	No
	SB	0.666	C	0.668	C	0.002	No
Del Mar Heights Road to SR 56	NB	0.557	B	0.561	B	0.004	No
	SB	0.574	B	0.579	B	0.005	No
SR 56 to Carmel Mountain Road	NB	0.575	B	0.577	B	0.002	No
	SB	0.629	C	0.631	C	0.002	No
Carmel Mountain Road to I-805 merge	NB	0.558	B	0.560	B	0.002	No
	SB	0.548	B	0.550	B	0.002	No

Table 5.2-12 (cont.)
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Existing Conditions		Existing Plus Project (Phase 1)		Δ V/C	Significant?
		V/C	LOS	V/C	LOS		
SR 56							
El Camino Real to Carmel Creek Road	EB	0.814	D	0.816	D	0.002	No
	WB	0.835	D	0.837	D	0.002	No
Carmel Creek Road to Carmel Country Road	EB	0.764	C	0.766	C	0.002	No
	WB	0.784	C	0.786	C	0.002	No

Source: USAI 2012

Table 5.2-13
EXISTING PLUS PROJECT (PHASE 1) CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Existing Conditions		Existing Plus Project (Phase 1)		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	6.20	1,102	8.07	1,436	1.87	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on				0	No
	PM	0	0	0	0	0	No

Source: USAI 2012

Existing Plus Project (Phases 1 and 2)

The Existing Plus Project (Phases 1 and 2) scenario represents only traffic generated by Phases 1 and 2 of the proposed project.

Roadway Segments. Table 5.2-14, *Existing Plus Project (Phases 1 and 2) Conditions – Roadway Segments,* shows the ADT, LOS, and V/C for analyzed roadway segments under Existing Plus Project (Phases 1 and 2) conditions. Under this scenario, all analyzed segments would operate at LOS D or better, with the exception of three segments:

- Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive (LOS E);
- El Camino Real between Via de la Valle and San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

The roadway segments of El Camino Real and Via de la Valle would operate at LOS F with or without the project, but the increase in V/C would be greater than 0.01, which exceeds the City's significance thresholds. With the addition of Phases 1 and 2 project traffic, the LOS along the Del Mar Heights Road segment would decrease from D to E. Impacts to these roadway segments would be potentially significant under Existing Plus Project (Phases 1 and 2) conditions.

Intersections. Table 5.2-15, *Existing Plus Project (Phases 1 and 2) Conditions – Intersections,* shows the average vehicle delay and LOS at each of the analyzed intersections under Existing Plus Project (Phases 1 and 2) conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak hours, with the exception of the following intersection:

- Carmel Creek Road/Del Mar Trail (LOS E during the AM peak hour)

Although this intersection would operate at LOS E with or without the project, the delay would increase by 2.9 seconds, which would exceed the City's significance thresholds. Impacts to this intersection therefore would be potentially significant under Existing Plus Project (Phases 1 and 2) conditions.

Freeway Segments. Table 5.2-16, *Existing Plus Project (Phases 1 and 2) Conditions – Freeway Segments,* shows the ADT, peak hour volume, V/C, and LOS for analyzed freeway segments under Existing Plus Project (Phases 1 and 2) conditions. As shown in the table, all analyzed segments would operate at LOS C or better. Impacts to freeway segments therefore would be less than significant under Existing Plus Project (Phases 1 and 2) conditions.

Freeway Ramp Meters. Table 5.2-17, *Existing Plus Project (Phases 1 and 2) Conditions – Freeway Ramp Meters,* shows the delay and queue length for analyzed ramp meters under Existing Plus Project (Phases 1 and 2) conditions. As shown in the table, no delays would occur, except at Del Mar Heights Road/I-5 SB on-ramp (WB), where a delay of 10.76 minutes is expected. Because the delay would be less than 15 minutes, project impacts to this ramps meter would be less than significant.

Table 5.2-14
EXISTING PLUS PROJECT (PHASES 1 AND 2) CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Existing Conditions			Existing Plus Project (Phases 1 & 2)			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,314	0.47	B	22,917	0.51	B	0.04	No
Portofino Drive to I-5 SB ramps	36,086	0.72	C	38,223	0.76	C	0.04	No
I-5 SB ramps to I-5 NB ramps	40,090	0.80	D	43,831	0.88	D	0.08	No
I-5 NB ramps to High Bluff Drive	51,625	0.86	D	58,572	0.98	E	0.12	Yes
High Bluff Drive to Third Avenue	DNE			45,925	0.77	C	--	No
Third Avenue to First Avenue	DNE			45,213	0.75	C	--	No
First Avenue to El Camino Real	DNE			45,213	0.75	C	--	No
El Camino Real to Carmel Country Road	32,674	0.55	B	37,483	0.63	C	0.08	No
Carmel Country Road to Torrey Ridge Road	21,658	0.36	A	23,974	0.40	A	0.04	No
Torrey Ridge Road to Lansdale Drive	19,071	0.32	A	20,674	0.35	A	0.03	No
Lansdale Drive to Carmel Canyon Road	15,188	0.25	A	16,079	0.27	A	0.02	No
El Camino Real								
Via de la Valle to San Dieguito Road	15,579	1.04	F	16,113	1.07	F	0.03	Yes
San Dieguito Road to Derby Downs Road	13,915	0.35	A	14,627	0.37	A	0.02	No
Derby Downs Road to Half Mile Drive	15,333	0.38	B	16,045	0.40	B	0.02	No
Half Mile Drive to Quarter Mile Drive	13,516	0.34	A	14,407	0.36	A	0.02	No
Quarter Mile Drive to Del Mar Heights Road	14,925	0.37	A	15,994	0.40	B	0.03	No
Del Mar Heights Road to Townsgate Drive	14,731	0.30	A	17,403	0.35	A	0.05	No
Townsgate Drive to High Bluff Drive	15,425	0.31	A	17,741	0.36	A	0.05	No
High Bluff Drive to Valley Centre Drive	19,364	0.39	A	20,967	0.42	B	0.03	No
Valley Centre Drive to Carmel Valley Road	27,589	0.61	C	28,658	0.64	C	0.03	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	15,932	0.40	B	17,713	0.44	B	0.04	No
Townsgate Drive to Carmel Creek Road	13,878	0.35	A	15,303	0.38	B	0.03	No
Carmel Creek Road to Carmel Canyon Road	13,137	0.33	A	14,028	0.35	A	0.02	No
Carmel Canyon Road to SR 56 WB ramps	20,553	0.51	B	21,265	0.53	C	0.02	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,224	0.31	A	12,580	0.32	A	0.01	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,206	0.28	A	11,740	0.29	A	0.01	No
Carmel Grove Road to SR 56 WB ramps	14,862	0.37	A	15,396	0.39	B	0.02	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	10,875	0.36	B	11,053	0.37	B	0.01	No
Carmel Valley Road								
I-5 NB ramps to El Camino Real	43,375	0.72	C	43,731	0.73	C	0.01	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	9,842	0.66	C	10,376	0.69	D	0.03	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	24,400	2.44	F	24,756	2.48	F	0.04	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
DNE = does not exist
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-15
EXISTING PLUS PROJECT (PHASES 1 AND 2) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project (Phase 1 & 2)		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project (Phase 1 & 2)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	27.7	C	28.4	C	0.7	No	30.0	C	32.6	C	2.6	No
2	El Camino Real/San Dieguito Road	16.6	B	16.8	B	0.2	No	23.8	C	25.8	C	2.0	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0.0	No	3.3	A	4.6	A	1.3	No
4	El Camino Real/Half Mile Drive	19.6	B	20.6	C	1.0	No	16.8	B	17.8	B	1.0	No
5	El Camino Real/Quarter Mile Drive	20.0	B	20.1	C	0.1	No	14.0	B	15.1	B	1.1	No
6	Del Mar Heights Road/Mango Drive	31.7	C	32.5	C	0.8	No	29.7	C	32.3	C	2.6	No
7	Del Mar Heights Road/Portofino Drive	9.3	A	9.5	A	0.2	No	9.1	A	9.3	A	0.2	No
8	Del Mar Heights Road/I-5 SB ramps	22.5	C	24.8	C	2.3	No	20.3	C	24.0	C	3.7	No
9	Del Mar Heights Road/I-5 NB ramps	35.1	D	37.5	D	2.4	No	37.5	D	41.2	D	3.7	No
10	Del Mar Heights Road/High Bluff Drive	26.1	C	27.4	C	1.3	No	28.9	C	40.4	D	11.5	No
11	Del Mar Heights Road/Third Avenue	DNE		6.8	A	--	No	DNE		14.1	B	--	No
12	Del Mar Heights Road/First Avenue	DNE		6.0	A	--	No	DNE		15.8	B	--	No
13	Del Mar Heights Road/El Camino Real	27.2	C	32.2	C	5.0	No	26.9	C	37.3	D	10.4	No
14	Del Mar Heights Road/Carmel Country Road	22.1	C	25.5	C	3.4	No	24.3	C	28.6	C	4.3	No
15	Del Mar Heights Road/Torrey Ridge Road	22.7	C	25.1	C	2.4	No	14.9	B	16.2	B	1.3	No
16	Del Mar Heights Road/Lansdale Drive	20.4	C	22.1	C	1.7	No	19.8	B	23.8	C	4.0	No
17	Del Mar Heights Road/Carmel Canyon Road	13.4	B	13.6	B	0.2	No	9.8	A	9.9	A	0.1	No
18	El Camino Real/Del Mar Highland Town Center	7.2	A	17.9	B	10.7	No	12.4	B	26.1	C	13.7	No
19	Carmel County Road/Townsgate Drive	25.8	C	26.6	C	0.8	No	20.2	C	22.1	C	1.9	No
20	El Camino Real/Townsgate Drive	18.2	B	18.6	B	0.4	No	13.0	B	13.7	B	0.7	No
21	Carmel Country Road/Carmel Creek Road	45.3	D	47.7	D	2.4	No	23.2	C	25.7	C	2.5	No
22	El Camino Real/High Bluff Drive	25.2	C	25.8	C	0.6	No	27.9	C	30.1	C	2.2	No
23	Carmel View Road/High Bluff Drive	8.3	A	8.6	A	0.3	No	9.0	A	9.5	A	0.5	No
24	Carmel Creek Road/Carmel Grove Road	26.8	C	26.8	C	0.0	No	17.2	B	17.3	B	0.1	No
25	Carmel Valley Road/I-5 SB ramps	19.6	B	20.1	C	0.5	No	27.0	C	27.9	C	0.9	No
26	Carmel Valley Road/I-5 NB ramps	12.6	B	12.6	B	0.0	No	18.2	B	18.4	B	0.2	No
27	El Camino Real/Valley Centre Drive	20.9	C	21.0	C	0.1	No	19.7	B	20.2	C	0.5	No
28	El Camino Real/Carmel Valley Road	14.0	B	14.9	B	0.9	No	16.8	B	20.6	C	3.8	No
29	El Camino Real/SR 56 EB on-ramp	15.4	B	15.7	B	0.3	No	24.4	C	26.0	C	1.6	No
30	Carmel View Road/Valley Centre Drive	6.7	A	6.7	A	0.0	No	7.8	A	7.8	A	0.0	No
31	Carmel Creek Road/SR 56 WB ramps	37.0	D	39.0	D	2.0	No	20.7	C	21.5	C	0.8	No
32	Carmel Creek Road/SR 56 EB ramps	11.6	B	11.8	B	0.2	No	19.5	B	25.6	C	6.1	No

Table 5.2-15 (cont.)
EXISTING PLUS PROJECT (PHASES 1 AND 2) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project (Phase 1 & 2)		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project (Phase 1 & 2)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
33	Carmel Country Road/Carmel Canyon Road	31.9	C	32.2	C	0.3	No	23.2	C	25.2	C	2.0	No
34	Carmel Country Road/SR 56 WB ramps	15.7	B	15.8	B	0.1	No	10.9	B	11.3	B	0.4	No
35	Carmel Country Road/SR 56 EB ramps	13.4	B	13.4	B	0.0	No	11.5	B	11.9	B	0.4	No
36	Carmel Creek Road/Del Mar Trail	41.6	E	44.5	E	2.9	Yes	20.1	C	21.9	C	1.8	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-16
EXISTING PLUS PROJECT (PHASES 1 AND 2) CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Existing Conditions		Existing Plus Project (Phases 1 and 2)		Δ V/C	Significant?
		V/C	LOS	V/C	LOS		
I-5							
Lomas Santa Fe Drive to Via de la Valle	NB	0.632	C	0.636	C	0.004	No
	SB	0.652	C	0.656	C	0.004	No
Via de la Valle to Del Mar Heights Road	NB	0.645	C	0.649	C	0.004	No
	SB	0.666	C	0.670	C	0.003	No
Del Mar Heights Road to SR 56	NB	0.557	B	0.564	B	0.007	No
	SB	0.574	B	0.582	B	0.008	No
SR 56 to Carmel Mountain Road	NB	0.575	B	0.578	B	0.003	No
	SB	0.629	C	0.633	C	0.004	No
Carmel Mountain Road to I-805 merge	NB	0.558	B	0.561	B	0.003	No
	SB	0.548	B	0.551	B	0.003	No
SR 56							
El Camino Real to Carmel Creek Road	EB	0.814	D	0.818	D	0.004	No
	WB	0.835	D	0.839	D	0.004	No
Carmel Creek Road to Carmel Country Road	EB	0.764	C	0.768	C	0.004	No
	WB	0.784	C	0.787	C	0.003	No

Source: USAI 2012

Table 5.2-17
EXISTING PLUS PROJECT (PHASES 1 AND 2) CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Existing Conditions		Existing Plus Project (Phases 1 and 2)		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	6.20	1,102	10.76	1,914	4.56	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on				0	No
	PM	0	0	0	0	0	No

Source: USAI 2012

Existing Plus Project Buildout

The Existing Plus Project Buildout scenario represents only traffic generated by buildout of the proposed project.

Roadway Segments. Table 5.2-18, *Existing Plus Project Buildout Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Existing Plus Project Buildout conditions. Under this scenario, all analyzed segments would operate at LOS D or better, with the exception of the same three segments as those identified in the Existing Plus Project (Phase 1) and Existing Plus Project (Phases 1 and 2) conditions, as well one additional segment of Del Mar Heights Road:

- Del Mar Heights Road between the I-5 SB ramps and I-5 NB ramps (LOS E);
- Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive (LOS F);
- El Camino Real between Via de la Valle and San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

The roadway segments of El Camino Real and Via de la Valle would operate at LOS F with or without the project, but the increase in V/C would be greater than 0.01, which exceeds the City's significance thresholds. With the addition of project buildout traffic, the LOS along the two Del Mar Heights Road segments would decrease from D to E and F. Impacts to these four roadway segments would be potentially significant under Existing Plus Project Buildout conditions.

Intersections. Table 5.2-19, *Existing Plus Project Buildout Conditions – Intersections***,** shows the average vehicle delay and LOS at each of the analyzed intersections under Existing Plus Project Buildout conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak hours, with the exception of the following intersection:

- Carmel Creek Road/Del Mar Trail (LOS E during the AM peak hour)

Although this intersection would operate at LOS E with or without the project, the increase in delay resulting from project traffic would be greater than 0.02 (4.6 seconds), which exceeds the City's significance thresholds. Impacts to this intersection therefore would be potentially significant under Existing Plus Project (Buildout) conditions.

Freeway Segments. Table 5.2-20, *Existing Plus Project Buildout Conditions – Freeway Segments* shows the ADT, peak hour volume, V/C, and LOS for analyzed freeway segments under Existing Plus Project Buildout conditions. As shown in the table, all analyzed segments would operate at LOS C or better. Therefore, impacts to freeway segments would be less than significant under Existing Plus Project Buildout conditions.

Freeway Ramp Meters. Table 5.2-21, *Existing Plus Project Buildout Conditions – Freeway Ramp Meters,* shows the delay and queue length for analyzed ramp meters under Existing Plus Project Buildout conditions. As shown in the table, no delays would occur, except at Del Mar Heights Road/I-5 SB on-ramp (WB), where a delay of 13.53 minutes is expected in the AM peak hour and 3.99 minutes in the PM peak hour. Because delays would be less than 15 minutes, project impacts to this ramp meter would be less than significant.

Near-term Conditions

Near-term conditions are representative of traffic conditions anticipated to exist at the time of certification of the EIR for this project where traffic from other known development projects in the project area are added to existing traffic levels. The Near-term analysis reflects changes anticipated to occur prior to the anticipated date of certification of the EIR, and includes previously proposed and/or approved projects in the project vicinity (as identified in Section 7.0 of Draft EIR Appendix C). Within that period, other developers could implement previously proposed and/or approved projects in the project vicinity, resulting in relatively rapid changes to traffic patterns that existed at the time of circulation of the NOP. Near-term analyses were conducted to evaluate Phase 1, Phases 1 and 2, and buildout (Phases 1, 2, and 3) of the proposed project plus other approved, pending, or planned projects within the project vicinity. Additionally, a Near-term analysis was completed to determine impacts resulting from constructing the proposed cinema in Phase 1 or 2 instead of Phase 3 of the project.

Near-term Without Project

Near-term traffic volumes were derived by (1) adding volumes from other approved, pending, or planned projects in the project vicinity to existing volumes, and (2) adding a three-percent increase in traffic volumes to existing volumes to account for future unforeseen projects in the vicinity. The other projects were identified through consultation with the City and are identified in the TIA (Section 7.0 of Draft EIR Appendix C).

Table 5.2-18
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Existing Conditions			Existing Plus Project Buildout			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,314	0.47	B	23,740	0.53	B	0.06	No
Portofino Drive to I-5 SB ramps	36,086	0.72	C	39,321	0.79	C	0.07	No
I-5 SB ramps to I-5 NB ramps	40,090	0.80	D	45,752	0.92	E	0.12	Yes
I-5 NB ramps to High Bluff Drive	51,625	0.86	D	62,140	1.04	F	0.18	Yes
High Bluff Drive to Third Avenue	DNE			50,042	0.83	D	--	No
Third Avenue to First Avenue	DNE			48,964	0.82	C	--	No
First Avenue to El Camino Real	DNE			48,964	0.82	C	--	No
El Camino Real to Carmel Country Road	32,674	0.55	B	39,953	0.67	C	0.12	No
Carmel Country Road to Torrey Ridge Road	21,658	0.36	A	25,163	0.42	B	0.06	No
Torrey Ridge Road to Lansdale Drive	19,071	0.32	A	21,497	0.36	A	0.04	No
Lansdale Drive to Carmel Canyon Road	15,188	0.25	A	16,536	0.28	A	0.03	No
El Camino Real								
Via de la Valle to San Dieguito Road	15,579	1.04	F	16,388	1.09	F	0.05	Yes
San Dieguito Road to Derby Downs Road	13,915	0.35	A	14,993	0.38	A	0.03	No
Derby Downs Road to Half Mile Drive	15,333	0.38	B	16,411	0.41	B	0.03	No
Half Mile Drive to Quarter Mile Drive	13,516	0.34	A	14,864	0.37	A	0.03	No
Quarter Mile Drive to Del Mar Heights Road	14,925	0.37	A	16,543	0.41	B	0.04	No
Del Mar Heights Road to Townsgate Drive	14,731	0.30	A	20,123	0.40	B	0.10	No
Townsgate Drive to High Bluff Drive	15,425	0.31	A	18,930	0.38	A	0.07	No
High Bluff Drive to Valley Centre Drive	19,364	0.39	A	21,790	0.44	B	0.05	No
Valley Centre Drive to Carmel Valley Road	27,589	0.61	C	29,207	0.65	C	0.04	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	15,932	0.40	B	18,628	0.47	B	0.07	No
Townsgate Drive to Carmel Creek Road	13,878	0.35	A	16,035	0.40	B	0.05	No
Carmel Creek Road to Carmel Canyon Road	13,137	0.33	A	14,485	0.36	A	0.03	No
Carmel Canyon Road to SR 56 WB ramps	20,553	0.51	B	21,631	0.54	C	0.03	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,224	0.31	A	12,763	0.32	A	0.01	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,206	0.28	A	12,015	0.30	A	0.02	No
Carmel Grove Road to SR 56 WB ramps	14,862	0.37	A	15,671	0.39	B	0.02	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	10,875	0.36	B	11,145	0.37	B	0.01	No
Carmel Valley Road								
I-5 NB ramps to El Camino Real	43,375	0.72	C	43,914	0.73	C	0.01	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	9,842	0.66	C	10,651	0.71	D	0.05	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	24,400	2.44	F	24,939	2.49	F	0.05	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
DNE = does not exist
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-19
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project Buildout		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project Buildout		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	27.7	C	28.7	C	1.0	No	30.0	C	33.5	C	3.5	No
2	El Camino Real/San Dieguito Road	16.6	B	17.0	B	0.4	No	23.8	C	26.4	C	2.6	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0.0	No	3.3	A	5.0	A	1.7	No
4	El Camino Real/Half Mile Drive	19.6	B	20.9	C	1.3	No	16.8	B	18.9	B	2.1	No
5	El Camino Real/Quarter Mile Drive	20.0	B	20.4	C	0.4	No	14.0	B	14.4	B	0.4	No
6	Del Mar Heights Road/Mango Drive	31.7	C	32.9	C	1.2	No	29.7	C	33.4	C	3.7	No
7	Del Mar Heights Road/Portofino Drive	9.3	A	9.6	A	0.3	No	9.1	A	9.4	A	0.3	No
8	Del Mar Heights Road/I-5 SB ramps	22.5	C	25.1	C	2.6	No	20.3	C	25.9	C	5.6	No
9	Del Mar Heights Road/I-5 NB ramps	35.1	D	40.4	D	5.3	No	37.5	D	51.3	D	13.8	No
10	Del Mar Heights Road/High Bluff Drive	26.1	C	29.1	C	3.0	No	28.9	C	47.2	D	18.3	No
11	Del Mar Heights Road/Third Avenue	DNE		8.7	A	--	No	DNE		21.2	C	--	No
12	Del Mar Heights Road/First Avenue	DNE		7.7	A	--	No	DNE		22.0	C	--	No
13	Del Mar Heights Road/El Camino Real	27.2	C	33.6	C	6.4	No	26.9	C	45.5	D	18.6	No
14	Del Mar Heights Road/Carmel Country Road	22.1	C	26.5	C	4.4	No	24.3	C	36.5	D	12.2	No
15	Del Mar Heights Road/Torrey Ridge Road	22.7	C	25.3	C	2.6	No	14.9	B	15.4	B	0.5	No
16	Del Mar Heights Road/Lansdale Drive	20.4	C	22.9	C	2.5	No	19.8	B	27.6	C	7.8	No
17	Del Mar Heights Road/Carmel Canyon Road	13.4	B	13.6	B	0.2	No	9.8	A	10.0	A	0.2	No
18	El Camino Real/Del Mar Highland Town Center	7.2	A	19.1	B	11.9	No	12.4	B	28.7	C	16.3	No
19	Carmel County Road/Townsgate Drive	25.8	C	26.9	C	1.1	No	20.2	C	22.7	C	2.5	No
20	El Camino Real/Townsgate Drive	18.2	B	18.8	B	0.6	No	13.0	B	14.1	B	1.1	No
21	Carmel Country Road/Carmel Creek Road	45.3	D	49.2	D	3.9	No	23.2	C	27.7	C	4.5	No
22	El Camino Real/High Bluff Drive	25.2	C	25.8	C	0.6	No	27.9	C	31.8	C	3.9	No
23	Carmel View Road/High Bluff Drive	8.3	A	8.7	A	0.4	No	9.0	A	9.8	A	0.8	No
24	Carmel Creek Road/Carmel Grove Road	26.8	C	26.8	C	0.0	No	17.2	B	17.4	B	0.2	No
25	Carmel Valley Road/I-5 SB ramps	19.6	B	20.1	C	0.5	No	27.0	C	27.6	C	0.6	No
26	Carmel Valley Road/I-5 NB ramps	12.6	B	12.6	B	0.0	No	18.2	B	18.2	B	0.0	No
27	El Camino Real/Valley Centre Drive	20.9	C	21.1	C	0.2	No	19.7	B	20.2	C	0.5	No
28	El Camino Real/Carmel Valley Road	14.0	B	14.9	B	0.9	No	16.8	B	20.9	C	4.1	No
29	El Camino Real/SR 56 EB on-ramp	15.4	B	16.1	B	0.7	No	24.4	C	26.5	C	2.1	No

Table 5.2-19 (cont.)
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Existing Conditions		Existing Plus Project Buildout		Δ Delay (sec)	Signif-icant?	Existing Conditions		Existing Plus Project Buildout		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
30	Carmel View Road/Valley Centre Drive	6.7	A	6.7	A	0.0	No	7.8	A	7.8	A	0.0	No
31	Carmel Creek Road/SR 56 WB ramps	37.0	D	39.4	D	2.4	No	20.7	C	21.6	C	0.9	No
32	Carmel Creek Road/SR 56 EB ramps	11.6	B	11.7	B	0.1	No	19.5	B	26.0	C	6.5	No
33	Carmel Country Road/Carmel Canyon Road	31.9	C	32.3	C	0.4	No	23.2	C	25.5	C	2.3	No
34	Carmel Country Road/SR 56 WB ramps	15.7	B	15.8	B	0.1	No	10.9	B	11.4	B	0.5	No
35	Carmel Country Road/SR 56 EB ramps	13.4	B	13.4	B	0.0	No	11.5	B	12.1	B	0.6	No
36	Carmel Creek Road/Del Mar Trail	41.6	E	46.2	E	4.6	Yes	20.1	C	22.9	C	2.8	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-20
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Existing Condition		Existing Plus Project Buildout		Δ V/C	Significant?
		V/C	LOS	V/C	LOS		
I-5							
Lomas Santa Fe Drive to Via de la Valle	NB	0.632	C	0.637	C	0.005	No
	SB	0.652	C	0.658	C	0.006	No
Via de la Valle to Del Mar Heights Road	NB	0.645	C	0.651	C	0.006	No
	SB	0.666	C	0.672	C	0.006	No
Del Mar Heights Road to SR 56	NB	0.557	B	0.568	B	0.011	No
	SB	0.574	B	0.586	B	0.012	No
SR 56 to Carmel Mountain Road	NB	0.575	B	0.580	B	0.005	No
	SB	0.629	C	0.635	C	0.006	No
Carmel Mountain Road to I-805 merge	NB	0.558	B	0.562	B	0.004	No
	SB	0.548	B	0.552	B	0.004	No

Table 5.2-20 (cont.)
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Existing Condition		Existing Plus Project Buildout		Δ V/C	Significant?
		V/C	LOS	V/C	LOS		
SR 56							
El Camino Real to Carmel Creek Road	EB	0.814	D	0.820	D	0.006	No
	WB	0.835	D	0.841	D	0.006	No
Carmel Creek Road to Carmel Country Road	EB	0.764	C	0.770	C	0.006	No
	WB	0.784	C	0.789	C	0.005	No

Source: USAI 2012

Table 5.2-21
EXISTING PLUS PROJECT BUILDOUT CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Existing Conditions		Existing Plus Project Buildout		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	6.20	1,102	13.53	2,407	7.33	No
	PM	0	0	3.99	711	3.99	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on				0	No
	PM	0	0	0	0	0	No

Source: USAI 2012

Roadway Segments. Table 5.2-22, *Near-term Without Project and With Project (Phase 1) Conditions – Roadway Segments,* shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term Without Project conditions, and Figure 5.2-3, *Near-term Without Project ADT Volumes*, depicts the ADT of each analyzed roadway segment. Under Near-term Without the Project, all analyzed segments would operate at LOS D or better, with the exception of the following two segments:

- El Camino Real between Via de la Valle and San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

Intersections. Table 5.2-23, *Near-term Without Project and With Project (Phase 1) Conditions – Intersections,* shows the average vehicle delay and LOS at each of the analyzed intersections under Near-term Without Project conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak hours under Near-term Without Project conditions, with the exception of the following intersections:

- Carmel Country Road/Carmel Creek Road (LOS E during the AM peak hour); and
- Carmel Creek Road/Del Mar Trail (LOS E during the AM peak hour).

Freeway Segments. Table 5.2-24, *Near-term Without Project and With Project (Phase 1) Conditions – Freeway Segments,* shows the ADT, peak hour volume, V/C, and LOS for analyzed freeway segments under Near-term Without Project conditions. As shown in the table, all analyzed segments would operate at LOS D or better under Near-term Without Project conditions.

Freeway Ramp Meters. Table 5.2-25 *Near-term Without Project and With Project (Phase 1) Conditions – Freeway Ramp Meters,* shows the demand, excess demand, delay, and queue length for analyzed ramp meters under Near-term Without Project conditions. As shown in the table, no delays would occur, except at Del Mar Heights Road/I-5 SB on-ramp (WB), where a delay of 9.29 minutes is expected.

Near-term With Project (Phase 1)

Near-term With Project (Phase 1) traffic volumes were derived by adding Phase 1 project volumes (refer to Table 5.2-7) to Near-term Without Project volumes. Near-term With Project (Phase 1) volumes are illustrated in Figure 5.2-4, *Near-term With Project (Phase 1) ADT Volumes.*

Roadway Segments. Table 5.2-22 shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term With Project (Phase 1) conditions. Upon development of Phase 1, all but the following three analyzed roadway segments would operate at LOS D or better:

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive (LOS E);
- El Camino Real from Via de la Valle to San Dieguito Road (LOS F): and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

With the addition of Phase 1 project traffic, the LOS at Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive would decrease from D to E. Therefore, the project would result in a potentially significant direct impact to this segment of Del Mar Heights Road.

The segment of El Camino Real from Via de la Valle to San Dieguito Road would continue to operate at LOS F with Phase 1. The addition of Phase 1 project traffic would result in an increase in V/C of 0.02, which would exceed the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of El Camino Real.

Similarly, Via de la Valle from San Andres Drive to El Camino Real (West) would continue to operate at LOS F with Phase 1. The addition of Phase 1 project traffic would result in a change in V/C would of 0.02, which is above the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of Via de la Valle.

Intersections. As shown in Table 5.2-23, all analyzed intersections would operate at LOS D or better under Near-term With Project (Phase 1) conditions, with the exception of the following intersection:

- Carmel Creek Road/Del Mar Trail (LOS F in the AM peak hour)

Delays at this intersection would increase by 2.9 seconds with the project, which would exceed the City's threshold of greater than 2.0 seconds. Thus, the project would result in a potentially significant direct impact to the intersection of Carmel Creek Road/Del Mar Trail.

Freeway Segments. As shown in Table 5.2-24, all analyzed freeway segments would operate at LOS D or better under Near-term With Project (Phase 1) conditions. Since all analyzed freeway segments would operate at acceptable levels, impacts to freeway segments resulting from the project would be less than significant.

Freeway Ramp Meters. As shown in Table 5.2-25, ramp meters at Del Mar Heights Road/I-5 SB on-ramp (eastbound; EB) would not experience delays under Near-term With Project (Phase 1) conditions. The ramp meter at the Del Mar Heights Road/I-5 SB on-ramp (WB) would experience a delay of 11.17 minutes during the AM peak hour and 3.42 minutes during the PM peak hour under the Near-term With Project (Phase 1) conditions. The Del Mar Height Road/I-5 NB on-ramps would experience a delay of 1.26 minutes during the PM peak hour. Because the ramp delays would be less than 15 minutes, project impacts to freeway ramps would be less than significant.

