

DRAFT

ENVIRONMENTAL IMPACT REPORT

Project No. 193036
SCH No. 201051073

SUBJECT: **ONE PASEO:** GENERAL PLAN AMENDMENT (GPA), COMMUNITY PLAN AMENDMENT (CPA), PRECISE PLAN AMENDMENT (PPA), REZONE, VESTING TENTATIVE MAP (VTM), SITE DEVELOPMENT PERMIT (SDP), NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), CONDITIONAL USE PERMIT (CUP), STREET VACATION, and EASEMENT ABANDONMENT for the phased construction of a mixed-use development encompassing a maximum of 1,857,440 gross square feet (sf) consisting of approximately 270,000 gross sf of commercial retail (all 270,000 sf comprises the gross leasable area [gla]), approximately 557,440 gross sf of commercial office (536,000 sf gla), approximately 100,000 gross sf consisting of a 150-room hotel, and approximately 930,000 gross sf consisting of a maximum of 608 multi-family residential units. The project also would include public space areas, internal roadways, landscaping, hardscape treatments, utility improvements, and parking facilities to support these uses. A total of 4,089 parking spaces would be provided throughout the site in subsurface garages, one above-ground parking structure, and small surface lots. Associated off-site improvements include frontage improvements, utility extensions, access improvements, and improvements proposed as mitigation for project traffic impacts.

The 23.6-acre project site is located in the Carmel Valley community within the City of San Diego, California. The property is located at the southwestern corner of the Del Mar Heights Road and El Camino Real intersection (Assessor's Parcel Numbers 304-070-43, 304-070-49, 304-070-52, and 304-070-57). High Bluff Drive is located directly west of the project site and Interstate 5 (I-5) is a quarter mile to the west of the project site. The site is located in the Carmel Valley Community Plan, the Carmel Valley Employment Center Precise Plan, and Council District 1. The site was previously

graded as a part of the North City West Development Unit 2 (i.e., Carmel Valley Employment Center) mass grading under Tentative Parcel Map (TPM) 86-0276, and was planned to be developed with employment center uses. The site ranges from approximately 174 