Source: Urban Systems Associates, Inc., 2011

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Near-term Without Project ADT Volumes

ONE PASEO

Figure 5.2-3

Source: Urban Systems Associates, Inc., 2011

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Near-term With Project (Phase 1) ADT Volumes

ONE PASEO

Figure 5.2-4

Table 5.2-22
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASE 1) CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Near-term Without Project			Near-term With Project (Phase 1)			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,953	0.49	B	22,843	0.51	B	0.02	No
Portofino Drive to I-5 SB ramps	37,169	0.74	C	38,355	0.77	C	0.03	No
I-5 SB ramps to I-5 NB ramps	41,213	0.82	D	43,289	0.87	D	0.05	No
I-5 NB ramps to High Bluff Drive	54,775	0.91	D	58,631	0.98	E	0.07	Yes
High Bluff Drive to Third Avenue	40,648	0.68	C	45,098	0.75	C	0.07	No
Third Avenue to First Avenue	40,648	0.68	C	44,109	0.74	C	0.06	No
First Avenue to El Camino Real	40,648	0.68	C	43,120	0.72	C	0.04	No
El Camino Real to Carmel Country Road	33,654	0.56	B	36,324	0.61	C	0.05	No
Carmel Country Road to Torrey Ridge Road	22,308	0.37	A	23,593	0.39	A	0.02	No
Torrey Ridge Road to Lansdale Drive	19,643	0.33	A	20,533	0.34	A	0.01	No
Lansdale Drive to Carmel Canyon Road	15,644	0.26	A	16,138	0.27	A	0.01	No
El Camino Real								
Via de la Valle to San Dieguito Road	16,235	1.08	F	16,532	1.10	F	0.02	Yes
San Dieguito Road to Derby Downs Road	14,332	0.36	A	14,728	0.37	A	0.01	No
Derby Downs Road to Half Mile Drive	15,793	0.39	B	16,189	0.40	B	0.01	No
Half Mile Drive to Quarter Mile Drive	13,921	0.35	A	14,416	0.36	A	0.02	No
Quarter Mile Drive to Del Mar Heights Road	15,373	0.38	B	15,966	0.40	B	0.02	No
Del Mar Heights Road to Townsgate Drive	17,014	0.34	A	18,497	0.37	A	0.03	No
Townsgate Drive to High Bluff Drive	16,662	0.33	A	17,947	0.36	A	0.03	No
High Bluff Drive to Valley Centre Drive	21,035	0.42	B	21,925	0.44	B	0.02	No
Valley Centre Drive to Carmel Valley Road	30,131	0.67	C	30,724	0.68	C	0.01	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	16,410	0.41	B	17,399	0.43	B	0.02	No
Townsgate Drive to Carmel Creek Road	14,294	0.36	A	15,085	0.38	B	0.02	No
Carmel Creek Road to Carmel Canyon Road	13,531	0.34	A	14,026	0.35	A	0.01	No
Carmel Canyon Road to SR 56 WB ramps	21,170	0.53	C	21,565	0.54	C	0.01	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,591	0.31	A	12,788	0.32	A	0.01	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,542	0.29	A	11,839	0.30	A	0.01	No
Carmel Grove Road to SR 56 WB ramps	15,933	0.40	B	16,230	0.41	B	0.01	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	11,826	0.39	B	11,925	0.40	B	0.01	No
Carmel Valley Road								
I-5 NB ramps to El Camino Real	45,968	0.77	C	46,166	0.77	C	0	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	10,137	0.68	D	10,434	0.70	D	0.02	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	26,732	2.67	F	26,930	2.69	F	0.02	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-23
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASE 1) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project (Phase 1)		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project (Phase 1)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	31.4	C	31.9	C	0.5	No	38.8	D	40.6	D	1.8	No
2	El Camino Real/San Dieguito Road	16.9	B	17.1	B	0.2	No	25.2	C	27.3	C	2.1	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0	No	4.5	A	5.0	A	0.5	No
4	El Camino Real/Half Mile Drive	20.6	B	21.7	C	1.1	No	14.0	B	14.1	B	0.1	No
5	El Camino Real/Quarter Mile Drive	20.6	C	21.8	C	1.2	No	15.1	B	15.5	B	0.4	No
6	Del Mar Heights Road/Mango Drive	33.3	C	34.2	C	0.9	No	31.4	C	33.5	D	2.1	No
7	Del Mar Heights Road/Portofino Drive	9.4	A	9.6	A	0.2	No	9.2	A	9.3	A	0.1	No
8	Del Mar Heights Road/I-5 SB ramps	24.8	C	29.6	C	4.8	No	23.0	C	24.6	C	1.6	No
9	Del Mar Heights Road/I-5 NB ramps	39.6	D	50.5	D	10.9	No	38.3	D	43.5	D	5.2	No
10	Del Mar Heights Road/High Bluff Drive	28.5	C	28.9	C	0.4	No	32.1	C	41.3	D	9.2	No
11	Del Mar Heights Road/Third Avenue	DNE		5.9	A	--	No	DNE		10.0	A	--	No
12	Del Mar Heights Road/First Avenue	DNE		4.2	A	--	No	DNE		10.7	B	--	No
13	Del Mar Heights Road/El Camino Real	29.9	C	32.1	C	2.2	No	29.5	C	37.0	D	7.5	No
14	Del Mar Heights Road/Carmel Country Road	22.9	C	25.7	C	2.8	No	21.1	C	23.5	C	2.4	No
15	Del Mar Heights Road/Torrey Ridge Road	23.6	C	24.8	C	1.2	No	11.9	B	16.4	B	4.5	No
16	Del Mar Heights Road/Lansdale Drive	19.0	B	20.4	C	1.4	No	17.6	B	18.3	B	0.7	No
17	Del Mar Heights Road/Carmel Canyon Road	13.8	B	13.9	B	0.1	No	10.2	B	10.3	B	0.1	No
18	El Camino Real/Del Mar Highland Town Center	6.8	A	14.0	B	7.2	No	13.5	B	22.6	A	9.1	No
19	Carmel County Road/Townsgate Drive	26.5	C	27.2	C	0.7	No	21.8	C	27.2	C	5.4	No
20	El Camino Real/Townsgate Drive	21.3	C	21.3	C	0	No	20.7	C	20.7	C	0	No
21	Carmel Country Road/Carmel Creek Road	58.6	E	60.4	E	1.8	No	24.1	C	26.1	C	2.0	No
22	El Camino Real/High Bluff Drive	21.1	C	23.3	C	2.2	No	26.2	C	27.7	C	1.5	No
23	Carmel View Road/High Bluff Drive	8.4	A	8.6	A	0.2	No	9.1	A	9.5	A	0.4	No
24	Carmel Creek Road/Carmel Grove Road	27.8	C	27.8	C	0	No	17.5	B	17.6	B	0.1	No
25	Carmel Valley Road/I-5 SB ramps	22.6	C	23.1	C	0.5	No	32.1	C	32.2	C	0.1	No
26	Carmel Valley Road/I-5 NB ramps	13.6	B	13.7	B	0.1	No	20.4	C	20.5	C	0.1	No
27	El Camino Real/Valley Centre Drive	24.6	C	25.0	C	0.4	No	23.2	C	29.7	C	6.5	No
28	El Camino Real/Carmel Valley Road	14.8	B	16.4	B	1.6	No	19.2	B	19.6	B	0.4	No
29	El Camino Real/SR 56 EB on-ramp	18.0	B	18.2	B	0.2	No	32.3	C	34.0	C	1.7	No
30	Carmel View Road/Valley Centre Drive	7.4	A	7.4	A	0	No	8.3	A	8.3	A	0	No
31	Carmel Creek Road/SR 56 WB ramps	45.7	D	46.3	D	0.6	No	27.0	C	27.1	C	0.1	No
32	Carmel Creek Road/SR 56 EB ramps	12.5	B	12.6	B	0.1	No	27.4	C	27.5	C	0.1	No
33	Carmel Country Road/Carmel Canyon Road	33.1	C	35.7	D	2.6	No	25.6	C	25.9	C	0.3	No
34	Carmel Country Road/SR 56 WB ramps	16.2	B	16.3	B	0.1	No	10.9	B	11.4	B	0.5	No

Table 5.2-23 (cont.)
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASE 1) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project (Phase 1)		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project (Phase 1)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
35	Carmel Country Road/SR 56 EB ramps	14.1	B	14.1	B	0	No	11.7	B	11.9	B	0.2	No
36	Carmel Creek Road/Del Mar Trail	47.9	E	50.8	F	2.9	Yes	21.7	C	22.6	C	0.9	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-24
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASE 1) CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Near-term Without Project				Near-term With Project (Phase 1)				Δ V/C	Signif-icant?
		ADT	Peak Hour Volume	V/C	LOS	ADT	Peak Hour Volume	V/C	LOS		
I-5											
Lomas Santa Fe Drive to Via de la Valle	NB	223,226	8,134	0.635	C	223,918	8,159	0.637	C	0.002	No
	SB	223,179	8,394	0.656	C	223,871	8,420	0.657	C	0.002	No
Via de la Valle to Del Mar Heights Road	NB	239,226	8,716	0.648	C	240,116	8,749	0.650	C	0.002	No
	SB	239,179	8,996	0.669	C	240,069	9,029	0.671	C	0.002	No
Del Mar Heights Road to SR 56	NB	242,333	8,830	0.560	B	244,113	8,895	0.564	B	0.004	No
	SB	242,275	9,112	0.577	B	244,055	9,179	0.582	B	0.005	No
SR 56 to Carmel Mountain Road	NB	289,605	13,191	0.578	B	290,594	13,236	0.580	B	0.002	No
	SB	289,605	12,954	0.633	C	290,594	12,999	0.635	C	0.002	No
Carmel Mountain Road to I-805 merge	NB	289,605	13,191	0.561	B	290,396	13,227	0.563	B	0.002	No
	SB	289,605	12,954	0.551	B	290,396	12,990	0.553	B	0.002	No
SR 56											
El Camino Real to Carmel Creek Road	EB	84,148	5,499	0.846	D	84,346	5,512	0.848	D	0.002	No
	WB	84,148	5,640	0.868	D	84,346	5,653	0.870	D	0.002	No
Carmel Creek Road to Carmel Country Road	EB	78,381	5,123	0.788	C	78,579	5,135	0.790	D	0.002	No
	WB	78,381	5,253	0.808	D	78,579	5,266	0.810	D	0.002	No

Source: USAI 2012

Table 5.2-25
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASE 1) CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Near-term Without Project		Near-term With Project (Phase 1)		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	9.29	1,653	11.17	1,987	1.88	No
	PM	0	0	3.42	609	3.42	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on				0	No
	PM	0	0	1.26	363	1.26	No

Source: USAI 2012

Near-term With Project (Phases 1 and 2)

Near-term With Project (Phases 1 and 2) traffic volumes were derived by adding Phases 1 and 2 project volumes (refer to Table 5.2-8) to Near-term Without Project volumes. Near-term With Project (Phases 1 and 2) volumes are illustrated in Figure 5.2-5, *Near-term With Project (Phases 1 and 2) ADT Volumes.*

Roadway Segments. Table 5.2-26, *Near-term Without Project and With Project (Phases 1 and 2) Conditions – Roadway Segments,* shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term With Project (Phases 1 and 2) conditions. All but the following three analyzed roadway segments would operate at LOS D or better upon development of Phases 1 and 2:

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive (LOS F);
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F); and
- El Camino Real from Via de la Valle to San Dieguito Road (LOS F).

With the addition of Phases 1 and 2 project traffic, the LOS along the segment of Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive would decrease from D to F. Therefore, the project would result in a potentially significant direct impact to this segment of Del Mar Heights Road.

The segment of El Camino Real from Via de la Valle to San Dieguito Road would continue to operate at LOS F with development of Phases 1 and 2. The addition of Phases 1 and 2 project traffic would result in an increase in V/C of 0.04, which would exceed the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of El Camino Real.

Similarly, Via de la Valle from San Andres Drive to El Camino Real (West) would continue to operate at LOS F with Phases 1 and 2. The addition of Phases 1 and 2 project traffic would result in a change in V/C would of 0.04, which is above the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of Via de la Valle.

Intersections. As shown in Table 5.2-27, *Near-term Without Project and With Project (Phases 1 and 2) Conditions – Intersections,* all analyzed intersections would operate at LOS D or better under Near-term With Project (Phases 1and 2) conditions, with the exception the following:

- Del Mar Heights Road/High Bluff Drive (LOS E in PM peak hour);
- Del Mar Heights Road/El Camino Real (LOS E in PM peak hour);
- Carmel Country Road/Carmel Creek Road (LOS E in AM peak hour); and
- Carmel Creek Road/Del Mar Trail (LOS F in AM peak hour).

The LOS at the Del Mar Heights Road/High Bluff Drive intersection would degrade from C to E during the PM peak hour with the addition of Phases 1 and 2 project traffic. The change in LOS along with the associated increase in delay (24.1 seconds) would exceed the City's significance

threshold for intersection impacts. Therefore, the project would result in a potentially significant direct impact to this intersection.

Similarly, the LOS at the intersection of Del Mar Heights Road/El Camino Real would degrade from C to E during the PM peak hour with the addition of Phases 1 and 2 project traffic. The change in LOS along with the associated increase in delay (29.6 seconds) would exceed the City's significance threshold for intersection impacts. Therefore, the project would result in a potentially significant direct impact to this intersection.

The intersection of Carmel Country Road/Carmel Creek Road would operate at LOS E with and without the project. With the addition of Phases 1 and 2 project traffic, the delay at this intersection would only increase by 1.8 seconds, which would not exceed the City's significance threshold of greater than 2.0 seconds (for intersections at LOS E). Therefore, project impacts to the Carmel Country Road/Carmel Creek Road intersection would be less than significant.

The LOS at the intersection of Carmel Creek Road/Del Mar Trail would degrade from E to F in the AM peak hour with Phases 1 and 2 project traffic, and delays would increase by 4.1 seconds, which would exceed the City's significance threshold of greater than 1.0 second (for intersections at LOS F). Thus, the project would result in a potentially significant direct impact to the intersection of Carmel Creek Road/Del Mar Trail.

Freeway Segments. As shown in Table 5.2-28, *Near-term Without Project and With Project (Phases 1 and 2) Conditions – Freeway Segments*, all analyzed freeway segments would operate at LOS D or better under Near-term With Project (Phases 1 and 2) conditions. Since all analyzed freeway segments would operate at acceptable levels, impacts to freeway segments resulting from the project would be less than significant.

Freeway Ramp Meters. As shown in Table 5.2-29, *Near-term Without Project and With Project (Phases 1 and 2) Conditions – Freeway Ramp Meters*, ramp meters at Del Mar Heights Road/I-5 SB on-ramp (eastbound; EB) would not experience delays under Near-term With Project (Phases 1 and 2) conditions. The ramp meter at the Del Mar Heights Road/I-5 SB on-ramp (WB) would experience a delay of 13.86 minutes during the AM peak hour and 10.52 minutes during the PM peak hour under the Near-term With Project (Phases 1 and 2) conditions. The Del Mar Height Road/I-5 NB on-ramps would experience a delay of 3.14 minutes during the PM peak hour. Because the ramp delays would be less than 15 minutes, project impacts to freeway ramps would be less than significant.

Source: Urban Systems Associates, Inc., 2011

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Near-term With Project (Phases 1 and 2) ADT Volumes

ONE PASEO

Figure 5.2-5

Table 5.2-26
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Near-term Without Project			Near-term With Project (Phases 1 and 2)			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,953	0.49	B	23,557	0.52	B	0.03	No
Portofino Drive to I-5 SB ramps	37,169	0.74	C	39,306	0.79	C	0.05	No
I-5 SB ramps to I-5 NB ramps	41,213	0.82	D	44,953	0.90	D	0.08	No
I-5 NB ramps to High Bluff Drive	54,775	0.91	D	61,721	1.03	F	0.12	Yes
High Bluff Drive to Third Avenue	40,648	0.68	C	48,664	0.81	C	0.13	No
Third Avenue to First Avenue	40,648	0.68	C	47,951	0.80	C	0.12	No
First Avenue to El Camino Real	40,648	0.68	C	47,951	0.80	C	0.12	No
El Camino Real to Carmel Country Road	33,654	0.56	B	38,463	0.64	C	0.06	No
Carmel Country Road to Torrey Ridge Road	22,308	0.37	A	24,623	0.41	A	0.04	No
Torrey Ridge Road to Lansdale Drive	19,643	0.33	A	21,246	0.35	A	0.02	No
Lansdale Drive to Carmel Canyon Road	15,644	0.26	A	16,534	0.28	A	0.02	No
El Camino Real								
Via de la Valle to San Dieguito Road	16,235	1.08	F	16,770	1.12	F	0.04	Yes
San Dieguito Road to Derby Downs Road	14,332	0.36	A	15,045	0.38	B	0.02	No
Derby Downs Road to Half Mile Drive	15,793	0.39	B	16,505	0.41	B	0.02	No
Half Mile Drive to Quarter Mile Drive	13,921	0.35	A	14,812	0.37	A	0.02	No
Quarter Mile Drive to Del Mar Heights Road	15,373	0.38	B	16,441	0.41	B	0.03	No
Del Mar Heights Road to Townsgate Drive	17,014	0.34	A	19,686	0.39	A	0.05	No
Townsgate Drive to High Bluff Drive	16,662	0.33	A	18,977	0.38	A	0.05	No
High Bluff Drive to Valley Centre Drive	21,035	0.42	B	22,638	0.45	B	0.03	No
Valley Centre Drive to Carmel Valley Road	30,131	0.67	C	31,199	0.69	C	0.02	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	16,410	0.41	B	18,191	0.45	B	0.04	No
Townsgate Drive to Carmel Creek Road	14,294	0.36	A	15,719	0.39	B	0.03	No
Carmel Creek Road to Carmel Canyon Road	13,531	0.34	A	14,422	0.36	A	0.02	No
Carmel Canyon Road to SR 56 WB ramps	21,170	0.53	C	21,882	0.55	C	0.02	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,591	0.31	A	12,947	0.32	A	0.01	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,542	0.29	A	12,077	0.30	A	0.01	No
Carmel Grove Road to SR 56 WB ramps	15,933	0.40	B	16,467	0.41	B	0.01	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	11,826	0.39	B	12,004	0.40	B	0.01	No

Table 5.2-26 (cont.)
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Near-term Without Project			Near-term With Project (Phases 1 and 2)			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Carmel Valley Road								
I-5 NB ramps to El Camino Real	45,968	0.77	C	46,324	0.77	C	0	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	10,137	0.68	D	10,672	0.71	D	0.03	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	26,732	2.67	F	27,088	2.71	F	0.04	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-27
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project (Phases 1 & 2)		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project (Phases 1 & 2)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	31.4	C	32.2	C	0.8	No	38.8	D	42.5	D	3.7	No
2	El Camino Real/San Dieguito Road	16.9	B	17.3	B	0.4	No	25.2	C	26.9	C	1.7	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0	No	4.5	A	5.0	A	0.5	No
4	El Camino Real/Half Mile Drive	20.6	B	21.8	C	1.2	No	14.0	B	14.2	B	0.2	No
5	El Camino Real/Quarter Mile Drive	20.6	C	20.6	C	0	No	15.1	B	16.4	B	1.3	No
6	Del Mar Heights Road/Mango Drive	33.3	C	34.5	C	1.2	No	31.4	C	34.3	C	2.9	No
7	Del Mar Heights Road/Portofino Drive	9.4	A	9.6	A	0.2	No	9.2	A	9.4	A	0.2	No
8	Del Mar Heights Road/I-5 SB ramps	24.8	C	28.7	C	3.9	No	23.0	C	27.8	C	4.8	No
9	Del Mar Heights Road/I-5 NB ramps	39.6	D	49.8	D	10.2	No	38.3	D	50.5	D	12.2	No
10	Del Mar Heights Road/High Bluff Drive	28.5	C	31.3	C	2.8	No	32.1	C	56.2	E	24.1	Yes
11	Del Mar Heights Road/Third Avenue	DNE		6.5	A	--	No	DNE		13.5	B	--	No
12	Del Mar Heights Road/First Avenue	DNE		6.0	A	--	No	DNE		15.6	B	--	No
13	Del Mar Heights Road/El Camino Real	29.9	C	34.5	C	4.6	No	29.5	C	59.1	E	29.6	Yes

Table 5.2-27 (cont.)
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project (Phases 1 & 2)		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project (Phases 1 & 2)		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
14	Del Mar Heights Road/Carmel Country Road	22.9	C	26.4	C	3.5	No	21.1	C	25.6	C	4.5	No
15	Del Mar Heights Road/Torrey Ridge Road	23.6	C	26.0	C	2.4	No	11.9	B	11.9	B	0	No
16	Del Mar Heights Road/Lansdale Drive	19.0	B	20.4	C	1.4	No	17.6	B	18.4	B	0.8	No
17	Del Mar Heights Road/Carmel Canyon Road	13.8	B	14.0	B	0.2	No	10.2	B	10.2	B	0	No
18	El Camino Real/Del Mar Highland Town Center	6.8	A	14.3	B	7.5	No	13.5	B	27.5	C	14.0	No
19	Carmel County Road/Townsgate Drive	26.5	C	27.4	C	0.9	No	21.8	C	22.6	C	0.8	No
20	El Camino Real/Townsgate Drive	21.3	C	21.3	C	0	No	20.7	C	20.9	C	0.2	No
21	Carmel Country Road/Carmel Creek Road	58.6	E	60.4	E	1.8	No	24.1	C	27.4	C	3.3	No
22	El Camino Real/High Bluff Drive	21.1	C	21.6	C	0.5	No	26.2	C	29.0	C	2.8	No
23	Carmel View Road/High Bluff Drive	8.4	A	8.7	A	0.3	No	9.1	A	9.7	A	0.6	No
24	Carmel Creek Road/Carmel Grove Road	27.8	C	27.8	C	0	No	17.5	B	17.7	B	0.2	No
25	Carmel Valley Road/I-5 SB ramps	22.6	C	22.8	C	0.2	No	32.1	C	32.6	C	0.5	No
26	Carmel Valley Road/I-5 NB ramps	13.6	B	14.1	B	0.5	No	20.4	C	20.6	C	0.2	No
27	El Camino Real/Valley Centre Drive	24.6	C	32.7	C	8.1	No	23.2	C	29.8	C	6.6	No
28	El Camino Real/Carmel Valley Road	14.8	B	15.0	B	0.2	No	19.2	B	19.8	B	0.7	No
29	El Camino Real/SR 56 EB on-ramp	18.0	B	18.6	B	0.6	No	32.3	C	35.1	D	2.8	No
30	Carmel View Road/Valley Centre Drive	7.4	A	7.4	A	0	No	8.3	A	8.3	A	0	No
31	Carmel Creek Road/SR 56 WB ramps	45.7	D	46.6	D	0.9	No	27.0	C	30.6	C	3.6	No
32	Carmel Creek Road/SR 56 EB ramps	12.5	B	12.6	B	0.1	No	27.4	C	27.6	C	0.2	No
33	Carmel Country Road/Carmel Canyon Road	33.1	C	35.9	D	2.8	No	25.6	C	25.6	C	0	No
34	Carmel Country Road/SR 56 WB ramps	16.2	B	16.2	B	0	No	10.9	B	12.3	B	1.4	No
35	Carmel Country Road/SR 56 EB ramps	14.1	B	14.3	B	0.2	No	11.7	B	12.1	B	0.4	No
36	Carmel Creek Road/Del Mar Trail	47.9	E	52.0	F	4.1	Yes	21.7	C	23.8	C	2.1	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-28
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Near-term Without Project				Near-term With Project (Phases 1 and 2)				Δ V/C	Signif-icant?
		ADT	Peak Hour Volume	V/C	LOS	ADT	Peak Hour Volume	V/C	LOS		
I-5											
Lomas Santa Fe Drive to Via de la Valle	NB	223,226	8,134	0.635	C	224,473	8,179	0.639	C	0.004	No
	SB	223,179	8,394	0.656	C	224,426	8,441	0.659	C	0.003	No
Via de la Valle to Del Mar Heights Road	NB	239,226	8,716	0.648	C	240,829	8,775	0.652	C	0.004	No
	SB	239,179	8,996	0.669	C	240,782	9,056	0.673	C	0.004	No
Del Mar Heights Road to SR 56	NB	242,333	8,830	0.560	B	245,539	8,947	0.567	B	0.007	No
	SB	242,275	9,112	0.577	B	245,481	9,233	0.585	B	0.08	No
SR 56 to Carmel Mountain Road	NB	289,605	13,191	0.578	B	291,386	13,272	0.581	B	0.03	No
	SB	289,605	12,954	0.633	C	291,386	13,034	0.636	C	0.003	No
Carmel Mountain Road to I-805 merge	NB	289,605	13,191	0.561	B	291,030	13,256	0.564	B	0.003	No
	SB	289,605	12,954	0.551	B	291,030	13,018	0.554	B	0.003	No
SR 56											
El Camino Real to Carmel Creek Road	EB	84,148	5,499	0.846	D	84,504	5,523	0.850	D	0.004	No
	WB	84,148	5,640	0.868	D	84,504	5,663	0.871	D	0.003	No
Carmel Creek Road to Carmel Country Road	EB	78,381	5,123	0.788	C	78,737	5,146	0.792	D	0.004	No
	WB	78,381	5,253	0.808	D	78,737	5,277	0.812	D	0.004	No

Source: USAI 2012

Table 5.2-29
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT (PHASES 1 AND 2) CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Near-term Without Project		Near-term With Project (Phases 1 and 2)		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	9.29	1,653	13.86	2,465	4.57	No
	PM	0	0	10.52	1,871	10.52	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	Meter not turned on				0	No
	PM	0	0	3.14	899	3.14	No

Source: USAI 2012

Near-term With Project Buildout

Near-term With Project Buildout traffic volumes were derived by adding Phases 1, 2, and 3 project volumes (refer to Table 5.2-9) to Near-term Without Project volumes. Near-term With Project Buildout volumes are illustrated in Figure 5.2-6, *Near-term With Project Buildout ADT Volumes.*

Roadway Segments. Table 5.2-30, *Near-term Without Project and With Project Buildout Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term With Project Buildout conditions. All but the following four analyzed roadway segments would operate at LOS D or better upon project buildout:

- Del Mar Heights Road from the I-5 SB ramps to the I-5 NB ramps (LOS E);
- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive (LOS F);
- El Camino Real from Via de la Valle to San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

With the addition of project buildout traffic, the LOS along the two segments of Del Mar Heights Road would decrease from D to E or F. Therefore, the project would result in potentially significant direct impacts to these two segments of Del Mar Heights Road.

The segment of El Camino Real from Via de la Valle to San Dieguito Road would continue to operate at LOS F at project buildout. The addition of project buildout traffic would result in an increase in V/C of 0.06, which would exceed the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of El Camino Real.

Similarly, Via de la Valle from San Andres Drive to El Camino Real (West) would continue to operate at LOS F at project buildout. The addition of project buildout traffic would result in a change in V/C would of 0.06, which is above the City's threshold of greater than 0.01. Thus, the project would result a potentially significant direct impact to this segment of Via de la Valle.

Intersections. As shown in Table 5.2-31, *Near-term Without Project and With Project Buildout Conditions – Intersections*, all analyzed intersections would operate at LOS D or better under Near-term With Project Buildout conditions, with the exception the following:

- Del Mar Heights Road/I-5 NB ramps (LOS E in PM peak hour);
- Del Mar Heights Road/High Bluff Drive (LOS E in PM peak hour);
- Del Mar Heights Road/El Camino Real (LOS E in PM peak hour);
- Carmel Country Road/Carmel Creek Road (LOS E in AM peak hour); and
- Carmel Creek Road/Del Mar Trail (LOS F in AM peak hour).

The LOS at the three Del Mar Heights Road intersections would degrade from C or D to E during the PM peak hour with the addition of project buildout traffic. The change in LOS along with the associated increase in delay (17.8, 24.1, and 33.9 seconds, respectively) would exceed the City's significance threshold for intersection impacts. Therefore, the project would result in potentially significant direct impacts to these three intersections at Del Mar Heights Road.

Source: Urban Systems Associates, Inc., 2011

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Near-term With Project Buildout ADT Volumes

ONE PASEO

Figure 5.2-6

The intersection of Carmel Country Road/Carmel Creek Road would operate at LOS E with and without the project. With the addition of project buildout traffic, the delay at this intersection would only increase by 1.8 seconds, which would not exceed the City's significance threshold of greater than 2.0 seconds (for intersections at LOS E). Therefore, project impacts to the Carmel Country Road/Carmel Creek Road intersection would be less than significant.

The LOS at the intersection of Carmel Creek Road/Del Mar Trail would degrade from E to F in the AM peak hour with project buildout traffic, and delays would increase by 5.4 seconds, which would exceed the City's significance threshold of greater than 1.0 second (for intersections at LOS F). Thus, the project would result in a potentially significant direct impact to the intersection of Carmel Creek Road/Del Mar Trail.

Freeway Segments. As shown in Table 5.2-32, *Near-term Without Project and With Project Buildout Conditions – Freeway Segments,* all analyzed freeway segments would operate at LOS D or better under Near-term With Project Buildout conditions. Since all analyzed freeway segments would operate at acceptable levels, impacts to freeway segments resulting from the project would be less than significant.

Freeway Ramp Meters. As shown in Table 5.2-33, *Near-term Without Project and With Project Buildout Conditions – Freeway Ramp Meters,* ramp meters at Del Mar Heights Road/I-5 SB on-ramp (eastbound; EB) would not experience delays under Near-term With Project Buildout conditions. The ramp meter at the Del Mar Heights Road/I-5 SB on-ramp (WB) would experience a delay of 16.63 minutes during the AM peak hour and 15.16 minutes during the PM peak hour under the Near-term With Project Buildout conditions. The Del Mar Height Road/I-5 NB on-ramps would experience a delay of 5.01 minutes during the PM peak hour. Although the ramp delays at the Del Mar Heights Road/I-5 SB on-ramp (WB) would exceed 15 minutes under Near-term With Project Buildout conditions, the corresponding freeway segment operates at an acceptable LOS D, and therefore, project impacts at this ramp meter would be less than significant. The ramp delays would be less than 15 minutes at the other ramp meters. Project impacts to freeway ramps would be less than significant.

Table 5.2-30
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Near-term Without Project			Near-term With Project Buildout			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	21,953	0.49	B	24,013	0.53	B	0.04	No
Portofino Drive to I-5 SB ramps	37,169	0.74	C	40,404	0.81	D	0.07	No
I-5 SB ramps to I-5 NB ramps	41,213	0.82	D	46,874	0.94	E	0.12	Yes
I-5 NB ramps to High Bluff Drive	54,775	0.91	D	65,290	1.09	F	0.18	Yes
High Bluff Drive to Third Avenue	40,648	0.68	C	52,781	0.88	D	0.20	No
Third Avenue to First Avenue	40,648	0.68	C	51,702	0.86	D	0.18	No
First Avenue to El Camino Real	40,648	0.68	C	51,702	0.86	D	0.18	No
El Camino Real to Carmel Country Road	33,654	0.56	B	41,473	0.69	C	0.13	No
Carmel Country Road to Torrey Ridge Road	22,308	0.37	A	25,813	0.43	B	0.07	No
Torrey Ridge Road to Lansdale Drive	19,643	0.33	A	22,070	0.37	A	0.04	No
Lansdale Drive to Carmel Canyon Road	15,644	0.26	A	16,992	0.28	A	0.02	No
El Camino Real								
Via de la Valle to San Dieguito Road	16,235	1.08	F	17.044	1.14	F	0.06	Yes
San Dieguito Road to Derby Downs Road	14,332	0.36	A	15,411	0.39	B	0.03	No
Derby Downs Road to Half Mile Drive	15,793	0.39	B	16.871	0.42	B	0.03	No
Half Mile Drive to Quarter Mile Drive	13,921	0.35	A	15,270	0.38	B	0.03	No
Quarter Mile Drive to Del Mar Heights Road	15,373	0.38	B	16,990	0.42	B	0.04	No
Del Mar Heights Road to Townsgate Drive	17,014	0.34	A	22,406	0.45	B	0.11	No
Townsgate Drive to High Bluff Drive	16,662	0.33	A	20,167	0.40	B	0.07	No
High Bluff Drive to Valley Centre Drive	21,035	0.42	B	23,461	0.47	B	0.05	No
Valley Centre Drive to Carmel Valley Road	30,131	0.67	C	31,748	0.71	C	0.04	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	16,410	0.41	B	19,106	0.48	B	0.07	No
Townsgate Drive to Carmel Creek Road	14,294	0.36	A	16,451	0.41	B	0.05	No
Carmel Creek Road to Carmel Canyon Road	13,531	0.34	A	14,879	0.37	A	0.03	No
Carmel Canyon Road to SR 56 WB ramps	21,170	0.53	C	22,248	0.56	C	0.03	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	12,591	0.31	A	13,130	0.33	A	0.02	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Road	11,542	0.29	A	12,351	0.31	A	0.02	No
Carmel Grove Road to SR 56 WB ramps	15,933	0.40	B	16,742	0.42	B	0.02	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	11,826	0.39	B	12,096	0.40	B	0.01	No

Table 5.2-30 (cont.)
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Near-term Without Project			Near-term With Project Buildout			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Carmel Valley Road								
I-5 NB ramps to El Camino Real	45,968	0.77	C	46,507	0.78	C	0.01	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	10,137	0.68	D	10,946	0.73	D	0.05	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	26,732	2.67	F	27,271	2.73	F	0.06	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-31
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project Buildout		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project Buildout		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	31.4	C	32.5	C	1.1	No	38.8	D	45.3	D	6.5	No
2	El Camino Real/San Dieguito Road	16.9	B	17.4	B	0.5	No	25.2	C	27.6	C	2.4	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0	No	4.5	A	5.0	A	0.5	No
4	El Camino Real/Half Mile Drive	20.6	B	22.4	C	1.8	No	14.0	B	14.2	B	0.2	No
5	El Camino Real/Quarter Mile Drive	20.6	C	20.6	C	0	No	15.1	B	17.9	B	2.8	No
6	Del Mar Heights Road/Mango Drive	33.3	C	35.1	D	1.8	No	31.4	C	35.9	D	4.5	No
7	Del Mar Heights Road/Portofino Drive	9.4	A	9.6	A	0.2	No	9.2	A	9.4	A	0.2	No
8	Del Mar Heights Road/I-5 SB ramps	24.8	C	29.9	C	5.1	No	23.0	C	28.5	C	5.5	No
9	Del Mar Heights Road/I-5 NB ramps	39.6	D	49.2	D	9.6	No	38.3	D	56.1	E	17.8	Yes
10	Del Mar Heights Road/High Bluff Drive	28.5	C	34.2	C	5.7	No	32.1	C	57.0	E	24.9	Yes
11	Del Mar Heights Road/Third Avenue	DNE		8.5	A	--	No	DNE		21.4	C	--	No
12	Del Mar Heights Road/First Avenue	DNE		7.9	A	--	No	DNE		25.3	C	--	No
13	Del Mar Heights Road/El Camino Real	29.9	C	37.4	D		No	29.5	C	62.9	E	33.4	Yes

Table 5.2-31 (cont.)
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Near-term Without Project		Near-term With Project Buildout		Δ Delay (sec)	Signif-icant?	Near-term Without Project		Near-term With Project Buildout		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
14	Del Mar Heights Road/Carmel Country Road	22.9	C	27.3	C	4.4	No	21.1	C	28.2	C	7.1	No
15	Del Mar Heights Road/Torrey Ridge Road	23.6	C	26.3	C	2.7	No	11.9	B	12.0	B	0.1	No
16	Del Mar Heights Road/Lansdale Drive	19.0	B	20.8	C	1.8	No	17.6	B	19.7	B	2.1	No
17	Del Mar Heights Road/Carmel Canyon Road	13.8	B	14.0	B	0.2	No	10.2	B	10.7	B	0.5	No
18	El Camino Real/Del Mar Highland Town Center	6.8	A	15.6	B	8.8	No	13.5	B	30.8	C	17.3	No
19	Carmel County Road/Townsgate Drive	26.5	C	27.7	C	1.2	No	21.8	C	23.2	C	1.4	No
20	El Camino Real/Townsgate Drive	21.3	C	21.6	C	0.3	No	20.7	C	22.3	C	1.6	No
21	Carmel Country Road/Carmel Creek Road	58.6	E	60.4	E	1.8	No	24.1	C	28.6	C	4.5	No
22	El Camino Real/High Bluff Drive	21.1	C	22.2	C	1.1	No	26.2	C	30.6	C	4.4	No
23	Carmel View Road/High Bluff Drive	8.4	A	8.8	A	0.4	No	9.1	A	10.0	A	0.9	No
24	Carmel Creek Road/Carmel Grove Road	27.8	C	27.9	C	0.1	No	17.5	B	17.9	B	0.4	No
25	Carmel Valley Road/I-5 SB ramps	22.6	C	23.0	C	0.4	No	32.1	C	33.1	C	1.0	No
26	Carmel Valley Road/I-5 NB ramps	13.6	B	14.1	B	0.5	No	20.4	C	20.8	C	0.4	No
27	El Camino Real/Valley Centre Drive	24.6	C	32.9	C	8.3	No	23.2	C	30.5	C	7.3	No
28	El Camino Real/Carmel Valley Road	14.8	B	15.1	B	0.3	No	19.2	B	20.0	B	0.8	No
29	El Camino Real/SR 56 EB on-ramp	18.0	B	18.8	B	0.8	No	32.3	C	35.8	D	3.5	No
30	Carmel View Road/Valley Centre Drive	7.4	A	7.4	A	0	No	8.3	A	8.3	A	0	No
31	Carmel Creek Road/SR 56 WB ramps	45.7	D	46.8	D	1.1	No	27.0	C	30.8	C	3.8	No
32	Carmel Creek Road/SR 56 EB ramps	12.5	B	12.6	B	0.1	No	27.4	C	27.8	C	0.4	No
33	Carmel Country Road/Carmel Canyon Road	33.1	C	35.9	D	2.8	No	25.6	C	25.8	C	0.2	No
34	Carmel Country Road/SR 56 WB ramps	16.2	B	16.2	B	0	No	10.9	B	12.4	B	1.5	No
35	Carmel Country Road/SR 56 EB ramps	14.1	B	14.3	B	0.2	No	11.7	B	12.2	B	0.5	No
36	Carmel Creek Road/Del Mar Trail	47.9	E	53.5	F	5.4	Yes	21.7	C	25.1	D	3.4	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-32
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Near-term Without Project				Near-term With Project Buildout				Δ V/C	Signif-icant?
		ADT	Peak Hour Volume	V/C	LOS	ADT	Peak Hour Volume	V/C	LOS		
I-5											
Lomas Santa Fe Drive to Via de la Valle	NB	223,226	8,134	0.635	C	225,113	8,202	0.641	C	0.006	No
	SB	223,179	8,394	0.656	C	225,066	8,465	0.661	C	0.005	No
Via de la Valle to Del Mar Heights Road	NB	239,226	8,716	0.648	C	241,652	8,805	0.655	C	0.007	No
	SB	239,179	8,996	0.669	C	241,605	9,087	0.676	C	0.007	No
Del Mar Heights Road to SR 56	NB	242,333	8,830	0.560	B	247,186	9,007	0.571	B	0.010	No
	SB	242,275	9,112	0.577	B	247,128	9,295	0.589	B	0.012	No
SR 56 to Carmel Mountain Road	NB	289,605	13,191	0.578	B	292,301	13,314	0.583	B	0.005	No
	SB	289,605	12,954	0.633	C	292,301	13,075	0.638	C	0.005	No
Carmel Mountain Road to I-805 merge	NB	289,605	13,191	0.561	B	291,762	13,289	0.565	B	0.004	No
	SB	289,605	12,954	0.551	B	291,762	13,051	0.555	B	0.004	No
SR 56											
El Camino Real to Carmel Creek Road	EB	84,148	5,499	0.846	D	84,606	5,529	0.851	D	0.005	No
	WB	84,148	5,640	0.868	D	84,606	5,670	0.872	D	0.004	No
Carmel Creek Road to Carmel Country Road	EB	78,381	5,123	0.788	C	78,839	5,152	0.793	D	0.005	No
	WB	78,381	5,253	0.808	D	78,839	5,284	0.813	D	0.005	No

Source: USAI 2012

Table 5.2-33
NEAR-TERM WITHOUT PROJECT AND WITH PROJECT BUILDOUT CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Near-term Without Project		Near-term With Project Buildout		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	9.29	1,653	16.63	2,958	7.34	No
	PM	0	0	15.16	2,697	15.16	No
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp-	AM	Meter not turned on				0	No
	PM	0	0	5.01	1,436	5.01	No

Source: USAI 2012

Near-term With Cinema

As described in Section 3.0, *Project Description*, of this EIR, construction of the proposed cinema is anticipated to occur during Phase 3 of the project. However, because the timing of the cinema would be driven by market conditions, it is possible that the cinema could be constructed in earlier phases of the project (Phase 1 or 2). The analysis below evaluates potential Near-term traffic impacts that would occur if the proposed cinema would be constructed in Phase 1 or Phase 2 of the project.

Cinema in Phase 1. If the cinema were constructed in Phase 1, an additional 2,200 ADT would be generated in Phase 1, resulting in a total Phase 1 trip generation of 12,088 ADT (compared to 9,888 ADT without the cinema in Phase 1 – see Table 5.2-7).

Impacts to roadway segments would be the same as those previously identified under Near-term With Project (Phase 1) conditions. Potentially significant direct impacts would occur to the same three roadway segments, including Del Mar Heights Road between the I-5 NB ramps to High Bluff Drive, El Camino Real between Via de la Valle and San Dieguito Road, and Via de la Valle between San Andres Drive and El Camino Real (West), and no additional roadway segments would be significantly impacted as a result of the cinema in Phase 1.

With the cinema in Phase 1, potentially significant direct impacts would occur to the same intersection previously identified under Near-term With Project (Phase 1) conditions (Carmel Creek Road/Del Mar Trail), as well as one additional intersection. The LOS at the intersection of Del Mar Heights Road/High Bluff Drive would degrade from C to E and the delay would increase by 24.7 seconds during the PM peak hour, which would exceed the City's significance threshold.

Additionally, no new potentially significant impacts to freeway segments or ramp meters would occur as a result of the cinema in Phase 1.

Cinema in Phase 2. If the cinema were constructed in Phase 2, an additional 2,200 ADT would be generated in Phase 2, resulting in a total Phase 2 trip generation of 20,012 ADT (compared to 17,812 ADT without the cinema in Phase 2– see Table 5.2-8).

Impacts to roadway segments would be the same as those previously identified under Near-term With Project (Phases 1 and 2) conditions. Potentially significant direct impacts would occur to the same three roadway segments, including Del Mar Heights Road between the I-5 NB ramps to High Bluff Drive, El Camino Real between Via de la Valle and San Dieguito Road, and Via de la Valle between San Andres Drive and El Camino Real (West), and no additional roadway segments would be significantly impacted as a result of the cinema in Phase 2.

With the cinema in Phase 2, potentially significant direct impacts would occur to the same intersections previously identified under Near-term With Project (Phases 1 and 2) conditions (Del Mar Heights Road/High Bluff Drive, Del Mar Heights Road/El Camino Real, and Carmel Creek Road/Del Mar Trail). No additional intersections would be significantly impacted as a result of the cinema in Phase 2.

Additionally, no new potentially significant impacts to freeway segments or ramp meters would occur as a result of the cinema in Phase 2.

Long-term Cumulative (Year 2030) Conditions

Long-term Cumulative (Year 2030) conditions represent traffic conditions in the year 2030 with buildout of the proposed project and the community. The Long-term Cumulative (Year 2030) analysis assumes SR 56 has been widened to six lanes with auxiliary lanes, and assumes the I-5/SR 56 NB connector has been constructed.

Long-term Cumulative (Year 2030) Without Project

Long-term Cumulative (Year 2030) traffic volumes were derived from a SANDAG Series 11 regional traffic forecast model and from the I-5/SR 56 NB Connector study traffic volumes in order to provide consistency with other traffic reports completed in the community. Figure 5.2-7, *Long-term Cumulative (Year 2030) Without Project ADT Volumes*, illustrates the Long-term Cumulative (Year 2030) traffic conditions without the project.

Roadway Segments. Table 5.2-34, *Long-term Cumulative (Year 2030) Without Project and With Project Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Long-term Cumulative (Year 2030) Without Project conditions. As shown, all roadway segments would operate at an acceptable LOS except the following:

- El Camino Real between Via de la Valle and San Dieguito Road (LOS F); and
- Via de la Valle between San Andres Drive and El Camino Real (West) (LOS F).

Intersections. As shown in Table 5.2-35, *Long-term Cumulative (Year 2030) Without Project and With Project Conditions – Intersections*, all analyzed intersections would operate at LOS D or better under Long-term Cumulative (Year 2030) Without Project conditions, with the exception of the following:

- Del Mar Heights Road/I-5 NB Ramps (LOS E in the AM and PM peak hour);
- El Camino Real/SR 56 EB Ramp (LOS F in the PM peak hour); and
- Carmel Creek Road/Del Mar Trail (LOS E in the AM peak hour).

Freeway Segments. As shown in Table 5.2-36, *Long-term Cumulative (Year 2030) Without Project and With Project Conditions – Freeway Segments*, all analyzed I-5 freeway segments would operate at acceptable levels and the following analyzed segments of SR 56 would operate at unacceptable levels under Long-term Cumulative (Year 2030) Without Project conditions:

- SR 56 between El Camino Real and Carmel Creek Road (LOS E in EB direction and LOS F in WB direction): and
- SR 56 between Carmel Creek Road and Carmel Country Road (LOS E in the WB direction.

Source: Urban Systems Associates, Inc., 2011

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Long-term Cumulative (Year 2030) Without Project ADT Volumes

ONE PASEO

Figure 5.2-7

Freeway Ramp Meters. As shown in Table 5.2-37, *Long-term Cumulative (Year 2030) Without Project and With Project Conditions – Freeway Ramp Meters*, ramp meters at Del Mar Heights Road/I-5 SB on-ramp (EB) would not experience delays in the Long-term Cumulative (Year 2030) conditions. However, the ramp meter at Del Mar Heights Road/I-5 SB on-ramp (WB) would experience a delay of 40.27 minutes during the AM peak hour and 5.22 minutes during the PM peak hour under Long-term Cumulative (Year 2030) Without Project conditions. Del Mar Heights Road/I-5 NB on-ramp would not experience delays in the AM peak hour, but a delay of 8.30 minutes in the PM peak hour. The two ramp meters at SR 56 (El Camino Real and Carmel Country EB on-ramps) would experience delays of less than 15 minutes during the AM and PM peak hours.

The ramp delay at Del Mar Heights Road/I-5 SB on-ramp (WB) is considered to be operating at unacceptable levels because the ramp delays would be more than 15 minutes. Thus, a 15-minute maximum meter rate analysis was completed. As shown in Table 5.2-38, *Long-term Cumulative (Year 2030) Without Project and With Project Conditions – 15-minute Delay at Freeway Ramp Meters*, to achieve a delay of 15 minutes or less at this ramp, the queue length would be required to be 3,567 feet instead of 7,163 feet.

Long-term Cumulative (Year 2030) With Project

Long-term Cumulative (Year 2030) With Project traffic volumes were derived by adding project buildout volumes (refer to Table 5.2-9) to Long-term Cumulative (Year 2030) Without Project volumes. Long-term Cumulative (Year 2030) With Project traffic is illustrated in Figure 5.2-8, *Long-term Cumulative (Year2030) With Project ADT Volumes.*

Roadway Segments. Table 5.2-34 shows the ADT, LOS, and V/C for analyzed roadway segments under Long-term Cumulative (Year 2030) With Project conditions. With the addition of project buildout traffic to Long-term Cumulative (Year 2030) Without Project conditions, the following three roadway segments would operate at unacceptable levels:

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive (LOS F);
- El Camino Real from Via de la Valle to San Dieguito Road (LOS F); and
- Via de la Valle from San Andres Drive to El Camino Real (West) (LOS F).

The LOS along Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive would decrease from D to F with the addition of project buildout traffic. Therefore, the project would result in a potentially significant cumulative impact to Del Mar Heights Road from I-5 NB ramps to High Bluff Drive.

The segment of El Camino Real from Via de la Valle to San Dieguito Road would continue to operate at LOS F under Long-term Cumulative (Year 2030) With Project conditions. The addition of project buildout traffic would result in an increase in V/C of 0.05, which would exceed the City's threshold of greater than 0.01. Thus, the project would result a potentially significant cumulative impact to this segment of El Camino Real.

Via de la Valle from San Andres Drive to El Camino Real (West) would continue to operate at LOS F with the addition of the project buildout traffic to Long-term Cumulative (Year 2030) Without Project conditions. The addition of project buildout traffic would result in a change in V/C of 0.05, which would exceed the City's threshold of greater than 0.01. Thus, the project would result in a potentially significant cumulative impact to Via de la Valle from San Andres Drive to El Camino Real (West).

Intersections. As shown in Table 5.2-35 all analyzed intersections would operate at LOS D or better under Long-term Cumulative (Year 2030) With Project conditions, with the exception of the following five intersections:

- Del Mar Heights Road/I-5 NB ramps (LOS F in the AM/PM peak hours);
- Del Mar Heights Road/High Bluff Drive (LOS E in the AM peak hour and LOS F in the PM peak hour);
- Del Mar Heights Road/El Camino Real (LOS F in the PM peak hour);
- El Camino Real/SR 56 EB ramp (LOS F in the PM peak hour); and
- Carmel Creek Road/Del Mar Trail (LOS E in the AM peak hour).

The project would result in potentially significant cumulative impacts at these five intersections since project buildout traffic would increase delays by more than 2.0 seconds at intersections forecasted to operate at LOS E and 1.0 second at intersections forecasted to operate at LOS F.

Freeway Segments. As shown in Table 5.2-36 all analyzed I-5 freeway segments would operate at acceptable levels in the Long-term Cumulative (Year 2030) With Project conditions. The following analyzed segments of SR 56 would continue to operate at unacceptable LOS E or F:

- El Camino Real to Carmel Creek Road (LOS E in EB direction and LOS F in WB direction); and
- Carmel Creek Road to Carmel Country Road (LOS E in WB direction).

The resulting increase in V/C would not exceed 0.005 at the segment that would operate at LOS F or 0.010 at the segments that would operate at LOS E. Project cumulative impacts to these SR 56 freeway segments are therefore considered less than significant.

Freeway Ramp Meters. As shown in Table 5.2-37 ramp meter at Del Mar Heights Road/I-5 SB on-ramp (EB) would not experience delays in the Long-term Cumulative (Year 2030) With Project conditions. However, the ramp meter at Del Mar Heights Road/I-5 SB on-ramp (WB) would experience a delay of 47.61 minutes during the AM peak hour and 29.84 minutes during the PM peak hour under Long-term Cumulative (Year 2030) With Project conditions. Del Mar Heights Road/I-5 NB Ramp would experience a delay of 1.37 minutes in the AM peak hour and 16.04 minutes in the PM peak hour. Cumulative impacts to the Del Mar Heights Road/I-5 SB on-ramp (WB) and Del Mar Heights Road/I-5 NB on-ramp would be considered potentially significant because the ramp delays would be more than 15 minutes and the corresponding queue lengths would be substantial. The planned ramp meters at the SR 56 (El Camino Real and Carmel Country Road EB on-ramps) would experience delays of less than 15 minutes and therefore, impacts would be less than significant.

Source: Urban Systems Associates, Inc., 2011

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Long-term Cumulative (Year 2030) With Project ADT Volumes

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Figure 5.2-8

A 15-minute maximum meter rate analysis was completed, as shown in Table 5.2-38. This analysis assumes that drivers would seek alternative routes if the delay exceeds 15 minutes. Under this assumption, the Del Mar Heights Road/I-5 SB on-ramp (WB) queue length would be 4,872 and 6,699 feet in the AM/PM peak hours, respectively, and the Del Mar Heights Road/I-5 NB on-ramp would be 6,148 feet in the PM peak hour. Since the project is responsible for over two minutes of delays at these ramps with delays over 15 minutes under both of the analysis methods, the project would result in significant cumulative impacts to the Del Mar Heights Road/I-5 SB on-ramp (WB) and Del Mar Heights Road/I-5 NB on-ramp.

Construction Traffic

Appendix O of the TIA (USAI 2012; Appendix C of the Draft EIR) includes a detailed quantitative analysis of potential construction traffic impacts. Construction traffic trips during project construction would be generated by employees, materials deliveries, and trucks importing and exporting soil. A total of five construction traffic scenarios were evaluated, including:

- Phase 1 construction;
- Phase 2 construction;
- Phase 3 construction;
- Concurrent Phases 1 and 2 construction; and
- Concurrent Phases 1, 2, and 3 construction.

Two scenarios were evaluated for each construction phase, including the Existing With Construction Traffic and Near-term With Construction Traffic. The Existing With Construction Traffic scenario analyzes existing traffic conditions along with construction traffic by Phase. The Near-term With Construction Traffic scenario analyzes existing with near-term cumulative projects in the project area along with construction traffic by Phase. To determine Near-term traffic volumes, a percentage of cumulative projects were assumed based on the project's trip generation by Phase. Because Phase 1 project traffic (9,888 ADT; refer to Table 5.2-7) represents approximately 37 percent of the total project traffic volumes (26,961; refer to Table 5.2-9), 37 percent of cumulative projects traffic was added to existing volumes. Using the same methodology, approximately 66 percent of cumulative projects traffic was assumed for Phase 2 (refer to Table 5.2-8), and 100 percent for Phase 3.

Table 5.2-34
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Long-term Cumulative (Year 2030) Without Project			Long-term Cumulative (Year 2030) With Project			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Del Mar Heights Road								
Mango Drive to Portofino Drive	39,580	0.88	D	41,639	0.93	D	0.05	No
Portofino Drive to I-5 SB ramps	38,580	0.79	C	42,815	0.86	D	0.07	No
I-5 SB ramps to I-5 NB ramps	37,820	0.76	C	43,482	0.87	D	0.11	No
I-5 NB ramps to High Bluff Drive	51,800	0.86	D	62,315	1.25	F	0.21	Yes
High Bluff Drive to Third Avenue	42,770	0.71	C	54,902	0.92	D	0.21	No
Third Avenue to First Avenue	42,770	0.71	C	53,824	0.90	D	0.19	No
First Avenue to El Camino Real	42,770	0.71	C	53,824	0.90	D	0.19	No
El Camino Real to Carmel Country Road	38,370	0.64	C	46,189	0.77	C	0.13	No
Carmel Country Road to Torrey Ridge Road	34,400	0.57	B	37,905	0.63	C	0.09	No
Torrey Ridge Road to Lansdale Drive	34,400	0.57	B	36,826	0.61	C	0.04	No
Lansdale Drive to Carmel Canyon Road	34,400	0.57	B	35,748	0.60	C	0.03	No
El Camino Real								
Via de la Valle to San Dieguito Road	31,320	2.09	F	32,129	2.14	F	0.05	Yes
San Dieguito Road to Derby Downs Road	29,000	0.73	C	30,078	0.75	D	0.02	No
Derby Downs Road to Half Mile Drive	29,000	0.73	C	30,078	0.75	D	0.02	No
Half Mile Drive to Quarter Mile Drive	29,000	0.73	C	30,348	0.76	D	0.03	No
Quarter Mile Drive to Del Mar Heights Rd.	29,000	0.73	C	30,618	0.77	D	0.04	No
Del Mar Heights Road to Townsgate Drive	23,000	0.46	B	28,392	0.57	C	0.11	No
Townsgate Drive to High Bluff Drive	26,000	0.52	B	29,505	0.59	C	0.07	No
High Bluff Drive to Valley Centre Drive	35,620	0.71	C	38,046	0.76	C	0.05	No
Valley Centre Drive to Carmel Valley Road	36,470	0.81	D	38,088	0.85	D	0.04	No
Carmel Country Road								
Del Mar Heights Road to Townsgate Drive	22,280	0.56	C	24,976	0.62	C	0.06	No
Townsgate Drive to Carmel Creek Road	18,800	0.47	B	20,957	0.52	B	0.05	No
Carmel Creek Road to Carmel Canyon Road	13,590	0.34	A	14,938	0.37	A	0.03	No
Carmel Canyon Road to SR 56 WB ramps	26,000	0.65	C	27,078	0.68	C	0.03	No
Carmel Canyon Road								
Del Mar Heights Road to Carmel County Road	13,000	0.33	A	13,539	0.34	A	0.01	No
Carmel Creek Road								
Carmel Country Road to Carmel Grove Rd.	15,000	0.38	B	15,809	0.40	B	0.02	No
Carmel Grove Road to SR 56 WB ramps	17,000	043	B	17,809	0.45	B	0.02	No
Valley Centre Drive								
Carmel View Road to Carmel Creek Road	20,000	0.67	D	20,270	0.68	D	0.01	No

Table 5.2-34 (cont.)
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – ROADWAY SEGMENTS

Roadway Segment	Long-term Cumulative (Year 2030) Without Project			Long-term Cumulative (Year 2030) With Project			Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS		
Carmel Valley Road								
I-5 NB ramps to El Camino Real	43,020	0.72	C	43,559	0.73	C	0.01	No
High Bluff Drive								
Del Mar Heights Road to El Camino Real	11,700	0.78	D	12,509	0.83	D	0.05	No
Via de la Valle								
San Andres Drive to El Camino Real (West)	33,100	3.31	F	33,639	3.36	F	0.05	Yes

Source: USAI 2012
Δ V/C = difference in V/C between With Project conditions and Without Project conditions
Shaded cells indicate roadway segments that would exceed the City's significance thresholds.

Table 5.2-35
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (sec)	Signif-icant?	Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
1	El Camino Real/Via de la Valle	22.2	C	23.1	C	0.9	No	19.1	B	20.4	C	1.3	No
2	El Camino Real/San Dieguito Road	24.2	C	26.7	C	2.5	No	47.2	D	52.5	D	5.3	No
3	El Camino Real/Derby Downs Road	4.3	A	4.3	A	0	No	5.1	A	5.1	A	0	No
4	El Camino Real/Half Mile Drive	22.9	C	24.8	C	1.9	No	14.0	B	14.1	B	0.1	No
5	El Camino Real/Quarter Mile Drive	20.6	C	25.2	C	4.6	No	12.1	B	12.7	B	0.6	No
6	Del Mar Heights Road/Mango Drive	36.8	D	39.6	D	2.8	No	29.3	C	35.7	D	6.4	No
7	Del Mar Heights Road/Portofino Drive	9.8	A	10.1	B	0.3	No	9.6	A	10.1	B	0.5	No
8	Del Mar Heights Road/I-5 SB ramps	26.1	C	29.0	C	2.9	No	22.4	C	25.7	C	3.3	No
9	Del Mar Heights Road/I-5 NB ramps	71.5	E	107.1	F	35.6	Yes	55.5	E	94.0	F	38.5	Yes
10	Del Mar Heights Road/High Bluff Drive	44.0	D	55.3	E	11.3	Yes	40.1	D	80.2	F	40.1	Yes
11	Del Mar Heights Road/Third Avenue	DNE	DNE	8.3	A	--	No	DNE	DNE	20.7	C	--	No
12	Del Mar Heights Road/First Avenue	DNE	DNE	7.7	A	--	No	DNE	DNE	20.9	C	--	No
13	Del Mar Heights Road/El Camino Real	35.0	C	50.8	D	15.8	No	41.5	D	84.1	F	42.6	Yes
14	Del Mar Heights Road/Carmel Country Road	33.6	C	41.3	D	7.7	No	34.1	C	49.3	D	15.2	No
15	Del Mar Heights Road/Torrey Ridge Road	29.5	C	33.1	C	3.6	No	11.9	B	14.4	B	2.5	No

Table 5.2-35 (cont.)
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – INTERSECTIONS

No.[1]	Intersection	AM Peak Hour						PM Peak Hour					
		Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (sec)	Signif-icant?	Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (sec)	Signif-icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
16	Del Mar Heights Road/Lansdale Drive	32.7	C	41.1	D	8.4	No	18.7	B	20.9	C	2.2	No
17	Del Mar Heights Road/Carmel Canyon Road	29.4	C	29.8	C	0.4	No	16.0	B	17.2	B	1.2	No
18	El Camino Real/Del Mar Highland Town Center	6.2	A	17.4	B	11.2	No	14.2	B	33.7	C	19.5	No
19	Carmel County Road/Townsgate Drive	32.0	C	32.9	C	0.9	No	29.8	C	34.6	C	4.8	No
20	El Camino Real/Townsgate Drive	22.5	C	22.7	C	0.2	No	24.3	C	35.4	D	11.1	No
21	Carmel Country Road/Carmel Creek Road	41.5	D	45.7	D	4.2	No	19.7	B	21.5	C	1.8	No
22	El Camino Real/High Bluff Drive	22.9	C	24.4	C	1.5	No	33.6	C	40.0	D	6.4	No
23	Carmel View Road/High Bluff Drive	8.9	A	9.3	A	0.4	No	9.8	A	10.9	B	1.1	No
24	Carmel Creek Road/Carmel Grove Road	15.3	B	15.3	B	0	No	11.4	B	17.3	B	5.9	No
25	Carmel Valley Road/I-5 SB ramps	25.3	C	26.3	C	1.0	No	30.9	C	35.3	D	4.4	No
26	Carmel Valley Road/I-5 NB ramps	26.8	C	27.3	C	0.5	No	19.6	B	20.0	B	0.4	No
27	El Camino Real/Valley Centre Drive	22.0	C	22.2	C	0.2	No	27.4	C	29.3	C	1.9	No
28	El Camino Real/Carmel Valley Road	22.0	C	22.2	C	0.2	No	17.6	B	19.2	B	1.6	No
29	El Camino Real/SR 56 EB on-ramp	23.1	C	23.6	C	0.5	No	89.0	F	97.6	F	8.6	Yes
30	Carmel View Road/Valley Centre Drive	7.7	A	7.7	A	0	No	6.2	A	6.2	A	0	No
31	Carmel Creek Road/SR 56 WB ramps	47.0	D	54.2	D	7.2	No	42.6	D	53.3	D	10.7	No
32	Carmel Creek Road/SR 56 EB ramps	15.0	B	15.0	B	0	No	22.9	C	23.4	C	0.5	No
33	Carmel Country Road/Carmel Canyon Road	34.5	C	36.6	D	2.1	No	33.4	C	34.1	C	0.7	No
34	Carmel Country Road/SR 56 WB ramps	17.1	B	17.1	B	0	No	9.9	A	12.7	B	2.8	No
35	Carmel Country Road/SR 56 EB ramps	20.1	C	22.0	C	1.9	No	18.2	B	18.7	B	0.5	No
36	Carmel Creek Road/Del Mar Trail	43.3	E	48.3	E	5.0	Yes	20.6	C	23.6	C	3.0	No

Source: USAI 2012
DNE = does not exist
[1] Number corresponds with intersection location on Figure 5.2-1.
Shaded cells indicate intersections that would exceed the City's significance thresholds.

Table 5.2-36
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – FREEWAY SEGMENTS

Segment	Direction	Long-term Cumulative (Year 2030) Without Project				Long-term Cumulative (Year 2030) With Project				Δ V/C	Signif-icant?
		ADT	Peak Hour Volume	V/C	LOS	ADT	Peak Hour Volume	V/C	LOS		
I-5											
Lomas Santa Fe Drive to Via de la Valle	NB	258,913	9,434	0.737	C	260,800	9,503	0.742	C	0.005	No
	SB	258,913	9,738	0.761	C	260,800	9,809	0.766	C	0.005	No
Via de la Valle to Del Mar Heights Road	NB	286,874	10,453	0.777	C	289,300	10,541	0.784	C	0.007	No
	SB	286,874	10,789	0.802	D	289,300	10,881	0.809	D	0.007	No
Del Mar Heights Road to SR 56	NB	301,247	10,976	0.696	C	306,100	11,153	0.707	C	0.011	No
	SB	301,247	11,330	0.718	C	306,100	11,513	0.730	C	0.012	No
SR 56 to Carmel Mountain Road	NB	409,604	18,657	0.817	D	412,300	18,779	0.823	D	0.006	No
	SB	409,604	18,322	0.895	D	412,300	18,443	0.901	D	0.006	No
Carmel Mountain Road to I-805 merge	NB	389,443	17,738	0.755	C	391,600	17,837	0.759	C	0.004	No
	SB	389,443	17,420	0.741	C	391,600	17,517	0.745	C	0.004	No
SR 56											
El Camino Real to Carmel Creek Road	EB	133,342	8,714	0.985	E	133,800	8,744	0.988	E	0.003	No
	WB	133,342	8,937	1.010	F	133,800	8,967	1.013	F	0.003	No
Carmel Creek Road to Carmel Country Road	EB	122,242	7,989	0.903	D	122,700	8,019	0.906	D	0.003	No
	WB	122,242	8,193	0.926	E	122,700	8,223	0.929	E	0.003	No

Source: USAI 2012

Table 5.2-37
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – FREEWAY RAMP METERS

Location	Peak Hour	Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/I-5 SB on-ramp (WB)	AM	40.27	7,163	47.61	8,468	7.34	Yes
	PM	5.22	928	29.84	5,307	24.62	Yes
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No
Del Mar Heights Road/ I-5 NB on-ramp	AM	0	0	1.37	392	1.37	No
	PM	8.30	2,378	16.04	4,597	7.74	Yes
El Camino Real/SR 56 EB on-ramp	AM	0	0	0	0	0	No
	PM	3.93	2,277	4.78	2,770	0.85	No
Carmel Country Road/SR 56 EB on-ramp	AM	0	0	0	0	0	No
	PM	0	0	0	0	0	No

Source: USAI 2012
Shaded cells indicate significant impacts.

Table 5.2-38
LONG-TERM CUMULATIVE (YEAR 2030) WITHOUT PROJECT AND WITH PROJECT CONDITIONS – 15-MINUTE DELAY AT FREEWAY RAMP METERS

Location	Peak Hour	Long-term Cumulative (Year 2030) Without Project		Long-term Cumulative (Year 2030) With Project		Δ Delay (minutes)	Significant?
		Delay (minutes)	Queue (feet)	Delay (minutes)	Queue (feet)		
Del Mar Heights Road/ I-5 SB on-ramp (WB)	AM	15.0	3,567	20.5	4,872	5.5	Yes
	PM	15.0	2,320	43.3	6,699	28.3	Yes
Del Mar Heights Road/ I-5 SB on-ramp (EB)	AM	15.0	2,291	15.0	2,291	0	No
	PM	15.0	1,740	15.0	1,740	0	No
Del Mar Heights Road/ I- NB on-ramp	AM	15.0	3,393	17.8	4,031	2.8	No
	PM	15.0	3,915	23.6	6,148	8.6	Yes
El Camino Real/SR 56 EB on-ramp	AM	15.0	4,060	15.5	4,205	0.5	No
	PM	15.0	7,415	16.0	7,903	1.0	No
Carmel Country Road/SR 56 EB on-ramp	AM	15.0	1,914	16.1	2,059	1.1	No
	PM	15.0	1,711	19.3	2,204	4.3	No

Source: USAI 2012
Shaded cells indicate significant impacts.

The traffic study area for the construction traffic analysis was based on the assumed construction employee and truck routes accessing the site via Del Mar Heights Road from I-5 and El Camino Real. Construction staging and construction employee parking would be provided on site. Construction employee vehicles would enter the project site via a right turn into the site at Third Avenue from EB Del Mar Heights Road and exit at the signalized access at First Avenue. The traffic study area includes a total of seven roadway segments, five intersections, and two freeway segments, as identified in Table 5.2-39, *Construction Traffic Study Area*. Refer to Figure 5.2-1 for the location of these facilities.

Phase 1 Construction

Phase 1 construction would generate a total of 1,775 ADT with 130 AM peak hour trips and 118 PM peak hour trips.

Existing With Phase 1 Construction Traffic. Existing With Phase 1 Construction Traffic volumes were derived by adding Phase 1 construction trips to existing volumes. As shown in Attachments 7, 8, and 9 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Table 5.2-39
CONSTRUCTION TRAFFIC STUDY AREA

Roadway Segments
Del Mar Heights Road
I-5 SB Ramps to I-5 NB Ramps
I-5 NB Ramps to High Bluff Drive
High Bluff Drive to First Avenue
First Avenue to El Camino Real
El Camino Real to Carmel Country Road
El Camino Real
Quarter Mile Drive to Del Mar Heights Road
Del Mar Heights Road to Townsgate Drive
Intersections
Del Mar Heights Road/I-5 SB Ramps
Del Mar Heights Road/I-5 NB Ramps
Del Mar Heights Road/High Bluff Drive
Del Mar Heights Road/First Avenue
Del Mar Heights/El Camino Real
Freeway Segments
I-5
Via de la Valle to Del Mar Heights Road
Del Mar Heights Road to SR 56

Near-term With Phase 1 Construction Traffic. Near-term With Phase 1 Construction Traffic volumes were derived by adding Phase 1 construction trips and approximately 37 percent of near-term cumulative projects traffic volumes to existing volumes. As shown in Attachments 10, 11, and 12 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Phase 2 Construction

Phase 2 construction would generate a total of 1,265 ADT with 84 AM peak hour trips and 77 PM peak hour trips.

Existing With Phase 2 Construction Traffic. Existing With Phase 2 Construction Traffic volumes were derived by adding Phase 2 construction trips to existing volumes. As shown in Attachments 14, 15, and 16 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Near-term With Phase 2 Construction Traffic. Near-term With Phase 2 Construction Traffic volumes were derived by adding Phase 2 construction trips and approximately 66 percent of near-term cumulative projects traffic volumes to existing volumes. As shown in Attachments 17, 18, and 19 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Phase 3 Construction

Phase 3 construction would generate a total of 1,369 ADT with 93 AM peak hour trips and 86 PM peak hour trips.

Existing With Phase 3 Construction Traffic. Existing With Phase 3 Construction Traffic volumes were derived by adding Phase 3 construction trips to existing volumes. As shown in Attachments 21, 22, and 23 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Near-term With Phase 3 Construction Traffic. Near-term With Phase 3 Construction Traffic volumes were derived by adding Phase 3 construction trips and 100 percent of near-term cumulative projects traffic volumes to existing volumes. As shown in Attachments 24, 25, and 26 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Concurrent Phases 1 and 2 Construction

Under the Concurrent Phases 1 and 2 construction traffic scenario, Phases 1 and 2 of the project would be constructed together. Construction traffic under this scenario would generate a total of 1,975 ADT with 138 AM peak hour trips and 126 PM peak hour trips.

Existing With Phases 1 and 2 Construction Traffic. Existing With Phases 1 and 2 Construction Traffic volumes were derived by adding Phases 1 and 2 construction trips to existing volumes. As shown in Attachments 28, 29, and 30 in Appendix O of the TIA (Draft EIR Appendix C), no

significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Near-term With Phases 1 and 2 Construction Traffic. Near-term With Phases 1 and 2 Construction Traffic volumes were derived by adding Phases 1 and 2 construction trips and 66 percent of near-term cumulative projects traffic volumes to existing volumes. As shown in Attachments 31, 32, and 33 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Concurrent Phases 1, 2, and 3 Construction

Under the Concurrent Phases 1, 2, and 3 construction traffic scenario, Phases 1, 2, and 3 of the project would be constructed together. Construction traffic under this scenario would generate a total of 2,175 ADT with 146 AM peak hour trips and 134 PM peak hour trips.

Existing With Phases 1, 2, and 3 Construction Traffic. Existing With Phases 1, 2, and 3 Construction Traffic volumes were derived by adding Phases 1, 2, and 3 construction trips to existing volumes. As shown in Attachments 35, 36, and 37 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed roadway segments, intersections, or freeway segments would occur.

Near-term With Phases 1, 2, and 3 Construction Traffic. Near-term With Phases 1, 2, and 3 Construction Traffic volumes were derived by adding Phases 1, 2, and 3 construction trips and 100 percent of near-term cumulative projects traffic volumes to existing volumes. As shown in Attachment 38 in Appendix O of the TIA (Draft EIR Appendix C), the LOS along the segment of Del Mar Heights Road between the 1-5 NB ramps and High Bluff Drive would decrease from D to E with construction traffic. Therefore, construction traffic during Concurrent Phases 1, 2, and 3 would result in a potentially significant impact to this roadway segment.

As shown in Attachments 39 and 40 in Appendix O of the TIA (Draft EIR Appendix C), no significant impacts to the analyzed intersections or freeway segments would occur.

Impact Summary – Operational and Construction Traffic

Based on the evaluation of the various analyzed traffic scenarios above, the proposed project would result in potentially significant direct and/or cumulative traffic impacts to four roadway segments, five intersections, and two ramp meters, as identified below. Impacts to these facilities that would occur under each analyzed traffic scenario are identified in Table 5.2-40, *Traffic Impact Summary.*

Roadway Segments

- Del Mar Heights Road from the I-5 SB ramps to the I-5 NB ramps (direct);
- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive (direct and cumulative);
- El Camino Real from Via de la Valle to San Dieguito Road (direct and cumulative); and

- Via de la Valle from San Andres Drive to El Camino Real (West) (direct and cumulative).

Intersections

- Del Mar Heights Road/I-5 NB ramps in the AM/PM peak hours (direct and cumulative);
- Del Mar Heights Road/High Bluff Drive in the AM/PM peak hours (direct and cumulative);
- Del Mar Heights Road/El Camino Real in the PM peak hour (direct and cumulative);
- El Camino Real/SR 56 EB on-ramp in the PM peak hour (cumulative); and
- Carmel Creek Road/Del Mar Trail in the AM peak hour (direct and cumulative).

Ramp Meters

- Del Mar Heights Road/I-5 SB on-ramp meter (WB) in the AM/PM peak hours (cumulative); and
- Del Mar Heights Road/I-5 NB on-ramp meter in the PM peak hour (cumulative).

Construction Traffic

In addition, construction traffic during the Concurrent Phases 1, 2, and 3 scenario would result in a potentially significant impact to the roadway segment of Del Mar Heights Road between the 1-5 NB ramps and High Bluff Drive.

Table 5.2-40
TRAFFIC IMPACT SUMMARY

Impact	Existing + Project (Phase 1)	Existing + Project (Phases 1 and 2)	Existing + Project Buildout	Near-term With Project (Phase 1)	Near-term With Project (Phases 1 and 2)	Near-term With Project Buildout	Near-term – Cinema in Phase 1	Near-term – Cinema in Phase 2	Long-term Cumulative (Year 2030) + Project
Roadway Segments									
Del Mar Heights Road I-5 SB ramps to I-5 NB ramps			D			D			
I-5 NB ramps to High Bluff Drive	D	D	D	D	D	D	D	D	C
El Camino Real Via de la Valle to San Dieguito Road	D	D	D	D	D	D	D	D	C
Via de la Valle San Andres Drive to El Camino Real (West)	D	D	D	D	D	D	D	D	C
Intersections									
Carmel Creek Road/Del Mar Trail		D	D	D	D	D	D	D	C
Del Mar Heights Road/High Bluff Drive					D	D	D	D	C
Del Mar Heights Road/El Camino Real					D	D		D	C
El Camino Real/SR 56 EB ramp									C
Del Mar Heights Road/I-5 NB ramps						D			C
Ramps Meters									
Del Mar Heights Road/I-5 SB (WB) ramp meter									C
Del Mar Heights Road/I-5 NB ramp meter									C

D = Direct impact
C = Cumulative impact
Shaded cells indicate potentially significant impacts.

Significance of Impact

Based on City significance criteria, significant direct and/or cumulative impacts would occur at the following study area locations under Existing Plus Project, Near-term With Project , and Long-term Cumulative (Year 2030) With Project conditions (refer to Table 2.5-40):

Existing Plus Project (Phase 1) Direct Impacts

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road; and
- Via de la Valle from San Andres Drive to El Camino Real (West).

Existing Plus Project (Phases 1 and 2) Direct Impacts

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West); and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Existing Plus Project Buildout Direct Impacts

- Del Mar Heights Road from the I-5 SB ramps to the I-5 NB ramps;
- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West); and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Near-term With Project (Phase 1) Direct Impacts

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West); and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Near-term With Project (Phases 1 and 2) Direct Impacts

- Del Mar Heights Road from I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West);
- Del Mar Heights Road/High Bluff Drive in the PM peak hour;
- Del Mar Heights Road/El Camino Real in the PM peak hour; and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Near-term With Project Buildout Direct Impacts

- Del Mar Heights Road from the I-5 SB ramps to the I-5 NB ramps;
- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West);
- Del Mar Heights Road/I-5 NB ramps in the PM peak hour;
- Del Mar Heights Road/High Bluff Drive in the PM peak hour;
- Del Mar Heights Road/El Camino Real in the PM peak hour; and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Near-term With Cinema in Phase 1 Direct Impacts

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West);
- Carmel Creek Road/Del Mar Trail in the AM peak hour; and
- Del Mar Heights Road/High Bluff Drive in the PM peak hour.

Near-term With Cinema in Phase 2 Direct Impacts

- Del Mar Heights Road from I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West);
- Del Mar Heights Road/High Bluff Drive in the PM peak hour;
- Del Mar Heights Road/El Camino Real in the PM peak hour; and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Long-term Cumulative (Year 2030) With Project Impacts

- Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive;
- El Camino Real from Via de la Valle to San Dieguito Road;
- Via de la Valle from San Andres Drive to El Camino Real (West);
- Del Mar Heights Road/I-5 NB ramps in the AM/PM peak hours;
- Del Mar Heights Road/High Bluff Drive in the AM/PM peak hours;
- Del Mar Heights Road/El Camino Real in the PM peak hour;
- El Camino Real/SR 56 EB on-ramp in the PM peak hour;
- Carmel Creek Road/Del Mar Trail in the AM peak hour;
- Del Mar Heights Road/I-5 SB on-ramp meter (WB)in the AM/PM peak hours; and
- Del Mar Heights Road/I-5 NB on-ramp meter in the PM peak hour.

Construction Traffic

Construction traffic during the Concurrent Phases 1, 2, and 3 scenario would result in a potentially significant direct impact to the roadway segment of Del Mar Heights Road between the 1-5 NB ramps and High Bluff Drive. No other significant construction traffic impacts would occur.

Mitigation, Monitoring, and Reporting

The following discussion and Table 5.2-41, *Traffic Mitigation Summary*, identify proposed traffic mitigation for potentially significant direct and cumulative traffic impacts resulting from the project and whether or not the proposed mitigation would reduce impacts to below a level of significance. Some traffic impacts would remain significant even though in some cases, mitigation is identified that would fully mitigate direct and/or cumulative impacts resulting from the proposed project because construction of the mitigating improvements cannot be assured in a timely manner since they are under Caltrans jurisdiction.

Table 5.2-41
TRAFFIC MITIGATION SUMMARY

Impact	Impact Type	Mitigation	Significance After Mitigation
Roadway Segments			
Del Mar Heights Road from I-5 SB ramps to I-5 NB ramps	Direct	***Mitigation Measure 5.2-1***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure reconfiguration of the median on the Del Mar Heights Road bridge to extend the EB to NB dual left-turn pocket to 400 feet to the satisfaction of the City Engineer and Caltrans. Prior to issuance of the first certificate of occupancy in Phase 1, the median reconfiguration shall be completed and accepted by the City Engineer or Caltrans. ***Mitigation Measure 5.2-1.1***: Prior to issuance of the first building permit for Phase 1, the project applicant shall contribute to Caltrans $1,500,000 toward the provision of a third eastbound through lane on the Del Mar Heights Road bridge to the satisfaction of the City Engineer. Direct impacts are considered significant because the roadway segment would continue to operate at LOS E even with implementation of Mitigation Measure 5.2-1. In addition, the payment required by Mitigation Measure 5.2-1.1 would not assure construction of the third eastbound lane on the Del Mar Heights Road bridge. Therefore, direct impacts would remain significant.	Significant
Del Mar Heights Road from I-5 NB ramps to High Bluff Drive	Direct and Cumulative	***Mitigation Measure 5.2-2***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure the widening of the segment to extend the WB right-turn pocket at the Del Mar Heights Road/I-5 NB ramps by 845 feet and the modification of the raised median to the satisfaction of the City Engineer and Caltrans. Prior to issuance of the first certificate of occupancy in Phase 1, the widening shall be completed and accepted by the City Engineer and Caltrans. Direct and cumulative impacts would remain potentially significant until improvements are made to the Del Mar Heights Road bridge, which are outside the control of the City.	Significant (direct and cumulative)

Table 5.2-41 (cont.)
TRAFFIC MITIGATION SUMMARY

Impact	Impact Type	Mitigation	Significance After Mitigation
Roadway Segments (cont.)			
El Camino Real from Via de la Valle to San Dieguito Road	Direct and Cumulative	***Mitigation Measure 5.2-3***: Prior to issuance of the first building permit for Phase 1, the project applicant shall make a fair-share contribution (4.9 percent) towards the widening of El Camino Real from Via de la Valle to San Dieguito Road to a four-lane Major to the satisfaction of the City Engineer. This roadway segment of El Camino Real is planned to be widened to a four-lane Major and is programmed and funded in the City of San Diego Facilities Financing Program as CIP T-12.3. Direct impacts to this segment of El Camino Real are considered significant because there is no assurance of when the planned road widening improvements would occur. Direct impacts therefore would remain significant until the roadway is widened.	Less than Significant (cumulative) Significant (direct)
Via de la Valle from San Andres Drive to El Camino Real (West)	Direct and Cumulative	***Mitigation Measure 5.2-4***: Prior to issuance of the first building permit for Phase 1, the project applicant shall make a fair-share contribution (19.4 percent) towards the widening of Via de la Valle from San Andres Drive to El Camino Real (West) to a four-lane Major to the satisfaction of the City Engineer. This roadway segment of Via de la Valle is planned to be widened to a four-lane Major and is programmed and funded in the Black Mountain Ranch Public Facilities Financing Plan as Project No. T-32.1. Direct impacts are considered significant because there is no assurance of when the planned road widening improvements would occur. Direct impacts therefore would remain significant until the roadway is widened.	Less than significant (cumulative) Significant (direct)
Intersections			
Carmel Creek Road/Del Mar Trail	Direct and Cumulative	***Mitigation Measure 5.2-5***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure by permit and bond installation of a traffic signal at the Carmel Creek Road/Del Mar Trail intersection, to the satisfaction of the City Engineer. Prior to issuance of the first certificate of occupancy in Phase 1, the traffic signal shall be completed and accepted by the City Engineer.	Less than significant (direct and cumulative)

Table 5.2-41 (cont.)
TRAFFIC MITIGATION SUMMARY

Impact	Impact Type	Mitigation	Significance After Mitigation
Intersections (cont.)			
Del Mar Heights Road/High Bluff Drive	Direct and Cumulative	***Mitigation Measure 5.2-6:*** Prior to issuance of the first building permit for Phase 1, the project applicant shall assure by permit and bond construction of a dedicated NB right-turn lane at the Del Mar Heights Road and High Bluff Drive intersection to the satisfaction of the City Engineer. Prior to issuance of the first certificate of occupancy in Phase 1, the dedicated NB right-turn lane shall be completed and accepted by the City Engineer. ***Mitigation Measure 5.2-7***: Prior to issuance of the first building permit for Phase 2, the project applicant shall assure by permit and bond construction of the following improvements at the Del Mar Heights Road/High Bluff Drive intersection to the satisfaction of the City Engineer: (1) widen Del Mar Heights Road on the north side receiving lanes and re-stripe the NB left and re-phase the signal to provide NB triple left-turn lanes; and (2) modify the EB and WB left-turn lanes to dual left-turn lanes and widen the EB approach by 2 feet on the south side to accommodate the EB and WB dual left-turn lanes. Prior to issuance of the first certificate of occupancy in Phase 2, all improvements in this mitigation measure shall be completed and accepted by the City Engineer.	Less than significant (direct and cumulative)
Del Mar Heights Road/El Camino Real	Direct and Cumulative	***Mitigation Measure 5.2-8***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure by permit and bond construction of a 365-foot long EB right-turn lane at the Del Mar Heights Road/El Camino Real intersection, to the satisfaction of the City Engineer. Prior to issuance of the first certificate of occupancy in Phase 1, the 365-foot long EB right-turn lane shall be completed and accepted by the City Engineer.	Less than significant (direct and cumulative)
El Camino Real/SR 56 EB on-ramp	Cumulative	***Mitigation Measure 5.2-9***: Prior to issuance of the first building permit for Phase 3, the project applicant shall make a fair-share contribution (3.5 percent) towards the widening and re-striping of the EB approach to provide one left, one shared through/left-turn, one through, and two right-turn lanes at the El Camino Real/SR 56 EB on-ramp intersection to the satisfaction of the City Engineer. Cumulative impacts are considered potentially significant until the identified improvements are installed, which are outside the control of the City.	Significant

Table 5.2-41 (cont.)
TRAFFIC MITIGATION SUMMARY

Impact	Impact Type	Mitigation	Significance After Mitigation
Ramp Meters			
Del Mar Heights Road/I-5 NB ramps	Direct and Cumulative	***Mitigation Measure 5.2-10***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure construction of the following improvements at the Del Mar Heights Road/I-5 NB ramps to the satisfaction of the City Engineer and Caltrans:: (1) widen/re-stripe the I-5 NB off- ramp to include dual left, one shared through/right, and one right-turn lane; (2) extend the WB right-turn pocket by 845 feet and modify the raised median; and (3) reconfigure the median on the Del Mar Heights Road bridge to extend the EB dual left-turn pocket to 400 feet. Prior to issuance of the first certificate of occupancy in Phase 1, all improvements in this mitigation measure shall be completed and accepted by the City Engineer and Caltrans. Direct and cumulative impacts would remain potentially significant following installation of the improvements, which are outside the control of the City. With the implementation of Mitigation Measure 5.2-1.1, this impact would be mitigated below a level of significance. However, as discussed earlier, the third eastbound lane on Del Mar Heights Road bridge cannot be guaranteed as implementation is beyond the control of the applicant and City.	Significant (Direct and Cumulative)
Del Mar Heights Road/I-5 SB on-ramp meter (WB)	Cumulative	***Mitigation Measure 5.2-11***: Prior to issuance of the first building permit for Phase 3, the project applicant shall make a fair-share contribution (34.8 percent) towards adding an HOV lane to the I-5 SB loop on-ramp to the satisfaction of the City Engineer. Cumulative impacts are considered potentially significant until this identified improvement is completed, which is outside the control of the City.	Significant
Del Mar Heights Road/I-5 NB ramp meter	Cumulative	***Mitigation Measure 5.2-12***: Prior to issuance of the first building permit for Phase 1, the project applicant shall assure the widening and re-striping of the I-5 NB on-ramp to add an HOV lane to the satisfaction of the City Engineer and Caltrans. Prior to issuance of the first certificate of occupancy in Phase 1, the NB on ramp additional HOV lane shall be completed and accepted by the City Engineer or Caltrans. Cumulative impacts are considered potentially significant until this identified improvement is completed, which is outside the control of the City.	Significant

Table 5.2-41 (cont.)
TRAFFIC MITIGATION SUMMARY

Impact	Impact Type	Mitigation	Significance After Mitigation
Construction Impacts			
Del Mar Heights Road from I-5 NB ramps to High Bluff Drive	Construc-tion (Concurrent Phases 1, 2, and 3)	***Mitigation Measure 5.2-13:*** The VTM shall require that project construction be phased such that concurrent construction of Phases 1, 2, and 3 shall be prohibited, although phases may overlap.	Less than significant

Roadway Segments

Del Mar Heights Road

I-5 SB Ramps to I-5 NB Ramps. Mitigation is proposed for direct impacts to the existing segment of Del Mar Heights Road between the I-5 SB ramps and the I-5 NB ramps (Mitigation Measure 5.2-1). This segment of Del Mar Heights Road is located on the bridge that crosses over I-5. The proposed mitigation entails reconfiguring the median on the bridge to extend the EB to NB dual left-turn pocket. Direct impacts are considered significant because the roadway segment would continue to operate at LOS E even with implementation of this proposed improvement. Therefore, direct impacts would remain significant.

Caltrans was consulted to discuss project impacts to Caltrans facilities and alternative mitigation strategies to address the impacts, such as an alternative interchange configuration incorporating an I-5 northbound loop on-ramp along eastbound Del Mar Heights Road, and other mitigation options. However, these approaches either would be inconsistent with the proposed Caltrans freeway widening project, or adversely impact bicycle and pedestrian movement. Thus, alternative mitigation strategies are considered infeasible.

Replacement of the Del Mar Heights Road bridge over I-5 is contemplated in the I-5/SR-56 Connectors Project. Replacement of the bridge is necessary to accommodate the additional auxiliary lanes under the bridge which are included in the I-5/SR-56 Connectors Project. While the bridge would only be lengthened under the I-5/SR-56 Connectors Project, the potential exists for the bridge to be widened at the same time to accommodate an additional EB through lane. As indicated in Attachment 25 of Appendix C.4 of the Final EIR, an additional EB through lane on the Del Mar Heights bridge would create additional capacity and mitigate significant impacts from the project on this segment. In accordance with Mitigation Measure 5.2-1.1, the project applicant would contribute $1.5 million toward the design of the third EB through lane on the bridge. However, the construction and/or timing of the additional lane is outside of the control of the City. Thus, the traffic impact of the project on the bridge is considered significant and not mitigated.

I-5 NB Ramps to High Bluff Drive. Mitigation is proposed for direct and cumulative impacts to the segment of Del Mar Heights Road between the I-5 NB ramps to High Bluff Drive, which would entail lengthening the WB right-turn pocket and modifying the raised median (Mitigation Measure 5.2-2). Direct and cumulative impacts would remain potentially significant following installation of the improvements, portions of which, near the interchange, are outside the control of the City and within Caltrans' jurisdiction.

As discussed in Appendix C.4 of the Final EIR, with implementation of the proposed mitigation at the I-5 NB and High Bluff Drive intersections, along Del Mar Heights Road (Mitigation Measures 5.2-1.1, 5.2-6 and 5.2-7), both of these intersections would operate at Level of Service D or better during peak periods. In addition, an arterial analysis conducted pursuant to the City's Traffic Impact Study Manual indicates acceptable peak hour level of service on this portion of Del Mar Heights Road following the implementation of these mitigation measures (refer to Appendix C.4 of the Final EIR). Consequently, the project's impacts to this segment of Del Mar

Heights Road would be fully mitigated with implementation of proposed improvements. However, because a portion of the improvements are within the jurisdiction of Caltrans, the City cannot ensure their timely approval or implementation. Thus, impacts to the segment at issue would remain significant unless and until the improvements are installed.

~~The TIA identifies potential mitigation options for significant traffic impacts along Del Mar Heights Road near the I-5/Del Mar Heights Road interchange. Portions of the roadway and interchange are located within Caltrans right-of-way and not within the City's jurisdiction. Caltrans is currently in the process of the engineering and conducting environmental review of their I-5 North Coast Corridor Improvements project, which includes the I-5/Del Mar Heights Road interchange. In addition to the I-5 North Coast Corridor Improvements project, Caltrans is also analyzing alternatives for an I-5/SR-56 Connector project. Both of these Caltrans freeway projects involve freeway widening and could potentially require modifications or replacement of the Del Mar Heights Road bridge. The City and project applicant met on several occasions with Caltrans representatives to discuss project impacts to Caltrans facilities and possible mitigation of such impacts, including an alternative interchange configuration incorporating an I-5 NB loop on-ramp along EB Del Mar Height Road. However, this option would be inconsistent with the proposed Caltrans freeway widening project (refer to Section 19.10 of the TIA, Draft EIR Appendix C). Consequently, the configuration of the I-5/Del Mar Heights Road interchange is uncertain at this time (refer to Section 19.10 of the TIA [Appendix C of the Draft EIR] for details).~~

El Camino Real

Mitigation for direct and cumulative project impacts to El Camino Real (between Via de la Valle and San Dieguito Road) would involve a fair-share contribution by the project applicant toward the planned widening of this segment of El Camino Real (Mitigation Measure 5.2-3). The segment of El Camino Real (between Via de la Valle and San Dieguito Road) is planned to be widened (by others and not part of this project) to a four-lane Major as a City capital improvement project (CIP) and is programmed and funded in the City of San Diego Facilities Financing Program as project T-12.3. Although the fair-share contribution would provide full mitigation for cumulative impacts to El Camino Real (in accordance with Section 15130(a)(3) of the State CEQA Guidelines), direct impacts to this roadway segment would remain significant because there is no assurance of when the planned road widening improvements would occur. It is possible that one or more Phases of the proposed project could be constructed before the planned improvements to El Camino Real. In that case, the roadway segment would continue to operate at LOS F with the project, and project traffic would exceed the City's significance thresholds. Therefore, direct project impacts would remain significant until the roadway is widened. Cumulative impacts, however, would be reduced to below a level of significance with the fair-share contribution to the planned CIP improvement.

Via de la Valle

Mitigation for direct and cumulative project impacts to Via de la Valle (between San Andres Drive and El Camino Real [West]) would involve a fair share contribution by the project applicant toward the unfunded portion of planned road widening improvements (Mitigation

Measure 5.2-4). Improvements are identified in the Black Mountain Ranch Public Facilities Financing Plan (City 2006) as Project No. T-32.1 and would entail widening the segment of Via de la Valle between San Andres Drive and El Camino Real West to four-lane major street standards. Black Mountain Ranch is required to complete the roadway improvements and has posted a bond for the improvements. Advance funding for the roadway widening has been received from Black Mountain Ranch. Additional funding is expected to be borne by the fronting property owners or others with development contributing to traffic impacts to Via de la Valle. The developer of the Flower Hill Promenade project (located just east of the I-5/Via de la Valle interchange) is obligated to fund the remaining portion of the cost for the improvements and form a cost reimbursement district to collect funds necessary to complete Project No. T-32.1.

Although the fair-share contribution would provide full mitigation for cumulative impacts to Via de la Valle (in accordance with Section 15130(a)(3) of the State CEQA Guidelines), direct impacts to this roadway segment would remain significant because there is no assurance of when the planned road widening improvements would occur. It is possible that one or more Phases of the proposed project could be constructed before the planned improvements to Via de la Valle. In that case, the roadway segment would continue to operate at LOS F with the project, and the project traffic would exceed the City's significance thresholds. Therefore, direct project impacts would remain significant until the roadway is widened. Cumulative impacts, however, would be reduced to below a level of significance with the fair-share contribution to the planned improvement.

Intersections

Carmel Creek Road/Del Mar Trail

Mitigation is proposed for direct and cumulative impacts to the intersection of Carmel Creek Road/Del Mar Trail (Mitigation Measure 5.2-5), which would involve installation of a traffic signal at this intersection. Installation of a traffic signal would reduce direct and cumulative impacts to below a level of significance because the LOS would improve from E or F to B and mitigate the project's impact.

Del Mar Heights Road/High Bluff Drive

Mitigation is proposed for direct and cumulative impacts to the intersection of Del Mar Heights Road/High Bluff Drive (Mitigation Measures 5.2-6 and 7), which would involve intersection improvements including the addition of NB right-turn lane, widening Del Mar Heights Road on the north side receiving lanes and re-striping to provide NB triple left-turn lanes, modifying the EB and WB left-turn lanes to dual left-turn lanes and widening the EB approach by 2 feet on the south side to accommodate the EB and WB dual left-turn lanes. Implementation of these improvements would reduce direct and cumulative impacts to below a level of significance because the LOS would improve from E or F to D and mitigate the project's impact.

Implementation of Mitigation Measure 5.2-7 would require minor road widening on both sides of Del Mar Heights Road to accommodate the proposed intersection improvements. Specifically, the north side of the roadway would be widened by 5 feet for approximately 165 feet west of the

Del Mar Heights Road/High Bluff Drive intersection to accommodate the proposed triple left-turn lanes at the NB approach of the intersection. The south side of the roadway would be widened by approximately 2 feet to accommodate the proposed EB and WB dual left-turn lanes. The widening would occur within the existing road right-of-way, and a new 5-foot-wide sidewalk would be constructed along the widened portion on the north side that would connect to existing sidewalks.

Del Mar Heights Road/El Camino Real

Mitigation is proposed for direct and cumulative impacts to the intersection of Del Mar Heights Road/El Camino Real (Mitigation Measure 5.2-8), which would involve construction of an EB right-turn lane. Implementation of this improvement would reduce direct and cumulative impacts to below a level of significance because the LOS would improve from E or F to D and mitigate the project's impact.

El Camino Real/State Route 56 Eastbound On-Ramp

Mitigation is proposed for cumulative impacts to the intersection of El Camino Real/SR 56 EB on-ramp (Mitigation Measure 5.2-9), which would involve a fair-share contribution by the project applicant towards specific improvements at this intersection. The improvements would consist of widening and re-striping of the EB approach to provide one left, one shared through/left-turn, one through, and two right-turn lanes at the El Camino Real/SR 56 EB on-ramp intersection. Although the identified improvements would fully mitigate cumulative impacts because the LOS would improve from F to C and mitigate the project's impact, the project's cumulative impact to this intersection is considered potentially significant until the identified improvements are installed, which are outside the control of the City.

Del Mar Heights Road/Interstate 5 Northbound Ramps

Mitigation is proposed for direct and cumulative impacts to the intersection of Del Mar Heights Road/I-5 NB ramps, which consists of ramp widening to add an HOV lane, and the extension of the westbound right-turn and eastbound left-turn lanes (Mitigation Measures 5.2-10 and 12) that would reduce delays. Direct and cumulative impacts would remain potentially significant following installation of the improvements, the timing of which is outside the control of the City.

The direct and cumulative impacts described above would be fully mitigated in the event the Del Mar Heights bridge is widened to include an additional EB through lane.

Ramp Meters

Del Mar Heights Road/Interstate 5 Southbound and Northbound Ramp Meters

Mitigation is proposed for cumulative impacts to the Del Mar Heights Road/I-5 SB and NB ramps meters (Mitigation Measures 5.2-11 and 5.2-12), which entails payment of a fair-share contribution ~~(SB ramp meter) by the project applicant and specific improvements (NB ramp meter).~~ toward adding an HOV lane to the SB on-ramp, and widening and re-striping the NB

on-ramp to add an HOV lane. While the fair-share contribution and identified improvements would fully mitigate cumulative impacts, the project's cumulative impacts to these ramp meters are considered potentially significant until the identified improvements are completed, which are outside the control of the City.

5.2.3 Impact

Issue 3: Would the proposed project result in effects on existing parking?

Impact Thresholds

In accordance with the City's Significance Determination Thresholds, parking impacts would be significant if the project would result in the following:

- The on-site parking supply is deficient by more than 10 percent of the required amount of parking (per the LDC) and the parking shortfall would substantially affect the availability of public parking in the vicinity of the project.

Impact Analysis

Because the project proposes a mix of land uses, peak activity times for some uses, such as office and cinema, are essentially opposite one another as is their demand for parking. Therefore, shared parking among all of the proposed on-site uses except residential would be provided. Residents of the project would have reserved parking spaces, but all other uses would share parking spaces. On-site parking would primarily be provided in underground garages beneath the site, as well as a multi-level, above ground parking structure in Block D. Pursuant to Section 142.0545 of the LDC, shared parking is permitted in all zones except single unit residential with City approval of a shared parking agreement.

The development regulations of the proposed zone (CVPD-MC) stipulate that the minimum number of parking spaces would be established through an approved shared parking analysis. Accordingly, a Shared Parking Analysis has been prepared for the project (Walker 2011; Draft EIR Appendix D), which calculates the projected peak parking demand for the project and compares the peak demands to the proposed on-site parking supply to evaluate if adequate on-site parking would be provided. The shared parking demand projections are based on ratios and factors in the Urban Land Institute (ULI) Shared Parking Model (Shared Parking, 2nd Edition; 2005), which is the industry-standard source for land use-based parking demand ratios and the most accurate methodology of determining parking demand generated under shared use conditions.

The Shared Parking Analysis determined that the peak parking demand for the project would occur during a weekday in December. The proposed land use with the highest weekday demand for parking would be office uses. For this reason, weekend parking demands would be much lower than weekday demands. Table 5.2-42, *Projected Peak Parking Demand and Supply*, summarizes the projected peak weekday and weekend parking demand and supply by development phase.

Table 5.2-42
PROJECTED PEAK PARKING DEMAND AND SUPPLY

Phase	Peak Weekday Demand	Peak Weekend Demand	Proposed Supply
Phase 1	2,062	644	2,230
Phases 1 and 2	2,656	645	2,889
Project Buildout	3,881	2,642	4,089

Source: Walker 2011

As shown in Table 5.2-42, the projected peak weekday and weekend demands would not exceed the proposed supply for each development phase. In fact, a parking surplus would occur during each phase. The Shared Parking Analysis concludes that a minimum of 3,881 parking spaces would be required to adequately serve the project at buildout. Because the project proposes to provide a total of 4,089 spaces, the proposed on-site parking supply would meet peak demands and would not affect existing parking in the project vicinity.

The shared parking demand projections are based on the factors in the ULI Shared Parking Model as opposed the City's shared parking regulations contained in the LDC (Section 142.0545) because the ULI model is the latest industry-standard source for land use-based parking demand ratios and the most accurate methodology of determining parking demand generated under shared use conditions. The shared parking requirement for the project based on the City's shared parking model is 4,511. This number is higher than the ULI projections for several reasons, including higher base ratios than the ULI model and lack of a seasonal adjustment within the City's model, which can play an important role in shared parking demand calculations. Even if the City's shared parking model is applied to the project (which it isn't in this case for the reasons discussed above about the applicability of utilizing the ULI model and the fact that the City has approved use of the ULI model for the proposed project in the Shared Parking Analysis), proposed parking would not be more than 10 percent less than the required amount per the LDC shared parking regulations. Therefore, no significant parking impacts would occur.

Significance of Impact

The project would provide a total of 4,089 parking spaces, which would exceed the calculated minimum of 3,881 spaces for project buildout utilizing the current ULI model. As a result, the on-site parking supply would not result in a parking shortfall and the availability of existing parking in the project vicinity would not be affected. No significant parking impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2.4 Impact

Issue 4: Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Impact Analysis

No public or private airports are located in the project vicinity. The closest airport to the project site is MCAS Miramar, which is located approximately 10 miles to the southeast. The project site is not located within the airport influence area or any designated overflight, safety, or noise contour identified in the MCAS Miramar ALUCP.

The project site is located outside of the AIA for MCAS Miramar, but within the northwest boundary of the Federal Aviation Regulations Part 77 Outer Boundary contour on the ALUCP airspace protection map (refer to Section 5.1, *Land Use*). The project site is not, however, located within the contour boundaries for FAA height notification, Federal Aviation Regulations Part 77 obstruction surfaces, a High Terrain Zone, or the APCA in the ALUCP's airspace protection map. As such, the project would not result in airspace obstruction or affect air traffic patterns. No associated impacts would occur.

Significance of Impact

The project would not affect air traffic patterns and therefore no associated significant impacts would occur resulting from project implementation.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2.5 Impact

Issue 5: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections)?

Impact Thresholds

In accordance with the City's Significance Determination Thresholds, traffic hazard impacts would be significant if the project would result in the following condition:

- Increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway).

Impact Analysis

Site Access and Internal Circulation

Vehicular access to the project site would be provided from Del Mar Heights Road and El Camino Real (refer to Figure 3-3). Two new signalized intersections are proposed along Del Mar Heights Road, including First Avenue and Third Avenue. Based on a peak hour signal warrant analysis (USAI 2012), traffic signals at these two intersections are warranted.

Market Street would be constructed as the fourth leg of the existing intersection of El Camino Real and Del Mar Highlands Town Center. This intersection is currently signalized, but signal modifications would be required in order to provide through access to the proposed Market Street. Additionally, three project access points would be provided along El Camino Real: one at Market Plaza and two at the southern portion of the project site adjacent to the proposed office buildings. Vehicular access to and from these new driveways would be provided by right-turn in/out movements only. Turn lanes into the site would be provided at these project access points.

Proposed internal roadways would include First, Second, and Third Avenues, Main Street, and Market Street. Internal intersections (i.e., First Avenue/Main Street/ Market Street, Second Avenue/Main Street, and Third Avenue/Main Street) would be stop-controlled. All internal streets would be considered private driveways.

Traffic Hazards

No non-standard design features would be used as it relates to project access onto public streets. The project would include features to accommodate pedestrians and bicyclists, including internal sidewalks, pathways, plazas, paseos, and an internal bicycle route. These facilities would provide connections between proposed internal uses, as well as surrounding roadways. Internal intersections would be stop-controlled and would include crosswalks, and the signalized access points would include protected crosswalks. Most of the pedestrian facilities (i.e., except the sidewalks) would be separated from vehicular traffic. Therefore, the project has been designed to avoid potential vehicular/pedestrian and bicyclist conflicts. No associated traffic hazard impacts would occur.

Sight Visibility

A sight visibility analysis was prepared for the project to evaluate sight distance at proposed project access points (Leppert Engineering 2011e; Draft EIR Appendix E). Due to the curve of the El Camino Real roadway alignment along the project frontage, the analysis addressed sight distance requirements at three project access points along El Camino Real, including (1) Market Plaza; (2) Market Street; and (3) the northern driveway adjacent to the proposed office buildings. The other project access points (southern driveway on El Camino Real adjacent to the proposed office building, First Avenue/Del Mar Heights Road, and Third Avenue/Del Mar Heights Road) were not evaluated because the fronting roadway alignments do not create sight distance issues (i.e., the roadway is relatively straight along these driveways).

Required sight distance at the analyzed project driveways was calculated using the American Association of Highway and Transportation Officials guidelines and the 85th percentile speed[2] along El Camino Real. Based on City speed surveys, the 85th percentile speed along this segment of El Camino Real is 48 mph, which results in a required minimum intersection sight distance of 459 feet.

Based on the analysis, sight distance easements would be required at each of the three analyzed driveways to provide the required minimum intersection sight distance. At the Market Plaza driveway, two small sight distance easements would be required within the project site frontage between Market Plaza and Del Mar Heights Road. One easement would be located just north of the driveway and would extend northward an approximate distance of 108 feet with a maximum width of approximately 1.7 feet. The other easement would be located in the northeast portion of the project site near the El Camino Real/Del Mar Heights Road intersection and would extend northward a distance of approximately 79 feet with a maximum width of approximately 2.4 feet. At the Market Street driveway, an easement would be located just north of the driveway and would extend northward an approximate distance of 148 feet with a maximum width of approximately 3 feet. At the northern driveway adjacent to the proposed office buildings, a sight distance easement would be located north of the driveway and would extend northward approximately 253 feet with a maximum width of approximately 14 feet. Within these four proposed sight distance easements, no structures would be constructed and landscape materials would be limited to a height of 30 inches, except for parkway trees. Accordingly, traffic hazard impacts associated with sight distance would be less than significant.

Significance of Impact

Proposed access intersections would be adequate to handle proposed project traffic and would be in compliance with the City of San Diego Street Design Manual. The project would not create potential vehicular/pedestrian and bicyclist conflicts. In addition, adequate visibility from proposed driveways would be provided through provision of sight distance easements within the project site. Thus, the project would not result in significant traffic hazard impacts as a result of non-standard design features.

Mitigation, Monitoring, and Reporting

As no significant traffic hazard impacts would occur, no mitigation is required.

5.2.6 Impact

Issue 6: Would the project result in inadequate emergency access?

Impact Analysis

The project would provide adequate emergency access within the site. A fire access plan has been prepared for the project (Firesafe Planning Solutions 2011) and is illustrated in Figure 5.2-9, *Fire Access Plan*. As shown in the plan, primary access for emergency vehicles

[2] The speed at which 85 percent of traffic along this roadway segment is travelling.

would be provided at the El Camino Real/Market Street intersection. Internal fire access routes and fire lanes would be provided along the internal roadways, and fire lane signage would be posted along the roadways. Additional emergency requirements, such as fire hydrants, fire hydrant markers (i.e., blue reflectors installed in the roadway), knox box systems, adequate vertical clearances, adequate turning radii, and fire ladder clearances, would be provided in accordance with City and Fire Code requirements. In addition, the signalized access driveways (at Del Mar Heights Road/First Avenue, Del Mar Heights Road/Third Avenue, and El Camino Real/Market Street) would be equipped with signal pre-emption devices to assist emergency vehicles.

Significance of Impact

Because the project would provide adequate emergency access features in compliance with City and Fire Code requirements, no significant traffic impacts associated with emergency access would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2.7 Impact

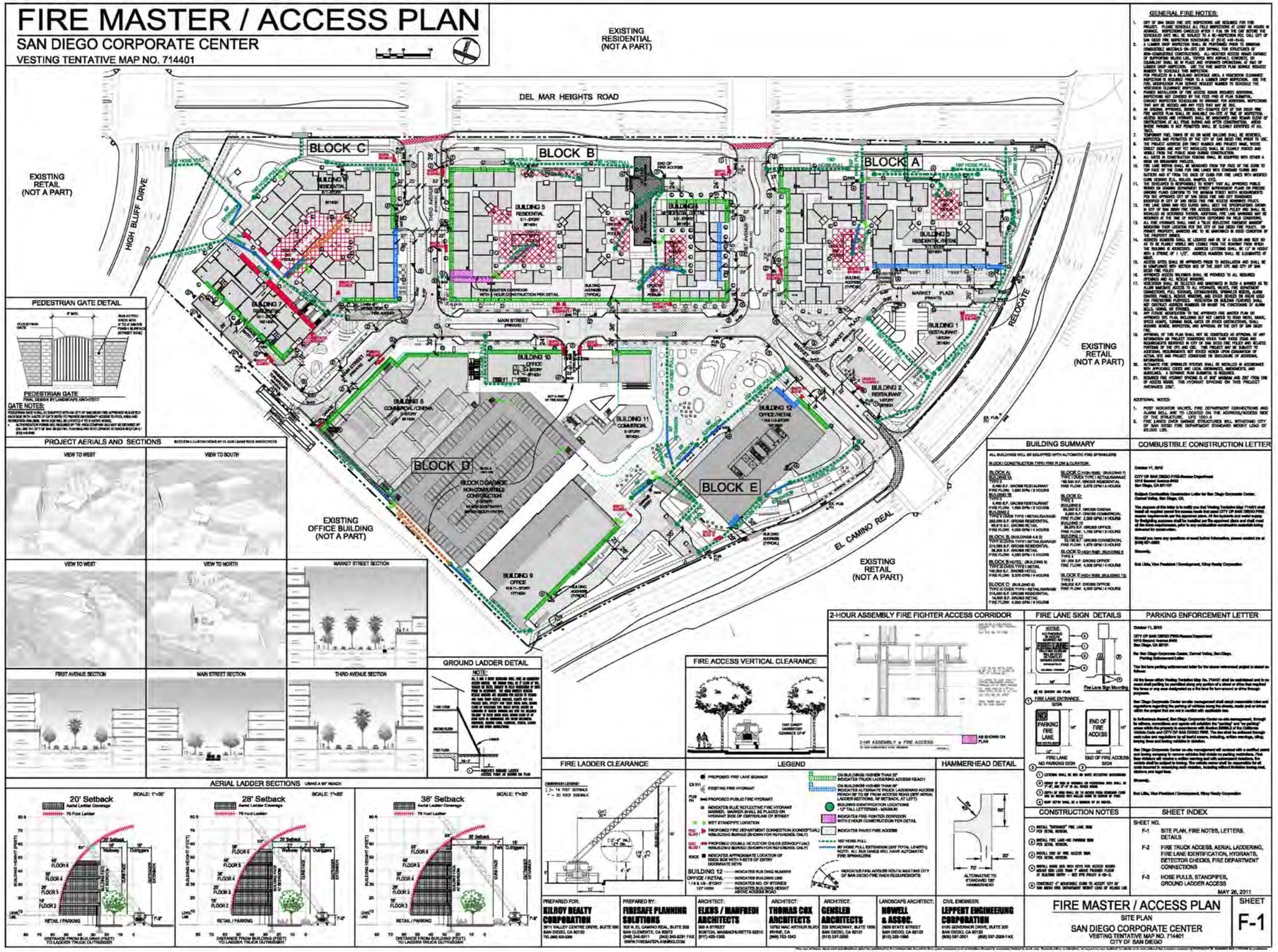
Issue 7: Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Impact Analysis

Alternative Transportation Modes

No existing bus routes or other mass transit services are provided in the project vicinity. A rapid bus route however is planned to serve the Carmel Valley community. This route (Route 473) is identified in the Revenue Constrained Plan of the 2050 RTP and would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley. Specifically, Route 473 would occur along the Del Mar Heights Road and El Camino Real corridors. The project would provide a transit stop along the El Camino Real project frontage. Implementation of this planned transit route by SANDAG and MTS and provision of a transit stop along the project frontage would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.

The project would provide one or more shuttle stops along Main Street to provide additional transportation options to connect with activity centers in the surrounding community (refer to Figure 3-2).



Source: Firesafe Planning Solutions, 2011

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Fire Access Plan

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Figure 5.2-9

High occupancy vehicle (HOV) lanes occur on the segment of I-5 (one in each direction) near the project site. Project traffic could utilize these HOV lanes and may provide an incentive for residents, employees, and/or patrons to carpool.

Currently, bike lanes, sidewalks, marked crosswalks, and pedestrian traffic signals exist in the project vicinity that encourage pedestrian and bicycle travel. Bike lanes (lanes striped on the roadway and identified with signage and pavement markings) are provided along Del Mar Heights Road, El Camino Real, High Bluff Drive, and other surrounding roadways. The project would provide additional pedestrian and bicycle facilities that would connect to this existing pedestrian and bicycle network.

Pedestrian circulation would be provided throughout the site by a network of sidewalks, pathways, plazas, and paseos. These pedestrian facilities would provide convenient connections between the proposed uses within the project site, and also would connect to existing sidewalks along Del Mar Heights Road and El Camino Real.

An internal bicycle route would be provided along Third Avenue, Main Street, First Avenue, and Market Street. This bicycle route would connect to existing bicycle routes along Del Mar Heights Road and El Camino Real. The proposed bikeways would allow for connection to an existing paved trail that currently runs through the middle of the existing business park uses west of the project site. In addition, bicycle racks would be provided on site to support bicycle circulation.

Consistency with Adopted Alternative Transportation Mode Plans and Policies

The proposed project would not negatively impact alternative transportation modes or safety. The provision of additional pedestrian and bicycle facilities, as well as a transit stop and shuttle stops, that would connect with existing and planned future facilities would be consistent with adopted plans supporting alternative transportation modes. Specifically, the project would be consistent with the 2050 RTP and the City of San Diego General Plan Mobility Element goal of supporting multi-modal transportation and the Urban Design Element goal to create mixed-use, walkable villages. This is also consistent with the RCP and the smart growth principles by developing a mixed-use village that would provide additional housing types and employment opportunities within close proximity to major roads, major freeways, and existing community amenities within the Carmel Valley community. SANDAG's Smart Growth Concept Map, updated January 27, 2012, provides a regional perspective on smart growth opportunity areas and identifies the proposed project site as a Town Center smart growth area (SANDAG 2012). The proposed mixed-use village concept is consistent with this designation. In addition, the opportunity to utilize the existing HOV lanes along I-5 would be consistent with General Plan policies supporting carpooling. Refer to Section 5.1, *Land Use*, and Table 5.1-1 for details on plan consistency.

Significance of Impact

The proposed project would not impact alternative transportation modes and would support pedestrian and bicycle transportation, as well as carpooling and future planned transit operations in the Carmel Valley community. Thus, the project would be in consistent with the City's alternative transportation policies and no associated significant impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation is required.

5.3 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

5.3.1 Existing Conditions

Visual Setting and Site Characteristics

The project site is located in the Carmel Valley community within the City of San Diego at the southwestern corner of Del Mar Heights Road and El Camino Real. It is graded but vacant land, and is surrounded by existing development. It remains the last large piece of vacant developable land in Carmel Valley. As illustrated in Figure 2-2, surrounding land uses in the vicinity include a mixture of commercial office, commercial retail, and residential uses. Schools, parks, and civic uses also occur in the surrounding neighborhood. Surrounding uses in the immediate area include Del Mar Heights Road and multi-family residences to the north; El Camino Real, the Del Mar Highlands Town Center shopping center, and one single-family residence to the east; a commercial office complex to the south; and a bicycle path, High Bluff Drive, and commercial offices to the west. I-5 is located approximately 0.25 mile to the west, and SR 56 is located approximately 1.0 mile to the south.

The project site is vacant and contains three terraced building pads that were graded as part of a larger phased map within the 118-acre Carmel Valley Employment Center project. The graded pads consist of cleared land with exposed fill soils and minimal ground cover, as well as temporary sediment basins. The pads are terraced with an elevation difference of approximately 15 feet. The northern pad is the highest at an elevation of approximately 215 feet amsl, with the eastern pad at approximately 200 feet amsl and the southern pad at approximately 185 feet amsl. Roadside landscaping exists along the street frontage of Del Mar Heights Road and El Camino Real and includes mature street trees and low-lying groundcover. Additional trees and ornamental landscaping are located on the western site perimeter between the site and High Bluff Drive. The project site is lower in elevation relative to High Bluff Drive and the Del Mar Heights Road frontage (with an elevation difference of up to approximately 35 feet), and is higher in elevation relative to El Camino Real (with an elevation difference of up to approximately 5 feet). A manufactured on-site berm is located along the Del Mar Heights Road frontage. Due to the graded and disturbed nature of the project site and the absence of natural landforms or vegetation (besides the ornamental perimeter trees and landscaping), the existing visual quality of the project site is considered low. There are no visual elements or aesthetic features within the project site that are considered scenic or important visual resources.

Community and Neighborhood Character

A large number of elements may define the visual character of an area including, but not limited to, land use patterns, lot size and configuration, circulation, open space, physical features, site grading, building placement, bulk and scale, architectural style, material and colors, signage, and lighting. Depending on the circumstances, a specific element or elements may create a recognizable identity. A number of distinct differences exist in visual character between the variety of neighborhoods (Neighborhoods 1, 2, 3, 4, 4a, 5, 6, 7, 8, 8a, 8b, 8c, 9, and 10) that comprise Carmel Valley (refer to Figure 5.1-1). Collectively, these neighborhoods define the existing identity of the Carmel Valley Community Planning Area as a whole.

The City's Significance Determination Thresholds do not address the geographic area or viewshed to be considered in determining "neighborhood" character. An evaluation limited to Neighborhood 2 (Carmel Valley Employment Center), which includes the project site, would omit important information about adjoining Neighborhoods 3, 7, and 9 (refer to Figure 5.1-1). Therefore, the following analysis considers immediately adjacent neighborhoods, as well as the larger community planning area to define neighborhood character.

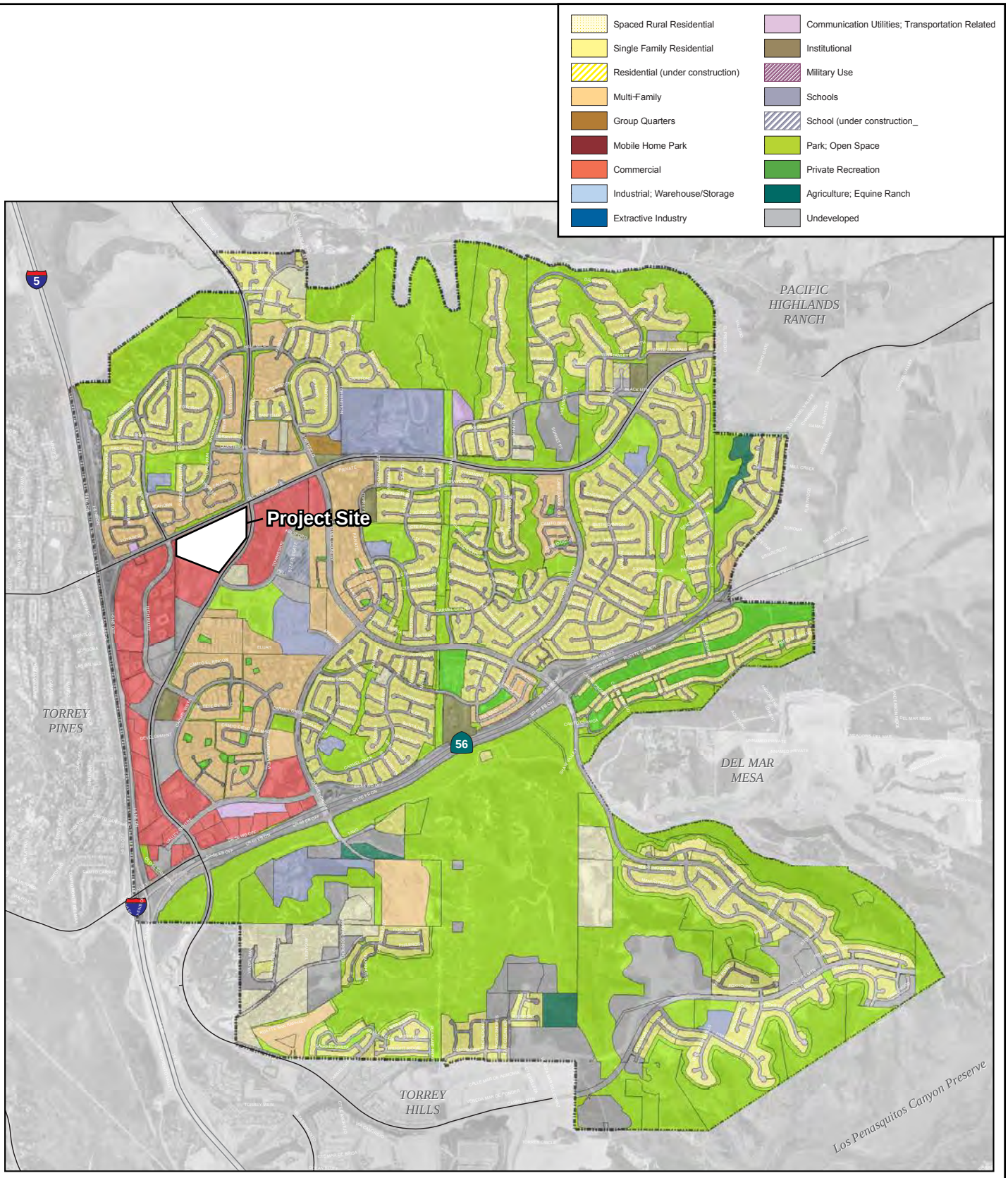
Carmel Valley

The project site is located within the developed Carmel Valley community of San Diego. Carmel Valley is a master-planned community encompassing approximately 4,300 acres and comprised of residential, commercial office, retail, hotel, recreational, and civic uses. It is generally bound by I-5 on the west, Gonzales Canyon and the San Dieguito River Valley on the north, the community of Pacific Highlands Ranch on the north and east, the community of Del Mar Mesa on the east, and the community of Torrey Hills and Los Peñasquitos Canyon on the south (refer to Figure 5.1-1).

In 1975, the City approved the Carmel Valley Community Plan that envisioned development of a new self-contained, planned community of approximately 40,000 people centered around an urban core and surrounded by decreasing residential densities. The project site is situated within the portion of Carmel Valley that has been planned for the most intense form of development within the community.

The 1979 General Plan designated the Community Plan area as a Planned Urbanizing Community. Land was opened for urbanization in a staged, contiguous manner through the orderly extension of public facilities and the provision of a variety of housing types. Development of the planned community began in 1983 and has been almost entirely developed with a current population of 36,359 people (SANDAG 2010a). The current General Plan designates Carmel Valley as an Urbanized Community.

Carmel Valley has been developed in accordance with the planning principles and overarching goals identified in the Community Plan. These comprehensive principles focus on (1) providing a balance of dwelling types, convenient shopping, office and business centers, educational, cultural, recreational, and health services facilities while preserving natural terrain and open space; and (2) developing the center of the community with more intense land uses than the surrounding and outlying areas of the community. The land use and development patterns of Carmel Valley reflect these principles, as shown in Figure 5.3-1, *Existing Carmel Valley Development Patterns*. The center, or urban core, of the Carmel Valley is located at the crossroads of Del Mar Heights Road and El Camino Real, the major east-west and north-south roadways in the community. This area contains the Town Center and associated retail uses, as well as public facilities such as the library, recreation center, police station, fire station, and several schools. Residential uses in this area consist of multi-family developments at a higher density than surrounding areas within the community. Office uses are also concentrated around the core along El Camino Real and High Bluff Drive. Lower density residential primarily consisting of single-family neighborhoods are interspersed with parks, schools, and open space beyond the Town Center.



Source: City of San Diego
Planning Department, 2004

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Existing Carmel Valley Development Patterns

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Figure 5.3-1

Regional access to Carmel Valley is provided from I-5 and SR 56, and major roadways include Del Mar Heights Road and El Camino Real. I-5 forms the western boundary of Carmel Valley and provides direct access to the community via Del Mar Heights Road and the SR 56 interchange. Indirect access to Carmel Valley from I-5 is provided from the Carmel Mountain Road interchange, which ultimately connects to El Camino Real. SR 56 traverses Carmel Valley in an east-west alignment in the southern half of the community and provides access from I-5 and communities to the east between I-5 and I-15. Del Mar Heights Road is the major east-west roadway within the community and serves as the main route to the community's activity centers, including the Employment Center, the Del Mar Highlands Town Center, and several schools. El Camino Real serves as the major north-south roadway in the community and also provides access to community activity centers, as well as to Via de la Valle to the north. Both Del Mar Heights Road and El Camino Real are highly traveled roadways. Other notable roadways in Carmel Valley include High Bluff Drive, Carmel Country Road, Carmel Canyon Road, Carmel Creek Road, Valley Centre Drive, and Carmel Valley Road. All of these roadways connect to SR 56, Del Mar Heights Road, or El Camino Real.

Carmel Valley is characterized by varying topography and landforms consisting of east-west trending valleys and canyons with steep slopes, mesa tops, and other relatively level areas from mass grading and development. Figure 5.3-2, *Carmel Valley Topography*, illustrates the topographic variation within the community. The southern portion of the community, generally south of SR 56, is higher in elevation than the rest of the community with a high of approximately 400 feet amsl. Development within this area has mostly occurred on the mesa tops, and the steep slopes have remained undeveloped. Most of the development in the southern portion of Carmel Valley consists of newer residential housing along with schools and commercial uses near I-5. Some older rural residences and equestrian uses also occur in this area. North of SR 56, Carmel Valley is developed with residential, office, retail, recreational, hotel, and civic uses.

Project Site

The project site is centrally located within Carmel Valley and along two major roadways that provide access within the community, Del Mar Heights Road and El Camino Real. The topographic grade changes and alignments of Del Mar Heights Road and El Camino Real result in the project site being in a highly visible location**.** Del Mar Heights Road peaks at its intersection with High Bluff Drive and then slopes down to a low point near the El Camino Real intersection. Views down into the project site are visible from the high point along Del Mar Heights Road at High Bluff Drive. El Camino Real rises from south of the project site to north and curves along the project site frontage. The slope and curve of the roadway provide views for motorists across the project site from El Camino Real. Due to the combination of its central location and visibility from major roadways, the project site is at a visually prominent location within Carmel Valley. The existing condition of the site, however, consists of graded vacant building pads that contrast with the surrounding developed neighborhood and the larger community.

Furthermore, the project site is located at a transition point between land uses within the community. Multi-family residential development exists north of the site across Del Mar

Heights Road, commercial office uses are located west and south of the site between I-5 and El Camino Real, and retail uses at the Del Mar Highlands Town Center occur directly east of the site. This area will be further discussed as it shows the intensity within the core. Figure 5.3-3, *Surrounding Land Uses Relative to the Project Site*, illustrates how the surrounding uses within the community converge at the project site. The confluence of land uses at the project site in a central location within the community further contributes to the visual prominence of the location of the project site.

Visual Character

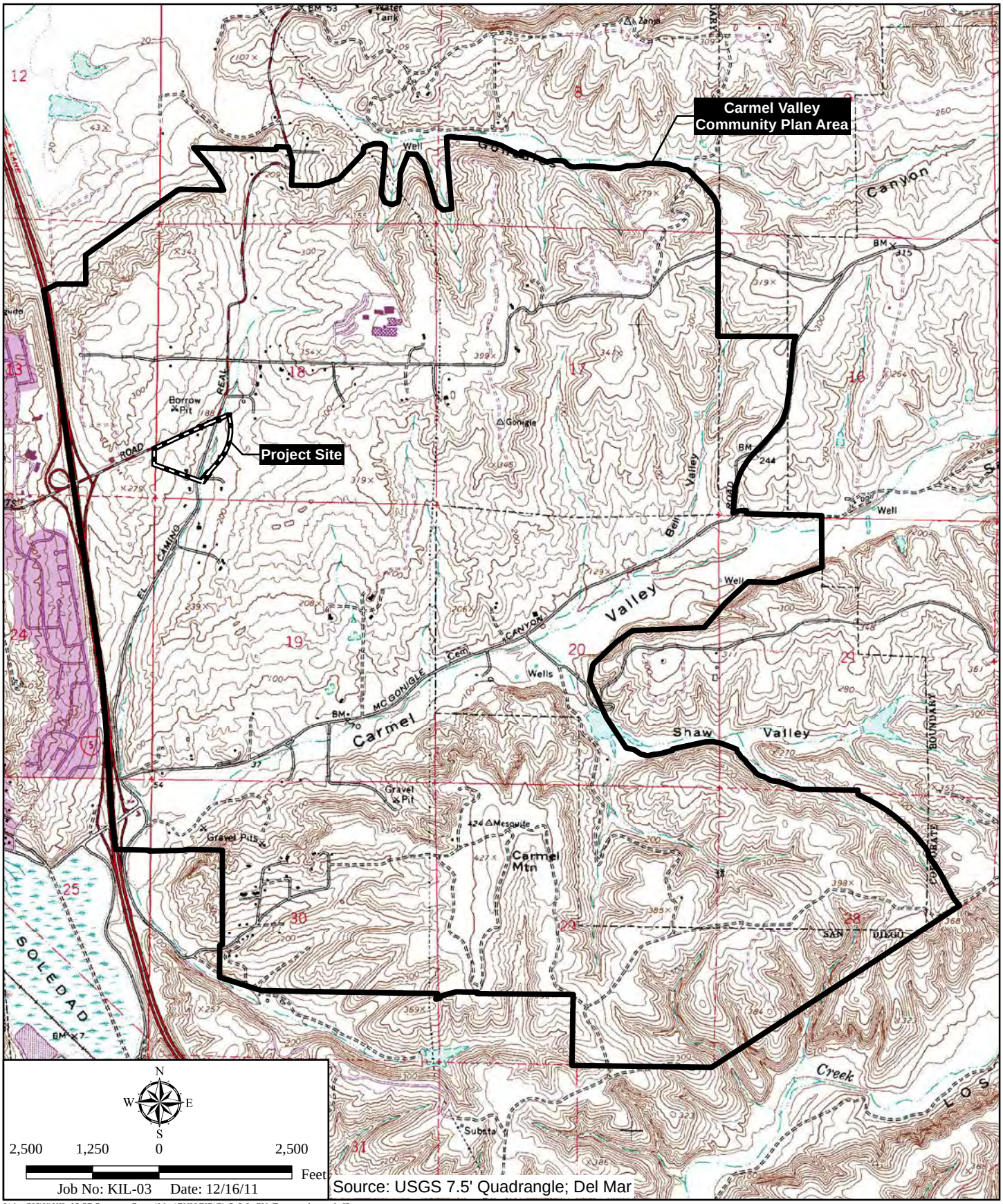
The existing visual character of the surrounding neighborhood and community is described below. Photographs were taken to illustrate the character of the various land uses and how those uses relate to the project site and contribute to community and neighborhood character. The locations of the photographs and distances to the site are identified in Figure 5.3-4, *Key Map*.

Existing Residential Development

Residential development in the community has followed the overall Community Plan principle of concentrating higher densities in the center of the community and lower density residential in surrounding areas. This pattern is evident in Figure 5.3-1 as the tan-shaded areas represent multi-family residential uses that are centrally located within the general Town Center area that is adjacent to the project site. As stated previously, the project site is situated at a confluence of uses with multi-family residential directly adjacent to the north and northeast.

Residential development to the immediate north and northeast includes East Bluff and Signature Point, which are multi-family residential developments. Photograph 1 in Figure 5.3-5a, *Community and Neighborhood Character*, depicts a typical residence in the East Bluff condominium development and Figure 5.3-5a, Photograph 2 shows a typical multi-family residence of the Signature Point Apartments. As visible in the photographs, the structures are two-story neutral earth-tone (tans, off-white, light browns, and browns) stucco structures with terra cotta-tiled roofs. These residences are elevated approximately 15 to 20 feet above the adjacent Del Mar Heights Road. The East Bluff condominium complex is heavily landscaped with trees and large bushes, while the Signature Point residential complex includes landscaping that partially screens views beyond the property. A pedestrian bridge over Del Mar Heights Road connects the residential areas near Signature Point apartment complex with Del Mar Highlands Town Center.

Several other multi-family residential developments are located north of the project site and Del Mar Heights Road. One representative multi-family development in this area is Regents Square located approximately 0.25 mile northeast of the project site, just west of the Carmel Country Road/Quarter Mile Drive intersection. This residential development consists of three-level buildings with two-story residences above garages. As shown in Photograph 3 in Figure 5.3-5a, the buildings are configured in a linear arrangement and include earth-tone stucco facades with varying rooflines. Landscaping is provided along the driveway frontage.



Job No: KIL-03 Date: 12/16/11

Source: USGS 7.5' Quadrangle; Del Mar

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Carmel Valley Topography

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HELIX Environmental Planning

Figure 5.3-2

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Surrounding Land Uses Relative to the Project Site

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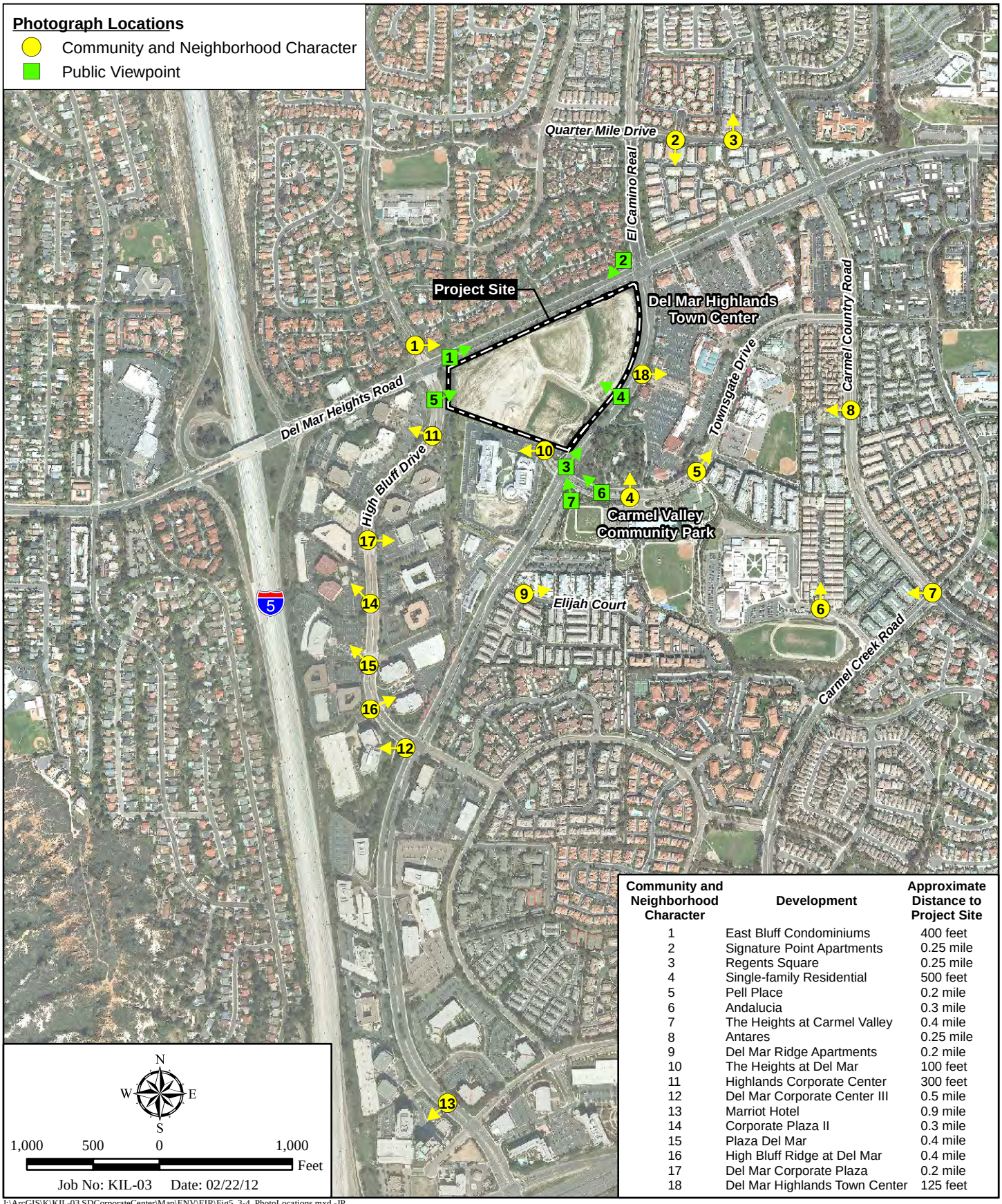
Figure 5.3-3



Community and Neighborhood Character	Development	Approximate Distance to Project Site
1	East Bluff Condominiums	400 feet
2	Signature Point Apartments	0.25 mile
3	Regents Square	0.25 mile
4	Single-family Residential	500 feet
5	Pell Place	0.2 mile
6	Andalucia	0.3 mile
7	The Heights at Carmel Valley	0.4 mile
8	Antares	0.25 mile
9	Del Mar Ridge Apartments	0.2 mile
10	The Heights at Del Mar	100 feet
11	Highlands Corporate Center	300 feet
12	Del Mar Corporate Center III	0.5 mile
13	Marriot Hotel	0.9 mile
14	Corporate Plaza II	0.3 mile
15	Plaza Del Mar	0.4 mile
16	High Bluff Ridge at Del Mar	0.4 mile
17	Del Mar Corporate Plaza	0.2 mile
18	Del Mar Highlands Town Center	125 feet

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Key Map

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Figure 5.3-4

Photograph 1 - East Bluff Condominiums

Photograph 2 - Signature Point Apartments

Photograph 3 - Regents Square

Photograph 4 - Single-family Residence

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Community and Neighborhood Character

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Figure 5.3-5a

A single rural residence (which pre-dates the Community Plan) is located on a 3.8-acre lot to the immediate southeast on the northeastern corner of El Camino Real and Townsgate Drive. This property is slightly higher in elevation relative to El Camino Real. This residential property is a remnant of a former ranch that originally encompassed much of the land in the immediate project area. Several structures are located on this adjacent site, including a mint green structure with a flat white roof and enclosed metal patio, and two wooden, brick-red structures (Figure 5.3-5a, Photograph 4). Both of the red structures include sloped roofs, although one has a red roof and one has a white roof. A wood crate, pick-up camper shell, pallet, and other items are also located on the site. This lot is surrounded by a chain link fence and supports dense mature trees and bushes. This residential lot has a different visual character than other nearby residential uses; it is much older, has a different architectural style, and is located on a larger lot with more vegetation. The rural visual character of this house contrasts with the surrounding newer development and development patterns, as well as the density of multi-family residential development in the surrounding area.

Numerous other multi-family residential developments are located in the project vicinity to the east, southeast, and south. The area generally between El Camino Real, Del Mar Heights Road, Carmel Creek Road, and Valley Centre Drive is predominantly developed with multi-family residential uses (refer to Figure 5.3-1). Representative of these development types in the project vicinity and community include Pell Place, Andalucia, The Heights at Carmel Valley, Antares, and the Del Mar Ridge Apartments. Pell Place is a condominium complex comprised of 316 units in seven, three-story structures along Pell Place, northeast of Carmel Valley Community Park approximately 0.2 mile southeast of the project site. The residential buildings are stucco, each with tan, light brown, gray, and salmon-colored elements (Photograph 5 in Figure 5.3-5b, *Community and Neighborhood Character*). A salmon-colored retaining wall extends along the front of the structure near the sidewalk, and landscaping, consisting of trees and shrubs, is located above the wall along the frontage as well as between the structures. They are at approximately the same elevation as the fronting roadways, and include subsurface parking below the buildings.

Andalucia (Photograph 6 in Figure 5.3-5b) consists of a 181-unit multi-family development located approximately 0.3 mile southeast of the project site. Residential buildings are arranged in two rows that are separated by an access driveway between them. The buildings are three stories tall with garages on the ground floor and two-story residences above them. Buildings have light earth-toned color facades and red-tiled roofs and are accented by palm trees and streetside landscaping along the access driveway.

The Heights at Carmel Valley (Photograph 7 in Figure 5.3-5b) is comprised of 225 residential units located just west of the Carmel Creek Road/Carmel Country Road intersection, approximately 0.4 mile southeast of the project site. The buildings are three-stories with earth-tone colors and varied rooflines. A stucco wall and retaining wall in an earth-tone color that matches the buildings, as well as a landscape buffer, are located between the buildings and abutting roadways.

Antares (Photograph 8 in Figure 5.3-5b) is located approximately 0.25 mile east of the project site, southwest of the Townsgate Drive/Carmel Country Road intersection. This multi-family

residential development is comprised of three building levels and buildings are configured in groups that share a common driveway. The buildings are darker earth-tone in color and have red-tiled roofs. Landscaping occurs throughout the development with palm trees lining the main access drive.

The Del Mar Ridge Apartments are located approximately 0.2 mile to the south, and consist of five, large multi-story, apartment buildings with subsurface parking along Elijah Court (Photograph 9 in Figure 5.3-5c, *Community and Neighborhood Character*). The Del Mar Ridge buildings have bold-colored facades, varied metal roofs, windows of varying size, and patios.

Residential development within Carmel Valley that is further from the project site consists of single-family neighborhoods. The location of these residential areas within Carmel Valley is shown as the light yellow-colored areas in Figure 5.3-1.

The residential development types in the project vicinity and within the community as a whole have varied architectural styles, colors, and building mass. While individual architectural themes guided development of each individual residential complex or neighborhood, there is not a common architectural theme used for all the residential buildings in the area or community. Common visual elements include earth-tone and/or neutral colors, stucco facades, and landscaping.

Existing Commercial and Office Development (Employment Center)

The Employment Center encompasses 118 acres and is comprised of commercial office development located to the west and south of the project site generally between I-5, Del Mar Heights Road, El Camino Real, and Valley Centre Drive. This area is developed with multi-story buildings ranging between 2 and 12 stories surrounded by surface parking lots.

Two office buildings are located to the immediate south of the project site on the 13-acre The Heights at Del Mar office development site (Figure 5.3-5c, Photograph 10). The two tan, concrete-block structures are both three stories tall, with stone accent walls, varied facades, large windows, exposed roof-support beams, and pale olive metal roofs. One of the structures includes an attached, enclosed gazebo-like structure. The landscaping between the two buildings includes a rock waterfall, pedestrian pathways, and an amphitheater feature. This site is accessed from Neurocrine Place, an extension of Townsgate Drive that extends west from El Camino Real. Landscaping around the entry and in the parking lot islands includes grass, shrubs, and trees.

The Highlands Corporate Center is located just west of the project site at the southwestern corner of the intersection of High Bluff Drive and Del Mar Heights Road, and includes five structures and associated asphalt parking lots. This center is illustrated in Figure 5.3-5c, Photograph 11. The Highlands Corporate Center structures are three- to four-story-tall block structures covered in red brick, with entries accented by grey concrete elements. The parking lot areas near the buildings are paved with bricks. Trees, shrubs, and lawns are located along Del Mar Heights Road, High Bluff Drive, and within in the parking lot, at the driveways, and around the perimeter of the buildings.

Photograph 5 - Pell Place

Photograph 6 - Andalucia

Photograph 7 - The Heights at Carmel Valley

Photograph 8 - Antares

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Community and Neighborhood Character

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Figure 5.3-5b

Photograph 9 - Del Mar Ridge Apartments

Photograph 10 - The Heights at Del Mar

Photograph 11 - Highlands Corporate Center

Photograph 12 - Del Mar Corporate Center III

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Community and Neighborhood Character

ONE PASEO

Figure 5.3-5c

The Del Mar Corporate Center III is located at the southwestern corner of the intersection of High Bluff Drive and El Camino Real, approximately 0.5 mile from the project site. This office development, pictured in Photograph 12 of Figure 5.3-5c, consists of a six-story office building and a parking structure. The building has varied facades covered with glass and earth-toned stone accent walls. Landscaped slopes are located along the High Bluff Drive frontage that features lawns, groundcovers, and trees.

The Marriott Hotel is located at the northwest corner of the El Camino Real and Valley Centre Drive intersection at the southern portion of the Employment Center, approximately 0.9 mile from the project site. The hotel is 12 stories tall and set back from the roadways by an attached two-story restaurant. The façade of the restaurant consists of a mixture of glossy brown-colored walls with windows, and the attached hotel is surfaced with tan and brown walls with uniform windows, as pictured in Photograph 13 in Figure 5.3-5d, *Community and Neighborhood Character*.

Additional office buildings line both sides of High Bluff Drive and El Camino Real. These range in height from two to six stories tall, and have varied architectural styles, colors, and building mass. These developments are generally arranged in a business park setting, with landscaped perimeters and parking lots; some include internal pedestrian spaces and cafés as well. Representative existing office developments include the Corporate Plaza II, Plaza Del Mar, High Bluff Ridge at Del Mar, and Del mar Corporate Plaza and are pictured in Photographs 14, 15, and 16 in Figure 5.3-5d, and Photograph 17 in Figure 5.3-5e, *Community and Neighborhood Character*.

Existing Commercial Retail Development

The Town Center, comprised of retail development located east of the project site, consists of the Del Mar Highlands Town Center and Carmel Country Plaza. The Del Mar Highlands Town Center is an approximately 30-acre shopping center that was constructed approximately 20 years ago and contains retail shops, restaurants, a major grocery store, and a major drug store, a theater, a small outdoor amphitheater, and surface parking lots. This shopping center currently provides the primary retail uses within Carmel Valley. The center's structures are one- to two-story, and are fronted by large surface parking lots. A portion of the center includes a second deck of retail stores. Most of the buildings are connected and arranged in a linear configuration; the mass of the buildings is varied by architectural features such as articulation and variation in height, roof style, and color. Other free-standing buildings occur around the perimeter and are smaller in scale. The buildings are earth tone (orange-browns, tans, off-white, light browns, and browns) stucco with terra cotta-tiled roofs (Figure 5.3-5e, Photograph 18). The Town Center entrance roads are lined with tall palm trees; pine and palm trees are located around the perimeter of the shopping center. Parking islands within the surface lots and storefront areas are planted with mature trees, manicured shrubs, large potted plants, and flowers. Hardscaped areas are paved with white concrete, tan-surfaced concrete, brick inlays, and asphalt. The Town Center is located on three distinct development pads at different grades that are all higher in elevation than Del Mar Heights Road and El Camino Real. One pad contains the upper parking lot and a daycare center; a second is adjacent to El Camino Real; and the third is northeast of the

El Camino Real and Del Mar Heights Road intersection. The Town Center is currently undergoing renovations and modernization.

Carmel Country Plaza is located immediately east of Del Mar Highlands Town Center, at the southwest corner of the Del Mar Heights/Carmel Country Road intersection, approximately 0.3 mile from the project site. This community shopping center is smaller than the adjacent Town Center and includes several restaurants, a video rental store, medical offices, and other commercial retail uses. The buildings are one- to two-stories tall with earth tone colors and red-tiled roofs. Palm trees line the driveway and other ornamental landscaping is planted throughout the site.

Commercial retail uses outside of the Town Center include Piazza Carmel, which is located near the SR 56/Carmel Creek Road interchange, approximately 0.75 mile to the southeast. This shopping center includes a major grocery store, a hardware store, several restaurants, banks, and other retail services. The configuration of Piazza Carmel is similar to the Del Mar Highlands Town Center in that it is has a linear orientation with one- to two-story buildings fronted by large surface parking lots. A few free-standing buildings are located along the street frontages. The buildings are earth-tone stucco with some articulation on the facades. Street side landscaping occurs along the Valley Centre Drive and Carmel Creek Drive frontages, and trees, shrubs, and groundcover are located in the parking medians within the shopping center.

Existing Civic Uses

Civic uses, including schools, parks, a library, a fire station, and a police station, are generally located east, north, and south of the project site interspersed among residential development. Buildings associated with these civic uses are architecturally diverse and visually consistent with materials of the surrounding development.

Roadways

The major roadways within the project area include Del Mar Heights Road, El Camino Real, and High Bluff Drive. The visual character along these roadways within the project area is described below.

Del Mar Heights Road is the major east-west roadway within Carmel Valley and provides direct access to the community from I-5, particularly to the central and northern portions of Carmel Valley, including the Town Center. The segment of Del Mar Heights Road fronting the project site consists of a six-lane prime arterial with a roadway width of 102 feet, a landscaped center median, sidewalks, and mature street trees and landscaped berms lining both sides of the roadway. The roadway exhibits an approximate 55-foot grade change between the I-5 and El Camino Real as it peaks at its intersection with High Bluff Drive and then slopes down to a low point near the El Camino Real intersection. The roadway lies at a much lower elevation than the abutting multi-family residences to the north, which are separated by large manufactured landscaped berms. Development pads on the south side of the roadway also sit at higher elevations than the road and are buffered by landscaped berms, but to a lesser extent compared to the north side. No on-street parking is allowed along this section of the roadway. Bike lanes are

Photograph 13 - The Marriott

Photograph 14 - Corporate Plaza II

Photograph 15 - Plaza Del Mar

Photograph 16 - High Bluff Ridge at Del Mar

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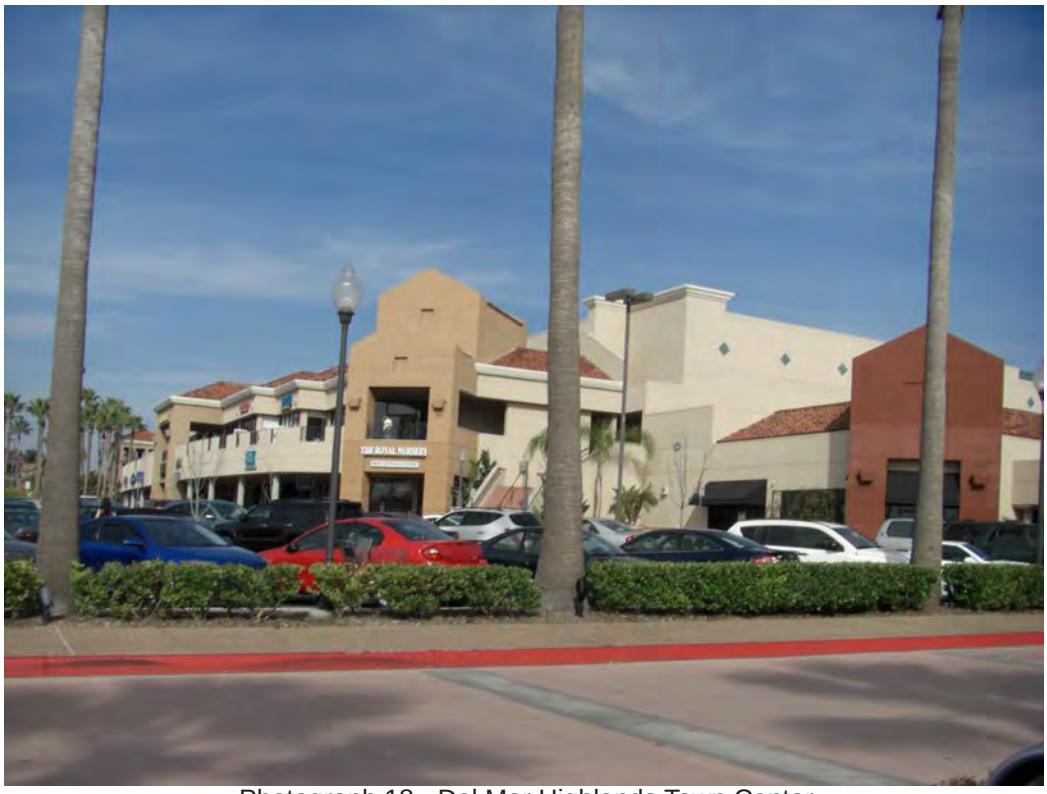
Community and Neighborhood Character

ONE PASEO

Figure 5.3-5d

Photograph 17 - Del Mar Corporate Plaza



Photograph 18 - Del Mar Highlands Town Center

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Community and Neighborhood Character

ONE PASEO

Figure 5.3-5e

located along both sides of the road. This segment of Del Mar Heights Road has a speed limit of 40 mph.

El Camino Real is the major north-south roadway within Carmel Valley and the segment abutting the project site consists of a six-lane major roadway with a width of 102 feet. The roadway contains a center median (portions contain landscaping), sidewalks, mature street trees, and landscaping along both sides of the road. The alignment of El Camino Real curves along the project site frontage and the grade rises approximately 10 feet from south to north. In general, abutting development sits at slightly higher elevations than the roadway. Bike lanes are located along both sides of the road and no on-street parking is allowed along this section. The speed limit is 50 mph.

High Bluff Drive is located along the western project site boundary and is constructed as a three-lane collector on the NB side of the roadway, and a four-lane collector on the SB side of the roadway. The roadway contains center landscaped medians, sidewalks, mature street trees, and street edge landscaping. Topographically, the roadway sits at a high point in the project area of approximately 250 feet amsl. Abutting office development generally lies at slightly higher elevations than the roadway. Bike lanes are located along both sides of the road and no on-street parking is allowed along this section. The speed limit is 30 mph.

Existing Public Views

Designated Views

No designated viewpoints, view corridors, scenic routes, or scenic vistas occur in the project vicinity.

Public Views

Existing public views of the project site are available from portions of public roadways in the immediate vicinity, including Del Mar Heights Road, El Camino Real, High Bluff Drive, and Townsgate Drive. Existing trees and topography along the project street frontage partially obstruct views into the site from these roadways, but open views are available intermittently between the vegetation and in locations where vegetation is absent, or where the road is higher than the project site.

Del Mar Heights Road

Views of the project site from Del Mar Heights Road are partially screened by intervening vegetation and topography. Viewpoint 1 in Figure 5.3-6a, *Public Views of the Project Site*, depicts the view just east of the Del Mar Heights Road and High Bluff Drive intersection looking east along Del Mar Heights Road. The northern boundary of the project site is located on the right side of the photograph; the project site generally abuts the sidewalk on the south side of the roadway (right side of the photograph). The berm on the south side and the slope on the north side of the roadway (left side of the photograph) are lined with dense vegetation. The strong perspective lines created by the roadway stripes, landscaped median, and sidewalks, as well as

the berms and street trees lining the road, are linear elements that direct the viewer's eye along the roadway.

Peripheral southward views towards the project site from eastbound viewers are partially obstructed by the berm and mature trees that line the street; however, this section of Del Mar Heights Road is at the high point of the roadway and provides views down into the project site between the street trees. As the grade of the road slopes down toward El Camino Real, views into the project site become more obstructed by the berm along the edge of the roadway. The manufactured berm and the level edge of the tallest graded pad are visible along this stretch of the Del Mar Heights Road between the street trees. Approaching the El Camino Real intersection, the tallest graded development pad terraces down approximately 15 feet to the eastern on-site graded pad. At this point, views into the site are broader as the visual buffer provided by the berm decreases in height. Street trees along this stretch are also spaced further away providing greater breaks between them.

Westbound viewers traveling along Del Mar Heights Road are provided with similar views into the project site although visibility is further obscured by landscaping and street trees within the center median. A typical view of the project site from westbound Del Mar Heights Road is shown in Viewpoint 2 in Figure 5.3-6a. The photograph encompasses the roadway and center median landscaping in the foreground, street side landscaping and trees, berm, and glimpses of the linear edge of graded pads on the project site in between the trees.

El Camino Real

Views into the project site from El Camino Real generally are more open compared to Del Mar Heights Road due to topography and the alignment of the roadway. El Camino Real rises from south of the project site to north and curves along the project site frontage. The slope and curve of the roadway provide views across the project site from El Camino Real. While mature trees are located along most of the project site frontage, El Camino Real is lower in elevation than the project site. The graded pads are therefore more readily visible above and in between the trees. Figure 5.3-6a, Viewpoint 3, depicts a view looking northwest from El Camino Real just north of Townsgate Drive. A landscaped berm and mature trees that form the eastern project site boundary are visible in the left side of the photograph. The trees mostly screen the interior of the site, but portions of the graded pads are visible. Views into the site open up as El Camino Real approaches the entrance to the Del Mar Highlands Town Center. Figure 5.3-6a, Viewpoint 4, represents a direct view into the project site near this vantage point. A graded building pad is seen in the mid-ground above the berm, sparse perimeter landscaping, and construction fencing. Mature trees that line the northern project site boundary are visible in the background. This view would be available peripherally to motorists traveling in either direction along El Camino Real.

High Bluff Drive

High Bluff Drive is at a higher elevation than the project site, but eastward views from High Bluff Drive into the project site are mostly screened by intervening vegetation. There are sizeable breaks between the perimeter trees and shrubs where brief open and expansive views of the project site are available. Viewpoint 5 in Figure 5.3-6b, *Public Views of the Project Site*,

Viewpoint 1 - Del Mar Heights Road

Viewpoint 2 - Del Mar Heights Road

Viewpoint 3 - El Camino Real

Viewpoint 4 - El Camino Real

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Public Views of the Project Site

ONE PASEO

Figure 5.3-6a

Viewpoint 5 - High Bluff Drive

Viewpoint 6 - Townsgate Drive

Viewpoint 7 - Carmel Valley Community Park

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Public Views of the Project Site

ONE PASEO

Figure 5.3-6b

depicts a view from one of these points along High Bluff Road. A bike path and perimeter vegetation are visible in the foreground, and mid-ground views encompass the graded, vacant project site. The surrounding commercial and residential development is visible in the distance from this location.

Townsgate Drive

Townsgate Drive descends westward from Carmel Country Road and connects to El Camino Real. Viewers traveling westbound on Townsgate Drive toward El Camino Real have partial views of the project site as the road approaches El Camino Real. Because the elevation of both the roadway and the project site is higher than El Camino Real, direct views of the graded building pad in the northwest portion of the site are available. Figure 5.3-6b, Viewpoint 6, illustrates a view looking west towards the project from Townsgate Drive. A portion of one of the level building pads is visible in the mid-ground on the right side of the photograph, and mature perimeter trees along the eastern and northern project boundaries are visible in the mid-ground and background.

Carmel Valley Community Park

In addition to the public roadways discussed above, public views into the project site are available from Carmel Valley Community Park, which is located approximately 650 feet southeast of the project site on Townsgate Drive. The park is at a higher elevation than the project site and its surrounding adjacent uses; therefore, northward views down into the site are available from the park. Figure 5.3-6b, Viewpoint 7, depicts a view looking northwest from a sidewalk on the perimeter of the park. Fencing along the park and adjacent vegetation are visible in the foreground. El Camino Real, mature trees along the southern boundary of the project site, and the graded building pads are seen in the middle ground. Background views encompass perimeter trees along the northern project site boundary.

Applicable Development Regulations

Existing Regulations

Development regulations relative to visual effects and neighborhood character for the project site are set forth in the Carmel Valley PDO (1979) and the City's LDC (updated through 2009). Existing development regulations for the project site include no maximum structure height, a maximum FAR of 0.5, and a maximum lot coverage of 50 percent for interior lots and 60 percent for corner lots. Existing setback requirements include no minimum or maximum front or street side setbacks and minimum 10 feet side and rear setbacks.

The current zoning for the project site is CVPD-EC, which allows for light industrial use, headquarters, research and development, recreation, health clubs, certain manufacturing operations, and offices. Residences, most commercial, wholesaling, churches, schools, warehousing and storage, and certain manufacturing operations are prohibited. Buildout under the existing zoning would allow for approximately 510,000 sf of employment center uses.

Proposed Regulations

The project proposes to rezone the project site from the CVPD-EC zoning classification to CVPD-MC, a new zone that would be added to the Carmel Valley PDO as part of the proposed project. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum allowable structure height limit for the CVPD-MC zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site (refer to Section 5.1, *Land Use*, and Figure 5.1-3), and the maximum allowable FAR is 2.0. The maximum permitted residential density is 1 dwelling unit per 1,500 sf of lot area, and minimum setback requirements are 30 feet from Del Mar Heights Road, 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum of 10 feet), 30 feet from High Bluff Drive, and 15 feet from the western property line.

Relevant Visual/Community and Neighborhood Character Guidelines

Section 5.1, *Land Use*, provides a complete analysis of the consistency of the proposed project with the City of San Diego General Plan, the Community Plan, and Precise Plan. Summarized below are some of the more significant adopted policies related to visual quality and neighborhood character.

San Diego General Plan

The Urban Design Element of the General Plan contains the goals, recommendations, and urban design objectives that relate to visual issues and community and neighborhood character. The stated purpose of the Urban Design Element is to guide physical development toward a desired scale and character that is consistent with the social, economic, and aesthetic values of the City (City 2008a). The Urban Design Element defines community and neighborhood character as the visual and sensory relationship between people and the built and natural environment. The built environment includes buildings and streets, and the natural environment includes features such as shorelines, canyons, mesas, and parks as they shape and are incorporated into the urban framework.

The Urban Design Element identifies several goals and policies to help guide compact, efficient, and environmentally sensitive patterns of development. As the availability of vacant land becomes more limited, designing infill development which complements our existing communities becomes increasingly important. The Urban Design Element identifies the following goals and policies applicable to the proposed project as it relates to visual effects and neighborhood character:

A. General Urban Design
   Goals
   - A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.

Policies

Sustainable Development

UD-A.4 Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.

Architecture

UD-A.5 Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.

UD-A.6 Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.

Landscape

UD-A.8 Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.

Transit Integration

UD-A.9 Incorporate existing and proposed transit stops or stations into project design

Structured Parking

UD-A.11 Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.

Surface Parking

UD-A.12 Reduce the amount and visual impact of surface parking lots.

Signs

UD-A.14 Design project signage to effectively utilize sign area and complement the character of the structure and setting.

B. Distinctive Neighborhoods and Residential Design

Goals

- A city of distinctive neighborhoods.

Policies

This section of the Urban Design Element contains specific policies that are intended "to provide further guidance for maintaining our distinctive neighborhoods and achieving high-quality residential design. Preserving neighborhood character does not mean maintaining the status quo. Sometimes change is welcome, as private and public investment can contribute to the beauty, vitality, and functionality of a neighborhood. However, new development, whether it is in the form of infill, redevelopment, or first-time development,

should contribute to the creation and preservation of neighborhood character and creation of a sense of place."

Residential Design

UD-B.1 Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.

C. Mixed-Use Villages and Commercial Areas

Goals

- Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.
- Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.

Policies

Mixed-Use Villages

UD-C.1 In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.

UD-C.2 Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.

UD-C.3 Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.

Village Center Public Space

UD-C.5 Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces).

Village Street Layout and Design

UD-C.6 Design project circulation systems for walkability (illustration below is included in the Urban Design Element).

E. Public Spaces and Civic Architecture

Goals

- Significant public gathering spaces in every community.

Policies

Public Spaces

UD-E.1 Include public plazas, squares or other gathering spaces in each neighborhood and village center

Project consistency with these policies is described in detail in Section 5.1, *Land Use*.

Carmel Valley Community Plan

The community plan identifies five primary goals which have shaped the character of the Carmel Valley:

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and feeling of community identity among the future residents of Carmel Valley.
3. To preserve the natural environment.
4. To establish a balanced transportation system which is used as a tool for shaping the environment.
5. To establish a realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

Project consistency with these goals is described in detail in Section 5.1, *Land Use*.

Carmel Valley Employment Center Precise Plan

The Summary of the Precise Plan contains overall planning principles to guide the develpoment of the Employment Center. These principles focus on lot configuration, landforms, gateway, employment, and design. The following summarizes the overall planning principles that are contained in the Precise Plan:

- Lots have been configured to provide the desired visibility from I-5 and a landscape buffer from surrounding redsidential areas;
- Lots are to be graded into multiple pads with 10 to 15 feet of grade differential between the pads to reflect existing landforms in the community;
- Unified landscape and hardscape treatments are to be provided to reinforce the Employment Center as the gateway into the community;
- The Employment Center will provide opportunities for more than 2,500 jobs; and
- Although no common architectural style will predominate, a consistent approach to siting, scale, materials, graphics, colors, and landscaping will be used.

Project consistency with these principles is described in detail in Section 5.1, *Land Use*.

5.3.2 Impact

Issue 1: Would the project have a substantial adverse effect on a scenic vista?

Issue 2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact Thresholds

The City's Significance Determination Thresholds regarding visual impact criteria establishes thresholds for potential impacts to public views from designated open space areas, roads or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program;
- The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan; and/or
- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

Impact Analysis

As noted above under Existing Conditions, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas on site or in the project vicinity. The project is located in a developed neighborhood surrounded by office, residential, and retail development with no substantial scenic resources. The project site is graded and vacant and also does not contain any substantial scenic resources or natural landforms that could be considered important visual resources. Mature trees are located along the perimeter of the site and include eucalyptus, canary pines, Torrey pines, and Ngaio (or mousehole) trees. Most of these trees would be removed by the project, except for the Torrey pines, which line the northwestern site boundary. These other perimeter trees are not considered significant visual resources because: (1) they function and are maintained as streetscape landscaping along the abutting roadways (i.e., Del Mar Heights Road and El Camino Real); (2) they are arranged in a single, informally spaced linear row that edge the roadways and are not part of a large stand of trees; (3) the trees are not designated as sensitive species and are not protected; and (4) they would be replaced with street trees as part of the proposed streetscape landscaping along the site frontage of these two roads to define and buffer the streetscapes and parkways of these major roadways in Carmel Valley. Installation of the proposed streetscape landscaping would result in a net increase in the number of street trees along Del Mar Heights Road and El Camino Real. Refer to the Conceptual Landscape Plans in Figures 3-3a through 3-3g. Therefore, removal of these trees would not result in significant visual impacts to scenic resources.

Proposed off-site improvements that are included as part of the project, as well as transportation improvements proposed as mitigation for project impacts, would not impact or block views of scenic resources. All proposed off-site improvements are located along roadways (Del Mar Heights Road, El Camino Real, and Carmel Creek Road) or within abutting property. As stated above, there are no designated viewpoints, view corridors, scenic routes, or scenic vistas in the project vicinity.

Off-site improvements proposed as part of the project include:

- The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection (APN 304-101-01) that contains monument signage and street landscaping would be re-graded and landscaping, a walkway, and signage would be installed to match and transition to on-site elevations and landscape/hardscape treatments;
- A ramp and stairway would be constructed between the project site (Block C) and the adjacent commercial office development to the south;
- Possible temporary grading along the southern property line for the proposed parking garage in Block D;
- Utility realignments and extensions along the project frontage of the Del Mar Heights Road and El Camino Real rights-of-way;
- Installation of traffic signals at the intersections of Third Avenue and First Avenue with Del Mar Heights Road; and
- Reconfiguration of the medians within the Del Mar Heights Road and El Camino Real rights-of-way along the project frontage.

Adjacent off-site properties that would be impacted by the project do not contain significant visual resources. The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection currently contains street landscaping, mature trees, and monument signage. As discussed above, the project would remove most of the existing mature trees, which are not considered significant visual resources (for the reasons described above), and would replace them with project landscaping, resulting in a net increase in the number of street trees. The existing signage also would be removed and replaced with new monument signage that would comply with the Carmel Valley Sign Guidelines and Criteria. The area that would be impacted on the property to the immediate south (in conjunction with the proposed ramp/stairway and grading for the proposed parking garage) consists of a strip of landscaped slopes that edge the parking lot of the office buildings. This landscaping is not considered a significant visual resource because it is comprised of typical ornamental landscaping associated with office development that occurs throughout the Employment Center. Landscaping that would be removed would be replaced with landscaping during construction of the proposed off-site improvements. Proposed landscaping would be provided in accordance with the landscape guidelines contained in the proposed PPA and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Off-site improvements along roadways proposed as either project features listed above or mitigation for traffic impacts (refer to Section 5.2, *Transportation/Circulation/Parking*, for

details) occur along developed roadways that do not contain significant visual resources. No affected roadway is designated as a scenic route or public view corridor. Proposed improvements primarily entail surface improvements consisting of median work, utility work, re-striping/adding lanes, and/or installing traffic signals. Minor road widening would be required on both sides of Del Mar Heights Road to accommodate the proposed intersection improvements at the Del Mar Heights Road/High Bluff Drive intersection as traffic mitigation (Mitigation Measure 5.2-7). Specifically, the north side of the roadway would be widened by 5 feet for approximately 165 feet west of the Del Mar Heights Road/High Bluff Drive intersection to accommodate the proposed triple left-turn lanes at the NB approach of the intersection. The south side of the roadway would be widened by approximately 2 feet to accommodate the proposed EB and WB dual left-turn lanes. The widening would occur within the existing road right-of-way, and a new 5-foot-wide sidewalk would be constructed along the widened portion on the north side that would connect to existing sidewalks. Some existing street side landscaping consisting of grass, low-lying shrubs, and possibly a few street trees would be removed on the north side as a result of the minor road widening. Implementation of Mitigation Measures 5.2-2 and 5.2-10 would also result in the loss of street trees along Del Mar Heights Road. The extended right-turn from Del Mar Heights Road to the I-5 NB on-ramp is estimated to require the removal of up to 19 mature trees, including Italian stone pine, canary pine and California sycamore; no Torrey pine trees would be affected. These trees are not considered significant visual resources because: (1) they function as streetscape landscaping; (2) they are generally arranged in a single, informally spaced linear row at the roadway edge; and (3) the trees are not designated as sensitive species and are not protected. Nevertheless, as discussed in Section 3.0, and illustrated in Figure 3-5, the project applicant intends to install landscaping and employ wall treatments which would reduce the visual effect of the extended right-turn lane. Thus, ~~T~~the loss of this ornamental landscaping along ~~a small portion of~~ the Del Mar Heights Road parkway would not adversely affect the intactness of the landscaped parkway along the Del Mar Heights Road corridor, which would largely remain unaffected. The associated change in visual conditions along the roadway would not be substantial. None of the proposed off-site roadway improvements would impact or block designated scenic resources.

Significance of Impact

Because the project would not impact scenic resources, no significant visual impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures are required.

5.3.3 Impact

Issue 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Impact Thresholds

According to the City's Significance Determination Thresholds, neighborhood character impacts may be significant if the project would:

- Severely contrast with the existing or planned surrounding neighborhood character;
- Exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project area by a substantial margin;
- Have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme;
- Result in the physical loss, isolation, or degradation of a community identification symbol, or landmark (i.e., a stand of trees, coastal bluff, historic landmark), which is identified in the General Plan, applicable community plan, or coastal program; and/or
- Be located in a highly visible area (e.g., on a canyon edge or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projections.

Impact Analysis

As required by Section 15126.2 of the CEQA Guidelines, the following analysis considers the effects of the proposed project on the existing character of the surrounding developed area, as described broadly in Section 2.0, *Environmental Setting*, of this EIR and more specifically in Section 5.3.1 of this EIR. The determinations regarding the significance of impacts and any required mitigation are based solely upon the proposed changes to the existing conditions and comparisons to existing structures and development patterns, as described and illustrated in those sections.

Neighborhood Character - Land Use Types and Development Patterns

The proposed project would be consistent with the broad pattern of development in Carmel Valley with respect to land use types and development patterns. The project would include residential, retail, hotel, and office land uses, as well as public spaces and pedestrian areas. Each of these land uses, with the exception of the hotel, occurs in the immediate neighborhood of the project site, and hotel uses are located within approximately one mile of the project site.

As previously stated, the project site is located at a transition point in the community where residential, office, and retail uses converge (refer to Figure 5.3-3). The proposed uses of the project site mirror the existing surrounding uses, and represent an extension of those off-site uses. Specifically, the proposed residences would be located on the northern side of the project site across the street from existing multi-family residences, and the commercial office uses would be located in the southern portion of the site adjacent to existing office uses. In addition, Main Street, which would be lined with retail uses, would connect to the adjacent Del Mar Highlands Town Center, as it would be constructed as the fourth leg of the existing intersection of El Camino Real and the Del Mar Highlands Town Center. Additional proposed retail uses

would be located in the eastern portion of the project site along Market Plaza and Market Street, directly across from the Del Mar Highlands Town Center. Other proposed uses such as the hotel and public spaces are consistent with the existing types of land uses throughout the community.

One of the primary goals of the Carmel Valley Community Plan is the development of a well-balanced community which includes a full complement of uses (residential, commercial retail, employment, civic, open space, etc). The objective was to become self-contained rather than creating a strictly residential suburb located a significant distance from the City core. As a mixed-use project, One Paseo reflects this overarching Carmel Valley Community Plan goal by incorporating a variety of uses in a balanced and self-contained manner. All of the land uses proposed as part of the project currently exist in proximity to the property. As described above, the various land uses included in the project have been configured to generally "mirror" existing development.

The proposed project represents infill development. One of the key objectives of the Community Plan is to preserve natural open space while designating other areas such as the Town Center and Employment Center for more intensity. The Community Plan recognizes that preservation of natural resources has scenic value which contributes to character. As an infill project that would not impact biological resources or steep slopes, the proposed project is consistent with this objective.

Circulation also defines community character. The proposed project would utilize existing major circulation elements such as Del Mar Heights Road, El Camino Real, and High Bluff Drive. Proposed off-site roadway improvements as either project features or mitigation for traffic impacts (refer to Section 5.2, *Transportation/Ciculation/Parking*, for details) consist of median work, utility work, re-striping/adding lanes, and/or installing traffic signals. These off-site roadway improvements are common roadway and streetscape elements that would be visually similar to existing elements in the project area and would not contrast with the existing community character. The project does not propose changing the classification or alignment of existing roads nor construction of new public streets. The existing travel patterns, which are part of the community fabric, would not be changed as a result of the project.

The proposed project therefore would not introduce a new land use into the project area that would contrast or be incompatible with existing land use types in the Community Plan Area. Accordingly, the project would be compatible with, and not severely contrast with, existing land use and development patterns or circulation in the project community. The proposed mix of uses is different from the predominantly single-use structures immediately surrounding the project site. However, different specific combinations of uses do not, by themselves, represent a severe or adverse contrast with surrounding uses, as all of the proposed uses exist in some form throughout the community and except for the hotel, in the immediate vicinity of the project site. Further, the proposed mix of uses allows the project to complement a wider range of surrounding uses (multi-family residential, commercial, office) and, as stated above, the proposed placement of uses on the project site would mirror the existing uses on the immediately surrounding properties. The familiarity of the uses proposed, as well as their placement in a manner that would effectively extend the existing corresponding off-site uses, would blend the project with the character of existing land uses in the neighborhood surrounding the project site.

Bulk and Scale

Another important consideration is whether a project would introduce a different intensity of development that is contrary to existing and/or future planned land development. A substantial alteration to the existing or planned character of the area would occur if new development would be of a size, scale, or design that would markedly contrast with the character of the surrounding area.

Consistency with Development Regulations

The project site is located within the Neighborhood 2 Employment Center Precise Plan. The Carmel Valley PDO does not establish a height limit for the project site, as the site is located west of El Camino Real. The project proposes amendments to the General Plan, Community Plan, and Precise Plan, as well as a Rezone, to change the existing land use designations and zone classification to accommodate development of the site as a Community Village. These amendments are consistent with City and SANDAG policy determinations regarding the project site, including identification of the project site in the General Plan as having moderate propensity for a village site development (Figure LU-1 in the General Plan; refer to Section 5.1, *Land Use*, for additional discussion), the unanimous consent of the City Planning Commission on July 14, 2009 for a CPA initiation to evaluate a mixed-use development at the project site, and SANDAG's identification of the project site as a Town Center smart growth area on their Smart Growth Concept Map (SANDAG 2012).

The proposed change in land use designations and zone classification would result in a change in density from what is currently planned in existing adopted land use plans. Table 5.3-1, *Comparison of Existing and Proposed Bulk and Scale Development Regulations for the Project Site*, identifies the maximum FAR, maximum building height, and setback requirements per the existing and proposed zoning for the project site.

Table 5.3-1
COMPARISON OF EXISTING AND PROPOSED BULK AND SCALE DEVELOPMENT REGULATIONS FOR THE PROJECT SITE

Existing Bulk and Scale Regulations[1]	**Proposed Bulk and Scale Regulations[2]**
Maximum FAR	
0.5	2.0
Maximum Building Height	
No limit	100, 150, or 199 feet[3]
Setback Requirements (minimum)	
Front: No minimum Side: 10 feet Rear: 10 feet	30 feet from Del Mar Heights Road 30 feet from High Bluff Drive 30 feet from El Camino Real 15 feet from western property line

[1] Based on existing zone classification of CVPD-EC
[2] Per proposed CVPD-MC zone classification
[3] Depending on location within the project site.

The current CVPD-EC zone for the project site does not specify a maximum structure height limit and the proposed CVPD-MC zone would specify three height limits where none currently exist. The maximum structure height limit of the proposed CVPD-MC zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site (refer to Figure 5.1-3). Buildings entirely within 225 feet of the westerly property line and 520 feet of the Del Mar Heights Road/High Bluff Dive intersection have a maximum height of 150 feet. Buildings generally located in the northern half of the project site (north of Main Street and Market Street) have a maximum height of 100 feet. Buildings generally located in the southern half of the project site (south of Main Street and Market Street) have a maximum height 199 feet. The height of proposed structures would be consistent with these development regulations. The tallest proposed building within the portion of the site with an allowable maximum height of 199 feet would be one of the office buildings in the southern portion of the project site at a height of approximately 197 feet above grade. The proposed building within the portion of the project site with a maximum allowable height of 150 feet would be approximately 125 feet, and the proposed buildings within the portion of the site with a 100-foot maximum height allowance would vary, but would not exceed 100 feet.

As illustrated in the sections and photo simulations evaluated later in this analysis, a simple comparison of heights and stories between existing development and the proposed project would not take into account topographic factors or horizontal separation between structures. For example, on Del Mar Heights Road, the height difference between existing and proposed residential structures is reduced when these factors are considered.

The difference in adopted zoning height limits for the east and west sides of El Camino Real indicates that varying scales were to be expected. While the two office buildings would exceed the heights of existing development, the El Camino Real frontage within the proposed project also proposes two single-story, low-profile commercial buildings. The two proposed office buildings are located at the lowest elevations of the site. Since El Camino Real is primarily a commercial corridor, the taller office buildings proposed for the project are not considered to be inconsistent with the character of the Community Plan Area.

The primary purposes of FAR are to: (1) regulate bulk and scale of structures and (2) limit development intensity. An increase in FAR beyond existing and proposed development alone does not cause a project to be inconsistent with community character. As previously referenced, a remnant single-family ranch house, which has a lower FAR than surrounding development, is different than the existing neighborhood. Multiple elements that compose a project influence community character. Due to differences in any one of a number of design elements, a project may have exactly the same FAR as surrounding development but could be incompatible from a community character perspective. FAR is merely one factor to consider.

The proposed zone (CVPD-MC) for the project has a maximum FAR of 2.0. The proposed project would have a maximum FAR of 1.80, as calculated in accordance with the LDC and the proposed zone, and therefore, would be consistent with FAR regulations of the proposed zone. The Carmel Valley PDO includes the following FAR maximums: Visitor Commercial (2.0), Mixed-Use (commercial with residential bonus) (1.5), Multi-family Residential (.75), Commercial (.75), and Employment Center (.50).

Other development regulations of the proposed zone pertaining to bulk and scale include maximum permitted residential density and setback requirements. The maximum permitted residential density of the proposed zone is 1 dwelling unit per 1,500 sf of lot area. Based on the 23.6-acre (1,028,016 sf) project site, a maximum of 685 dwelling units is allowed, and the project proposes a maximum of 608 residences.

The setback requirements of the proposed zone include the following:

- Minimum of 30 feet from Del Mar Heights Road;
- Minimum of 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum 10 feet);
- Minimum of 30 feet from High Bluff Drive; and
- Minimum of 15 feet from the western property line.

The proposed buildings would be consistent with these setback regulations of the proposed zone classification (refer to Figure 3-1). Additionally, these setbacks are generally consistent with existing development patterns along Del Mar Heights Road and El Camino Real. The East Bluff multi-family residences on the north side of Del Mar Heights Road are setback from the roadway by approximately 45 to 100 feet. The setback of the Signature Point Apartments from Del Mar Heights Road ranges from approximately 30 to 75 feet. Existing land uses on the south side of Del Mar Heights Road are setback from the roadway by approximately 30 feet or more. Along El Camino Real, existing uses are setback at least 30 feet from the roadway.

The proposed bulk and scale regulations would place limits on building heights where none currently exist, and also would provide for greater setbacks from abutting roadways compared to the existing regulations. Thus, the project would be consistent with development regulations proposed for the project site. Further, although the maximum FAR is proposed to change from 0.5 to 2.0, which would result in a change in planned density for the project site, additional spatial buffers would also provide greater visual relief from the proposed structures than would the existing plans. As discussed in detail throughout this section and elsewhere in applicable sections of this EIR, the proposed project and its density (in terms of bulk and scale) would remain compatible with the broad pattern of development in the Community Plan Area, including nearby existing commercial development along El Camino Real.

However, although the proposed project would be generally consistent with development patterns throughout the Community Plan Area, the potential still exists for inconsistency with development immediately surrounding the project site. The City's 2008 General Plan Final Program EIR (City 2007) recognizes, in Section 3.16.3 (*Visual Effects and Neighborhood Character*) that implementation of the City of Villages strategy would involve infill development that would increase building intensity and mass, recognizes the potential for a significant impact to neighborhood character as a result of this kind of development, and contains a range of policies to minimize the potential for such impacts. These policies include identification of suitable sites, promotion of building design that contributes to positive neighborhood character and is sensitive to proximate areas with a distinctive character, and review of building designs. However, despite these measures, the General Plan EIR recognizes that intensification associated

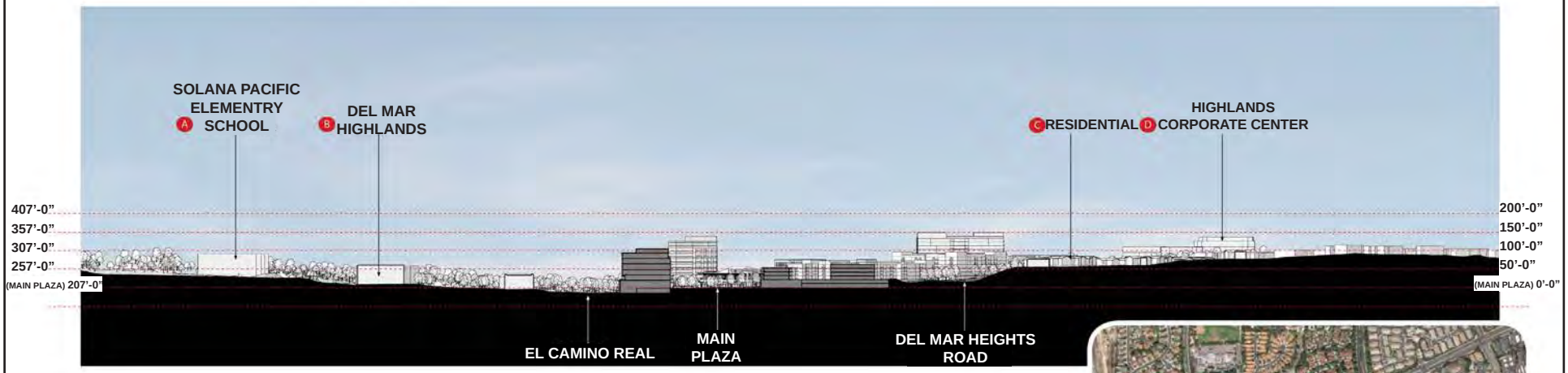
with Community Villages such as the proposed project could still result in significant unmitigable community character impacts to its immediate neighborhood.

The bulk and scale of development proposed for the project site, for which height and FAR provide proxies, although consistent with other development in the broader Community Plan Area, is greater than that of the immediately surrounding development. The topography of the project site, the arrangement and design of buildings relative to that topography, the spatial buffers provided by wide rights-of-way and increased setbacks, the articulation and varied heights of the proposed buildings, and the mirroring of existing uses on neighboring properties have all responded and provided a sensitivity to the height and mass of the immediately surrounding development. Even with incorporation of these project design measures to implement General Plan policies addressing community character impacts, the mass and height of the proposed buildings would be sufficiently greater than and different from existing development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

Visual Analysis

Existing commercial buildings in Carmel Valley range from 2 to 12 stories and are concentrated within the Employment Center generally bound by I-5, Del Mar Heights Road, El Camino Real, and Valley Centre Drive. Figures 5.3-7a and 5.3-7b, *One Paseo/Carmel Valley Cross-section,* provide cross-sections that illustrate the proposed project within the context of the immediately surrounding area. In a number of instances, buildings proposed by the project would, be taller than buildings in the immediate surrounding area. The tallest proposed buildings are the two office buildings that would be constructed in the southeastern portion of the project site. These two buildings would consist of retail uses on the ground floor and seven to nine stories of office space, resulting in buildings eight to ten stories tall. They would be taller than the buildings in the immediate surrounding area, but not the tallest building in the community, which is the Marriott Hotel at 12 stories. The proposed office buildings would be visible from most of the public viewpoints, particularly from El Camino Real (refer to Viewpoints 3 and 4, Figure 5.3-8 and 9, *El Camino Real Photo Simulation and Cross-section [Looking North]* and *El Camino Real Photo Simulation and Cross-section [Looking West]*). The proposed office buildings would be constructed in the portion of the project site with the lowest elevation of the three terraced building pads. The office buildings are proposed in this portion of the site to mirror adjacent office uses (as previously discussed), and to minimize their visibility from off-site locations. Additionally, the development footprint of the office buildings would be similar to the existing office buildings within the Community Plan Area.

Figures 5.3-10 and 5.3-11, *Del Mar Heights Road Photo Simulation and Cross-section (Looking East)* and *Del Mar Heights Road Photo Simulation and Cross-section (Looking West),* illustrate existing and proposed conditions along Del Mar Heights Road. Three residential buildings would be located in the northern portion of the site, closest to Del Mar Heights Road and adjacent to existing multi-family residential development to the immediate north. The proposed residential buildings along the Del Mar Heights Road project frontage would be four stories tall over underground parking or four stories over retail shops, resulting in five-story-high buildings. The proposed hotel, which also would be located along the Del Mar Heights Road project



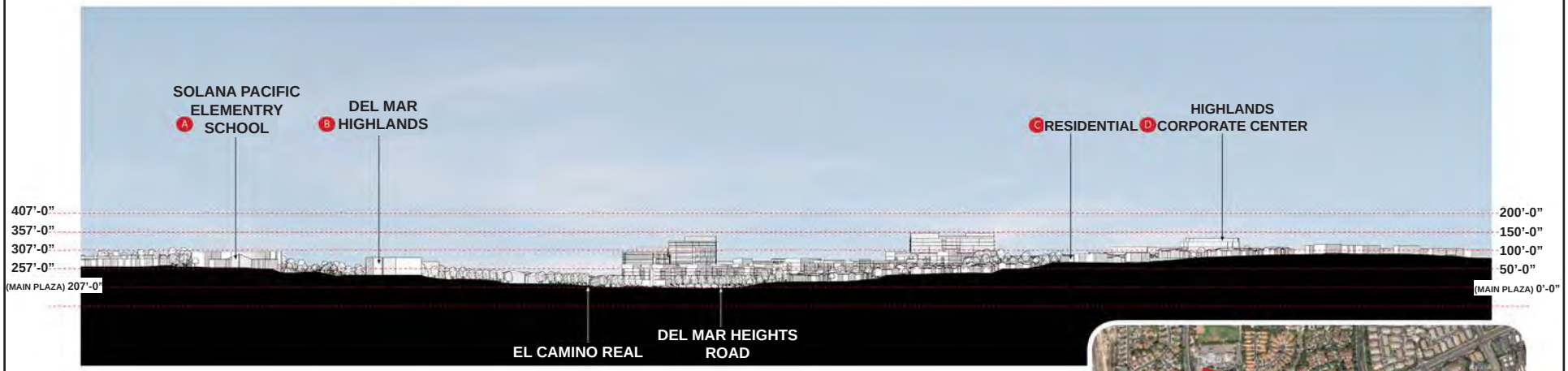
KEY PLAN
Scale: NTS

I:\ArcGIS\K\KIL-03 SDCorporateCenter\Map\ENV\EIR\Fig5_3-7a_CarmelValley_CrossSection.indd -JP

One Paseo/Carmel Valley Cross-Section

ONE PASEO

Figure 5.3-7a



KEY PLAN
Scale: NTS

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One Paseo/Carmel Valley Cross-Section

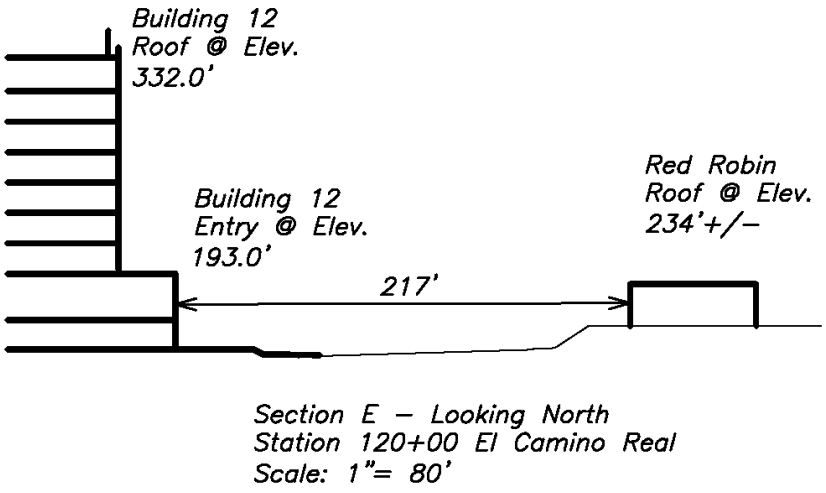
ONE PASEO

Figure 5.3-7b

Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.

Existing - Looking North on El Camino Real

Artist Rendering Looking North on El Camino Real with Project



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El Camino Real Photo Simulation and Cross-Section (Looking North)

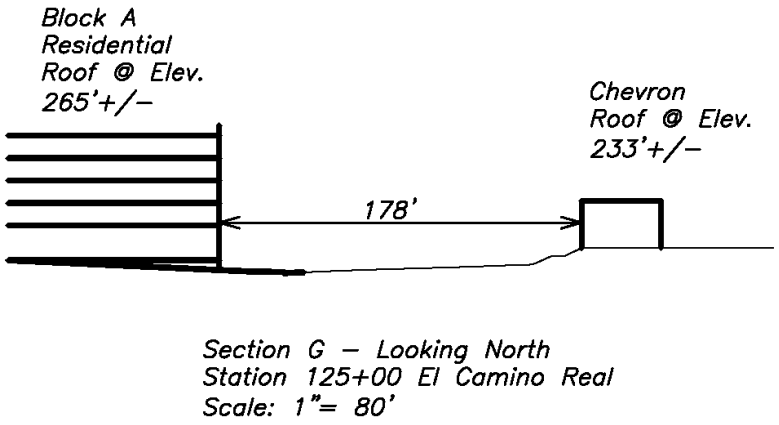
ONE PASEO

Figure 5.3-8

Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.

Existing - Looking West across El Camino Real at Del Mar Heights Road

Artist Rendering Looking West across El Camino Real with Project



Section G – Looking North
Station 125+00 El Camino Real
Scale: 1"= 80'

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El Camino Real Photo Simulation and Cross-Section (Looking West)

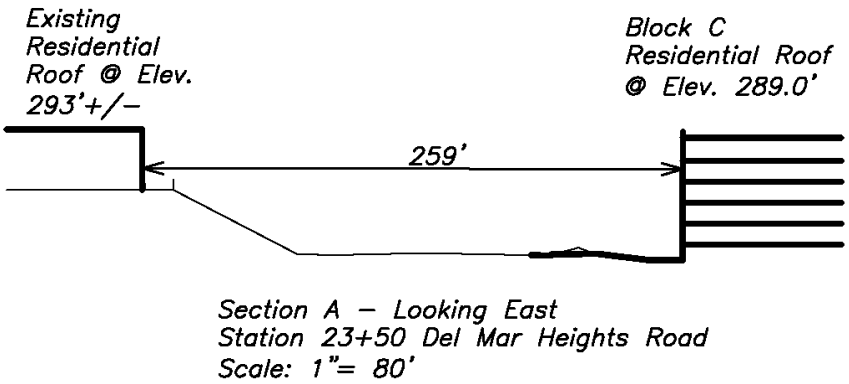
ONE PASEO

Figure 5.3-9

Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.

Existing - Looking East on Del Mar Heights Road

Artist Rendering Looking East on Del Mar Heights Road with Project



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Del Mar Heights Road Photo Simulation and Cross-Section (Looking East)

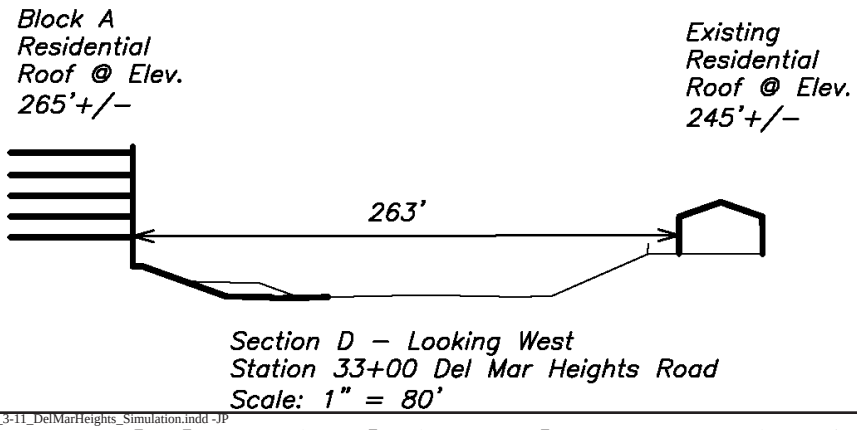
ONE PASEO

Figure 5.3-10

Disclaimer:
This exhibit is a conceptual illustration subject to future modifications.
It is not intended to literally convey a specific architectural design or provide future project level details.

Existing - Looking West on Del Mar Heights Road

Artist Rendering Looking West on Del Mar Height Road with Project



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Del Mar Heights Road Photo Simulation and Cross-Section (Looking West)

ONE PASEO

Figure 5.3-11

frontage, would include ground floor retail uses, and the building would be six stories tall. These buildings would be set back from the Del Mar Heights Road with sidewalks and open space landscaped areas. The proposed trees within the open space would help to screen the buildings from peripheral views of the structures, such as Viewpoint 1, Figure 5.3-6a. An additional residential building is proposed in the northwest portion of the project site south of one of the western-most residential building fronting Del Mar Heights Road. This residential building would have a smaller footprint than the other three residential buildings, but would be taller with 10 stories. It would be buffered from the roadway by the proposed building in front of it, as well as landscaping. The topographic difference in grade elevation between the project site and residential uses to the north, the height of the proposed residential buildings would reduce the appearance of height relative to the East Bluff buildings from Del Mar Heights Road. The finished grade of the East Bluff building pads are approximately 15 to 20 feet higher than the project building pads. As a result, viewers along Del Mar Heights Road see a taller berm on the north side of the roadway compared to the south side, and the existing two-story East Bluff buildings sit atop the taller berm. Although the proposed residential buildings would be taller with an elevation difference of approximately 50 feet (refer to the cross-sections in Figures 5.3-7a and 5.3-7b), their scale, as viewed from Del Mar Heights Road, would be diminished by this topographical difference, as well as by the setbacks, parkway, and landscaping.

As described above, the General Plan EIR recognizes that implementation of the City of Villages strategy would involve infill development that would increase building intensity and mass to, among other goals, create the necessary "critical mass" to support transportation corridors or create self-contained Community Villages. Section 3.16.3 of the General Plan EIR recognizes the potential for a significant impact to neighborhood character as a result of this type of development, and contains a range of policies to minimize the potential for such impacts. Despite implementation of these measures, the General Plan EIR recognizes that intensification associated with Community Villages such as the proposed project could still result in significant unmitigable community character impacts to its immediate neighborhood.

The overall density proposed for the project site, when expressed as FAR, is greater than that of the immediately surrounding development. The topography of the project site, the arrangement and design of buildings relative to that topography, the spatial buffers provided by wide rights-of-way and increased setbacks, the articulation and varied heights of the proposed buildings, and the mirroring of existing uses on neighboring properties have all responded and provided a sensitivity to the height and mass of the immediately surrounding development and help blend with the existing surrounding community character. Even with incorporation of these project design measures to implement General Plan policies addressing community character impacts, the mass and height of the proposed buildings would be greater than and different from existing surrounding development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

Despite the assessment of significant community character impacts, the project land uses would be consistent with surrounding off-site uses. The interface between the eastern project frontage and the adjacent off-site retail uses also would be visually compatible with respect to bulk and scale. Proposed uses along the northeastern edge of the project site include a residential building

with ground-floor retail, two free-standing retail buildings, and Main Street. The residential building in the northeast portion of the project site would be visible from El Camino Real near its intersection with Del Mar Heights Road, represented by Viewpoint 2, Figure 5.3-6a. The existing topography of the project site is at approximately the same level with the roadway, and the proposed residential buildings would be placed at approximately the same elevation as the roadway. One off-site retail/restaurant building is located near this intersection—a one-story-tall building with a sloped roof across El Camino Real from the project site. Additional retail buildings within the Del Mar Highlands Town Center and Carmel Country Plaza include one- and two-story buildings, several of which are larger in scale than the retail/restaurant building on the corner. Each corner of the intersection currently is landscaped with trees, shrubs, and flowers or lawn. The three corners besides the project site have signs and slope upward from the intersection. The existing retail/restaurant building is located at a higher elevation than the intersection, and the slopes are landscaped with palm trees, shrubs, and flowers. The proposed project would include new landscaping surrounding the site, and landscaped parkways and buffers along the Del Mar Heights Road and El Camino Real frontages. In addition, a large landscaped gateway would be provided at the southwest corner of the Del Mar Heights/El Camino Real intersection. The proposed landscaping, parkways, and buffers would help to screen the lower portions of the on-site buildings and to integrate the proposed project with the character and development patterns of the surrounding area.

The two proposed free-standing retail buildings would be located directly across El Camino Real from two existing commercial retail buildings within the Del Mar Highlands Town Center that are similar in bulk and scale. These existing buildings are set back from El Camino Real by street side landscaping and surrounded by surface parking. Consistent with this development pattern, street side landscaping would be installed along the western side of the El Camino Real frontage and surface parking would be provided adjacent to the retail buildings.

Main Street would be constructed as the fourth leg of the El Camino Real/Del Mar Highlands Town Center intersection and would be one of the primary access points to the project site. This project entry would have a similar appearance as the entry directly across El Camino Real to the Del Mar Highlands Town Center. The proposed entry would contain two travel lanes in each direction, a center landscaped median, sidewalks, and landscaping edging both sides of the driveway. These features would be visually consistent with the entry across the street.

Proposed Views

Figures 5.3-8, 9, 10 and 11 illustrate conceptual views of the project in relation to surrounding development and topography from adjacent public roadways, including Del Mar Heights Road and El Camino Real, Views from Del Mar Heights Road reinforce the transitional location of the project site with respect to land uses. As shown, multi-family residential development occurs to the north of Del Mar Heights Road, and office buildings, the Del Mar Highlands Town Center, and the proposed mixed-use One Paseo project occur south of Del Mar Heights Road. Views from El Camino Real illustrate the mixture of uses in the project vicinity. Office park development is shown in the left foreground (on the west side of El Camino Real), and multi-family residential, Carmel Valley Recreation Center, and a rural single-family residence in the foreground on the east side of El Camino Real. The Del Mar Highlands Town Center occurs in

the middle ground on the right side of the model, and the proposed project is shown on the west side of the roadway. Multi-family residential development north of Del Mar Heights Road can be seen in the background at higher elevations than the foreground and middle ground uses. Views from High Bluff Drive primarily encompass office park development on both sides of the roadway and the proposed project just to the northeast. Multi-family residential developments can be seen in the left and right background, as well as portions of the Del Mar Highland Town Center. Public views from these adjacent roadways would encompass the additional infill development compared to the graded vacant building pads that are currently seen, and the proposed uses and site layout would be generally compatible with development in the Community Plan Area, but would contrast with the existing low-scale, low-intensity character of the immediately surrounding community for the reasons discussed above.

Most areas surrounding the site are developed with urban uses, with the exception of the rural residential lot southeast of the site, which has few visible structures. As previously stated, nearby retail centers are one and two stories high, as are the nearest residential buildings. The Pell Place residences and other apartments south of the project site are three-story buildings, with parking provided underneath the residential levels. The office buildings immediately south of the site are also three stories tall. Buildings within the Employment Center range from 2 to 12 stories. All of the lots in the surrounding area are landscaped with street trees, shrubs, flowers and, in some places, lawn.

Several proposed project elements and layout factors would reduce the visual scale and bulk of the proposed buildings. For example, Main Street, which is the central organizing element of the project, would consist of a pedestrian-oriented linear thoroughfare with ground level retail uses, cafes, public spaces, paseos and wide sidewalks, and streetscape landscaping. The ground level mixed uses along Main Street would include canopies, awnings, or overhangs; transparent storefront windows; architectural treatments (e.g., stone, brick, metal panels); and other building articulation and treatments in accordance with the design guidelines contained in the proposed PPA. These architectural features, combined with the proposed street-level uses and landscaping, would create a pedestrian-scaled environment along Main Street that would connect to sidewalks and roadways to integrate the site with the surrounding community. Other elements that would reduce visual scale and bulk include the large central public plaza (between the office buildings and Main Street), public paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and some visual screening to reduce massing effects. Parking primarily would be provided in subsurface garages, which would not be visible from the street level or off-site areas. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades. Proposed buildings and other project features also would incorporate design guidelines contained in the PPA to reduce massing effects. All of these design features are consistent with and implement the General Plan Urban Design Element policies set forth in this section (under Relevant Visual/Community and Neighborhood Character Guidelines in Section 5.3.1) and analyzed for project consistency in Section 5.1, *Land Use*.

Additionally, landscaping around the perimeter of the site would provide a visual and physical buffer between the buildings and viewers on the street. Once mature, the trees would serve to

screen views upward toward the upper stories of the buildings. The proposed street trees and other project landscaping also would be a visual feature that would help to integrate the site with the surrounding area. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Views from the west toward the proposed project, such as from High Bluff Drive (Viewpoint 5, Figure 5.3-6b), would be the most elevated views of the project site. High Bluff Drive is approximately 35 to 65 feet above the elevation of the terraced building pads in the project site. Views of the proposed project from this street would be toward the upper levels of the buildings rather than the ground level. Rooftop equipment would be architecturally screened with enclosures or screenwalls that would be incorporated into the building design and consistent with the style and character of the buildings so that equipment would be not highly visible from off-site roadways or public spaces. The buildings would be set back from the street with a landscape buffer that would include street trees. The trees would provide some screening of the architecture, and although the buildings would be taller than the trees, architectural design features such as reveals and articulation would help to reduce the visual bulk of the buildings. Additionally, although the viewer would see the upper stories, the higher elevation of the viewer would reduce the apparent height of the buildings from this public viewpoint.

The intersection of Townsgate Drive and El Camino Real is lower in elevation than the project site. Townsgate Drive slopes upward as it trends eastward, away from the site, and is higher in elevation than the project site for most of its length. East of the project site, views westward from Townsgate Drive, such as illustrated in Viewpoint 6, Figure 5.3-6b, would include the office buildings in the southern portion of the project site as well as the office buildings next to the project site. This is similar to other viewpoints not directly next to the project site, which often encompass other urban buildings in the area. From this viewpoint, proposed trees, landscaping, and ground-level features would not screen the upper portions of the buildings. The proposed buildings would be taller than the neighboring structures. They would, however, have similar colors and materials as the neighboring buildings, and would not strongly contrast with the existing surrounding development, or therefore, be unique, stand-alone visual elements. Additionally, the proposed buildings would include architectural elements on the upper levels of the buildings to help reduce their visual bulk by providing articulation and façade treatments and ensuring that the buildings would not be uniform, box-like structures.

Most of Carmel Valley Community Park is at a higher elevation than the project site. As in Viewpoint 7, Figure 5.3-6b, some views from the park may be focused directly on the project site, and trees and landscape in the area screen from view any nearby buildings. The project site is characterized by graded development pads surrounded by street side trees and landscaping. Other views of the site from the park may include the neighboring office buildings or other development in the area. In any view from the park in which the project would be visible, the proposed project would change the character of the site to a more developed view. However, the existing condition of the project site as a graded, vacant property with large areas of exposed soils currently contrasts with the developed nature of the surrounding area, which is particularly noticeable from the higher elevation of the park. Panoramic views towards the project site from

the park encompass office and retail development to the north and northeast, more distant views of residential development to the northeast, and the graded project site in between. The proposed project would develop the site with uses and landscape features consistent with uses and patterns within the Community Plan Area, which would result in increased visual continuity from this viewpoint.

Landscaping within and surrounding the project would screen the lower portions of the buildings and provide continuity with the trees in the surrounding area. The upper levels of the proposed buildings would be the most visible portion of the proposed project, and would not be screened by project landscaping. While the proposed buildings would extend higher than the horizon line within Viewpoint 7, the higher view angle from this vantage point also would reduce the visible height of the building. Additionally, architectural design features such as reveals and articulation would ensure that the buildings would not be uniform, box-like structures. Therefore, although the proposed project would change views of the site from the park from mostly open to more urban, it would not visually conflict with the existing patterns of development or visual character of the Community Plan Area.

Signage would be provided throughout the site in accordance with the Carmel Valley Sign Guidelines and Criteria, Ordinance No. 16456. Figure 5.3-12, *Conceptual Signage Program*, shows the proposed locations of project signage. Project monument signs are proposed at the intersections of Del Mar Heights Road/High Bluff Drive and Del Mar Heights Road/El Camino Real and would be ground signs at a maximum height of 6 feet and a maximum area of 36 sf. Other monument signs for the proposed retail, office, hotel, cinema, and residential uses are proposed at the project entries along Del Mar Heights Road and El Camino Real. These monument signs also would be ground signs with a maximum height of 6 feet and maximum areas ranging between 25 and 75 sf. In addition, walls signs would be provided on building facades within the site. Because the proposed signage would be in compliance with the Carmel Valley Sign Guidelines and Criteria, project signage would be consistent with the surrounding community and would not strongly contrast with surrounding development.

Architectural Styles

Carmel Valley includes a diversity of architectural styles, building materials and colors, landscaping, lighting, and signage, rather a single dominant theme that is implemented throughout the community.

Development adjacent to the project site and within the community as a whole includes a mix of uses and styles. While individual architectural themes guided development of each individual business or residential complex, there is not a common architectural theme used for all the buildings in the area or community. Common architectural elements include earth-tone and/or neutral colors, and trees and shrubs at street-edge perimeters. The proposed buildings also would include earth-tones and neutral colors, similar to those existing in the surrounding area. The project street-edge and internal landscaping also would help to integrate the project with the surrounding areas and provide continuity along the surrounding public streets (as discussed above). Therefore, the proposed project would not contrast with adjacent architectural themes of the surrounding area. The proposed PPA includes numerous planning, grading, architectural,

landscaping, lighting, and signage design standards that would ensure that future development provides a consistent community character.

Community Landmarks

No landmarks, community identification symbols, or unique visual features such as prominent stands of trees are located on the project site or within the surrounding area. The project site also is not located such that project features would block views toward, isolate, or cause the loss or degradation of any community identification symbols or landmarks (for example, the project site is not within site of the ocean or scenic coastal bluffs).

Highly Visible Areas

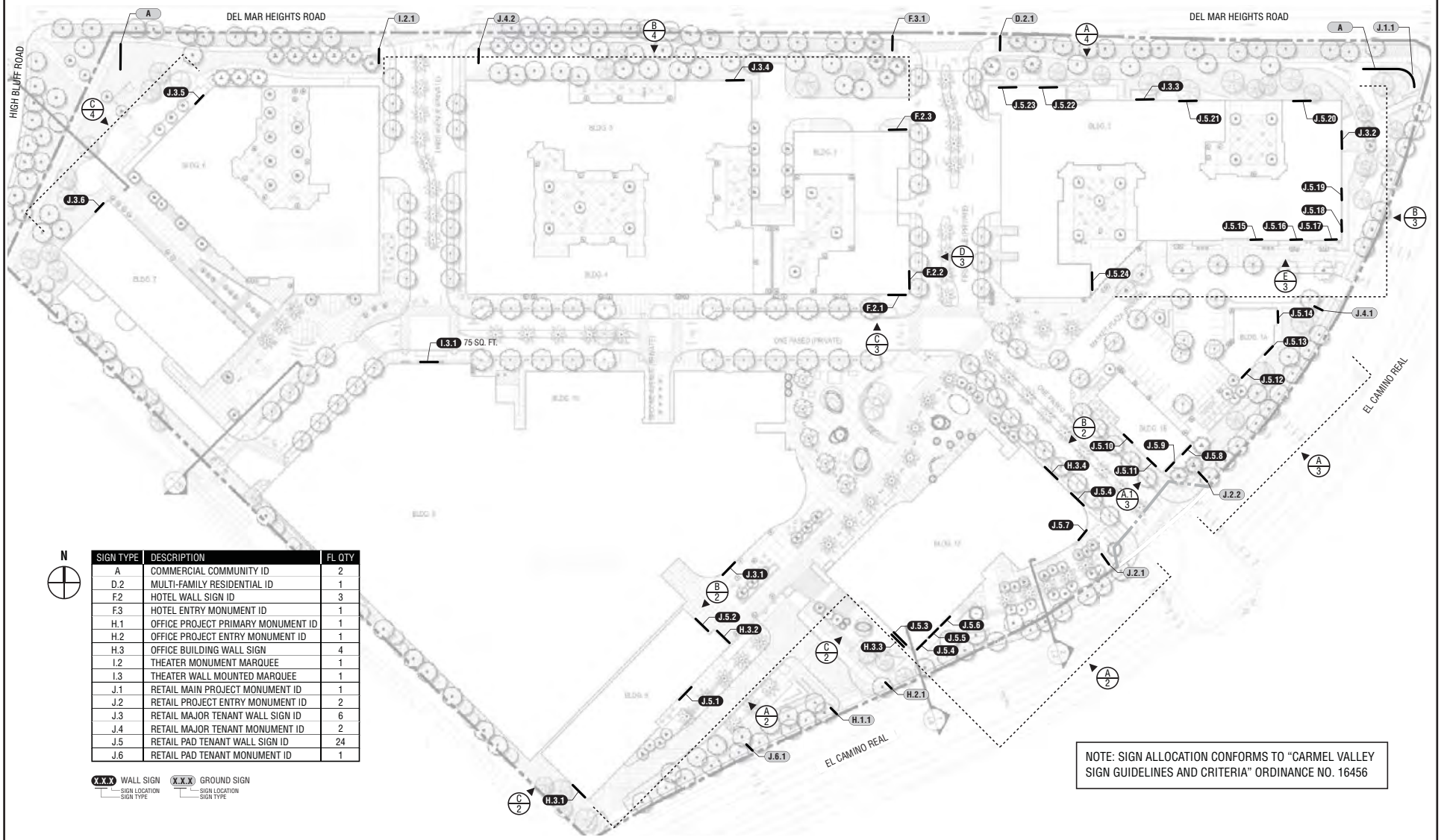
The project site is not located in an area visible from nearby I-5 or on a canyon edge, but is centrally located within Carmel Valley and along two major roadways that provide access within the community, Del Mar Heights Road and El Camino Real. The topographic grade changes and alignments of Del Mar Heights Road and El Camino Real expose the project site to public view from multiple vantage points. Furthermore, the project site is located at a transition point between land uses within the community. As a result, the project site is at a visually prominent location within Carmel Valley and is considered highly visible. Views from public roadways and the bulk and scale of the project are discussed above, and landform alteration and signage are discussed below.

The project site has been previously graded, and the proposed project would make use of the existing site conditions to guide the placement of the proposed buildings. The proposed project would not substantially change the elevations on the project site. Although underground parking would be integrated into the project layout, the varied site topography would largely be retained to reflect existing landforms within the community.

Based on the analysis above, visual and neighborhood character impacts resulting from the proposed project would be less than significant.

Significance of Impact

The proposed project would introduce additional buildings and site features as part of the proposed infill development into the existing visual environment, and the proposed land uses are consistent with, and would mirror, existing surrounding land uses. The height and bulk of the proposed structures would be compatible with broad development patterns in the Community Plan Area, and the proposed structures would provide architectural features and themes consistent with existing development. The proposed project also would not substantially alter existing topography or natural landforms in the area or result in the loss, isolation, or degradation of a landmark or community identification feature. Further, the proposed project would include increased setbacks and varied building heights as a buffer for immediately adjacent development. However the project site is visually prominent and the proposed structures would, despite design strategies to minimize apparent height and mass, still would contrast with the existing low-scale, low-intensity development immediately adjacent to the project site. Such impacts are associated



SIGN TYPE	DESCRIPTION	FL QTY
A	COMMERCIAL COMMUNITY ID	2
D.2	MULTI-FAMILY RESIDENTIAL ID	1
F.2	HOTEL WALL SIGN ID	3
F.3	HOTEL ENTRY MONUMENT ID	1
H.1	OFFICE PROJECT PRIMARY MONUMENT ID	1
H.2	OFFICE PROJECT ENTRY MONUMENT ID	1
H.3	OFFICE BUILDING WALL SIGN	4
I.2	THEATER MONUMENT MARQUEE	1
I.3	THEATER WALL MOUNTED MARQUEE	1
J.1	RETAIL MAIN PROJECT MONUMENT ID	1
J.2	RETAIL PROJECT ENTRY MONUMENT ID	2
J.3	RETAIL MAJOR TENANT WALL SIGN ID	6
J.4	RETAIL MAJOR TENANT MONUMENT ID	2
J.5	RETAIL PAD TENANT WALL SIGN ID	24
J.6	RETAIL PAD TENANT MONUMENT ID	1

Source: Stuart White Design (2012)

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Conceptual Signage Program

ONE PASEO

Figure 5.3-12

with implementation of the City of Villages strategy, as discussed and determined in the General Plan EIR. Therefore, impacts to the character of the neighborhood immediately surrounding the project site would, consistent with the determination of the General Plan EIR, remain significant and unmitigable.

Mitigation, Monitoring, and Reporting

There is no feasible mitigation to reduce community character impacts to below a level of significance. Therefore, community character impacts resulting from the proposed project would remain significant and unmitigable.

5.3.4 Impact

Issue 4: Would the project have a negative visual appearance?

Impact Thresholds

According to the City's Significance Determination Thresholds, the project may have a negative visual appearance if one or more of the following conditions occur:

- The project would create a disorganized appearance and would substantially conflict with City codes (i.e., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance);
- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment);
- The project includes crib, retaining, or noise walls greater than 6 feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public;
- The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all of the units are virtually identical); and/or
- The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

Impact Analysis

Project Design

The proposed project consists of a mixed-used development comprised of various land uses within the project site, including residential, commercial office, retail, a hotel, a cinema, and public spaces. The mixture of land uses would provide a variety of building forms with different sizes, shapes, and heights that would create a diverse (as opposed to monotonous or uniform) visual environment within the project site and immediate vicinity, which is consistent with the overall community character of Carmel Valley. The project has been designed as a comprehensive development with design guidelines (contained in the proposed PPA) that would

provide architectural treatments, colors, and other design elements to define and unify the overall project. Most notably, the project has been designed and organized around a central Main Street that would function as the central organizing and unifying element of the development. Main Street would be lined with a mixture of uses and public spaces along a landscaped, pedestrian-friendly paseo. Surrounding Main Street, proposed on-site uses would mirror existing off-site uses along the site perimeter (refer to Figure 5.3-3). For example, residential uses would be placed adjacent to existing residential uses, office uses adjacent to existing office uses, and commercial retail uses adjacent to existing commercial retail uses. These site planning and design considerations would create an organized, unified development that would be compatible with adjacent uses.

As previously discussed, proposed signage would be consistent with the surrounding community and would not strongly contrast with surrounding development because it would be in compliance with the Carmel Valley Sign Guidelines and Criteria. Project signage, therefore, would not create a negative visual appearance.

The architectural style of proposed buildings would provide articulation and various design elements to provide visual diversity and interest, as well as to reduce massing. Building facades at the street level would include design elements and plane offsets to provide a varied street wall through the use of recessed entries and doors; building projections; and/or pilasters, columns, and bays. The ground level mixed uses along Main Street would include awnings, store windows, and other building articulation in accordance with the design guidelines contained in the proposed PPA. Office buildings, which are the tallest of the proposed buildings, would incorporate plane offsets, recesses, balconies, and projections to reduce mass and uniformity. Other elements that would reduce visual scale and bulk include the large central plaza (between the office buildings and Main Street), paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and some visual screening to reduce massing effects. All of these design features are consistent with and implement the General Plan Urban Design Element policies set forth in this section (under Relevant Visual/Community and Neighborhood Character Guidelines in Section 5.3.1) and analyzed for project consistency in Section 5.1, *Land Use*. Additional discussion of bulk and scale of the proposed project is contained in Section 5.3.3 above.

Proposed landscaping would be provided around the site perimeter and within the project site. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing street-side landscaping in the community. Likewise, proposed on-site landscaping would be provided in accordance with the landscape guidelines contained in the proposed PPA and would include types and arrangements that are similar to surrounding landscape treatments and patterns.

Additionally, the majority of site parking would be provided underground, which would avoid the typically visually adverse parking lots from view. The proposed PPA includes design guidelines to ensure that the development character is unified and in context with the surrounding development.

These design considerations would provide for an organized and visually compatible development that would not create a disorganized visual appearance. Associated visual impacts would be less than significant.

Walls

The project proposes to construct a pedestrian connection to the adjacent The Heights at Del Mar property developed with office uses (Neurocrine) to the southwest. Most of the proposed connection would be constructed off site along manufactured slopes at the adjacent property. The proposed connection would include a ramp and stair system that would extend off site from the terminus of Third Avenue to the edge of the parking area at The Heights at Del Mar property. The pedestrian connection would be compliant with the Americans with Disabilities Act and because of the topographic difference between the two properties, construction of a system of retaining walls would be required along the proposed ramps. The walls would have a maximum height of seven feet above grade and a total combined length (non-linear) of approximately 800 feet. Refer to Figure 3-3f for a plan view of the proposed off-site connection.

The proposed retaining walls would not be visible from public viewpoints as they would be screened by topography and existing and proposed landscaping. The closest public vantage points to the proposed connection include High Bluff Drive and El Camino Real, which are approximately 400 and 600 feet away, respectively. High Bluff Drive sits higher in elevation than the location of the proposed connection and is lined with streetside landscaping that partially obstructs direct views of this area; however, breaks in the tree canopies and shrubs do provide intermittent peripheral eastward views of the project site (refer to Viewpoint 5 in Figure 5.3-6b). El Camino Real lies lower in elevation than the location of the proposed connection and landscaped manufactured slopes and ornamental landscaping at The Heights at Del Mar property screens northwestward views of this location.

Project landscaping would be provided at the proposed connection that would further screen the retaining walls. The ramps would be lined with various accent and screening trees, perimeter shrubs, and rectangular planters in accordance with project landscape concept (refer to Figure 3-3f). Moreover, the proposed retaining walls would consist of building materials and treatments that would integrate with existing and proposed architecture. The project, therefore, would not have a negative visual appearance associated with proposed retaining walls. Associated visual impacts would be less than significant.

The extension of the right-turn lane from Del Mar Heights Road to the I-5 NB onramp, as required by Mitigation Measures 5.2-2 and 5.2-10, would also involve construction of retaining walls to accommodate the necessary roadway widening. Based on preliminary design, the wall would be divided into three segments with a total length of 600 feet, and range in height from 1 to 8 feet. The wall would be planted, as described in Section 3.0 and Figure 3-5.

Bulk and Scale

As described above in Section 5.3.3, *Impact* (Issue 3), the bulk and scale of development proposed under the project, while consistent with the general pattern of development in the

Community Plan Area, is greater than that of some the immediately surrounding development and would, despite implementation of design measures described in policies in the General Plan, be greater than and different from existing surrounding development such that a significant impact to the generally low-scale and low-intensity character of the immediate vicinity would occur.

However, differences in bulk and scale do not, by themselves, represent a significant impact with respect to visual appearance. The City's impact threshold specifies that an impact could occur if substantial differences in bulk and scale are not accompanied by building designs that provide visual interest, with the prototypical example of a large concrete tilt-up structure. Here, as described in detail above and in Section 5.3.3, *Impact* (Issue 3), and as illustrated in the simulations and renderings provided with this analysis, the project proposes an overall site design that arranges the structures in a way that is responsive to the topography of the project site, provides spatial buffers, articulation, and varied heights of the proposed buildings, and arranges uses to mirror existing uses on neighboring properties. The proposed structures would exhibit a high degree of design quality and would use a range of building materials to provide visual interest from a range of perspectives. Because the project includes a range of design features to minimize the perceived bulk and scale of the proposed structures, respond to and harmonize with adjacent development, and provide visual interest from on-site and off-site viewsheds, this impact would be less than significant.

Significance of Impact

The project has been designed to integrate with the surrounding visual environment and development patterns. Proposed buildings, project features, and the overall project layout would provide for an organized and visually diverse development. Architectural treatments, design elements, and project landscaping would be incorporated into the project pursuant to the design guidelines contained in the PPA that would provide for visual interest and to reduce perceived scale and massing effects. Proposed retaining walls would not be highly visible from public viewpoints and would be architecturally treated and landscaped to screen and integrate them into the overall project design. Therefore, the proposed project would not have a negative visual appearance and no significant visual impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.3.5 Impact

Issue 5: Would the project create a new source of substantial light, glare, or shading?

Impact Thresholds

Light and Glare

According to the City's Significance Determination Thresholds, light and glare impacts may be significant if the project would:

- Be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area;
- Shed substantial light onto adjacent property or would emit a substantial amount of ambient light into the nighttime sky; and/or
- Conflict with the street lighting standards according to the City of San Diego Street Design Manual.

Shading

Shading impacts may be significant if the project would:

- Cast a shadow that would substantially interfere with adjacent usable outdoor spaces associated with residential, recreational, institutional (i.e., schools or convalescent homes) or commercial uses (i.e., outdoor eating areas).

Impact Analysis

Light

The project would include outdoor lighting for parking, paseos and pedestrian walkways, plazas, and signage. Proposed outdoor lighting would be in compliance with the City's Outdoor Lighting Regulations pursuant to Section 142.0740 in the Municipal Code. Surface parking lot lighting would be minimal and comply with the City of San Diego Street Design Manual, and would not shed substantial light onto adjacent properties. Lighting along building facades, paseos and pedestrian walkways, and plazas would be directed to illuminate on-site areas and would not spill over to adjacent uses. In addition to conformance to the City's outdoor light regulations, proposed outdoor lighting would be consistent with the lighting design standards contained in the proposed PPA. Compliance with regulatory lighting requirements and implementation of the lighting design standards would avoid emission of substantial amounts of ambient light onto adjacent properties, and into the nighttime sky. Project impacts related to light would be less than significant.

Glare

Most of the buildings within the project would incorporate metal-framed glass into the façades for windows and doors. The rest of the façades would be of non-reflective plaster or stucco, with stone veneer accents, awnings, and other architectural details at the street level. With the exception of the proposed office buildings, less than 50 percent of building facades would incorporate glass or other reflective material that could cause glare effects on surrounding roadways or public areas. The proposed office buildings would incorporate curtain wall/ribbon glass systems on the upper stories. The exterior cladding materials of the office buildings would incorporate high performance glass coatings that would meet or exceed the 30-percent light reflectivity factor requirement per Section 142.0730(a) of the LDC. Therefore, no substantial glare effects would occur to motorists along adjacent roadways, on- and off-site public spaces, and on- and off-site residents.

Shading

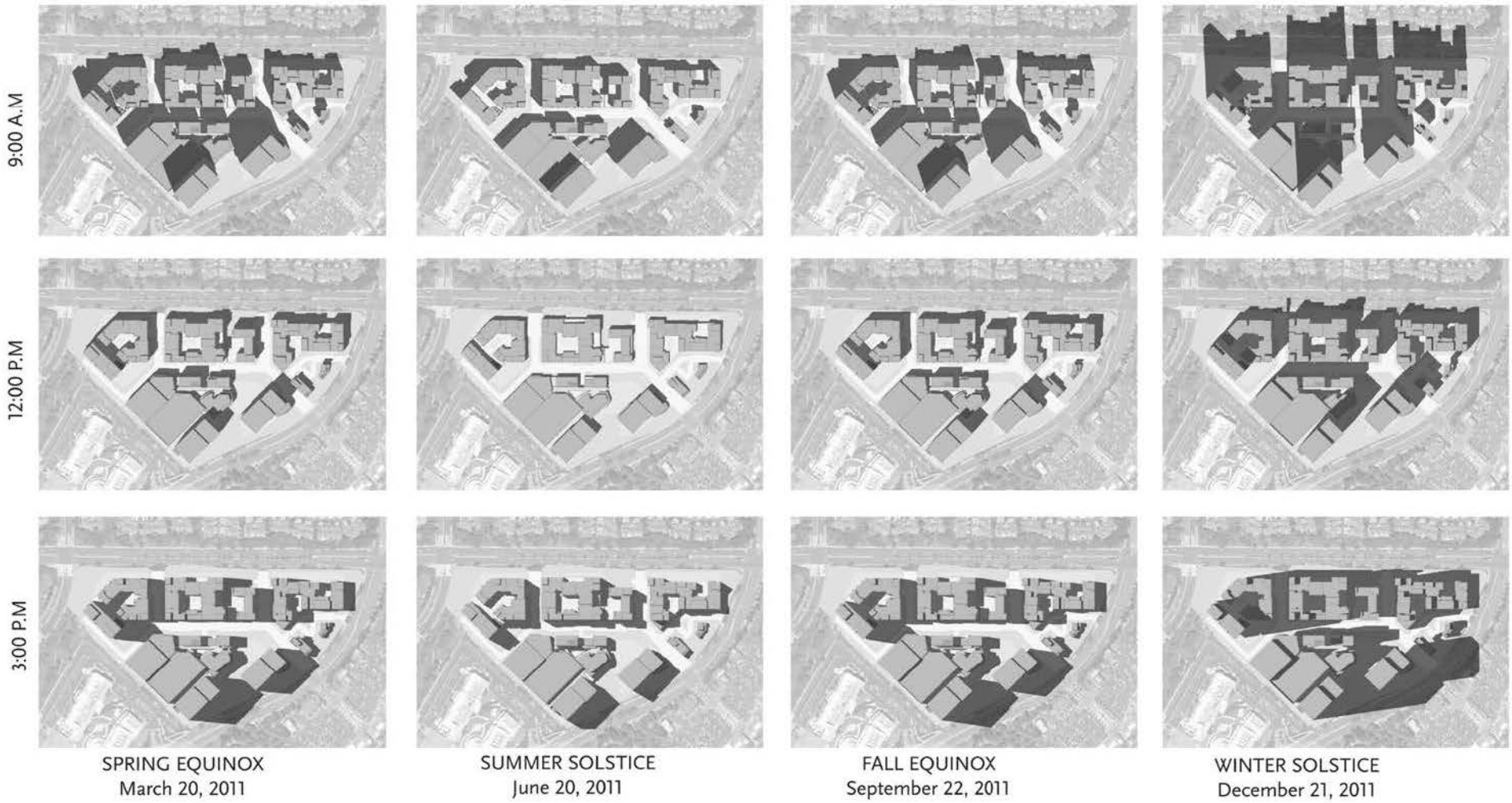
A shadow analysis of the proposed buildings (Figure 5.3-13, *Shadow Study*) reveals that the buildings would cast shadows onto public spaces proposed internally within the project site and onto portions of Del Mar Heights Road and El Camino Real during various times of the year and day.

In the spring, the proposed community plaza, portions of Main Street, a portion of the project gateway at the northwestern corner of the site, and sections of the sidewalk, parkway, and road on the south side of Del Mar Heights Road would shaded in the morning. These on-site shadows would subside at noon, and afternoon shadows would occur on site at portions of the plaza at Main Street and Third Avenue, the drop-off/loading area near the office buildings, and portions of internal roadways. No shading from proposed on-site structures would occur at adjacent usable outdoor spaces during spring.

In summer, morning shadows cast by the office buildings would occur within the community plaza and small portions of the project gateway at the northwestern corner of the site, and small sections of the sidewalk and parkway on the south side of Del Mar Heights Road. Shadows at noon would be minimal and limited to very small areas at the northern building facades. During the afternoon, shadows would cast to the south and primarily would shade internal pedestrian walkways and small areas of El Camino Real. No shading from proposed on-site structures would occur at adjacent usable outdoor spaces during summer.

In the fall, shading effects would be similar to those in the spring identified above.

Shading effects would be the greatest during winter. In the morning, shadows from on-site structures would cast northward, covering most of the site interior, portions of both sides of Del Mar Heights Road, and onto portions the adjacent residences within the East Bluff development to the north. It is possible that portions of patio areas at approximately 10 homes would be shaded for a couple of hours in the morning during the winter months. By noon, these shadows would recede from the patios and would mostly occur on site with portions of the south side of Del Mar Heights Road remaining shaded. In the afternoon, shadows would extend eastward



Source: Elkus/Manfredi Architects (2011)

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Shadow Study

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Figure 5.3-13

shading internal roadways, portions of El Camino Real, and portions of surface parking and buildings at the Del Mar Highlands Town Center. No shadows would extend onto outdoor useable areas at adjacent properties during the afternoon.

In summary, project shading effects at adjacent outdoor useable areas would be limited to portions of approximately 10 patios at residences within the East Bluff residential development across Del Mar Heights Road for a couple of hours during winter. Such effects would not substantially interfere with outdoor useable areas, particularly since (1) many of these patio areas are currently shaded by trees; (2) shading within the patios due to the project would occur in the morning during the winter months when weather conditions are most inclement in San Diego; and (3) the patio areas would remain useable. For these reasons, project shading effects would be considered less than significant.

Significance of Impact

No significant light, glare, or shading impacts would result from the proposed project. Outdoor lighting would be in keeping with the area that surrounds the site. In addition, the project would be required to comply with the City's Outdoor Lighting Regulations. No significant glare impacts would occur because (1) most of the proposed buildings would consist of less than 50 percent of potentially reflective materials, and (2) exterior cladding materials on the office structures (which would incorporate curtain wall/ribbon glass systems on the upper stories) would meet or exceed the 30-percent light reflectivity factor requirement of the LDC. In addition, no significant shading impacts would occur because the proposed buildings would not cast shadows that would extend onto adjacent outdoor useable spaces, with the exception of possibly 10 patio areas for a couple of hours in the morning during winter.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

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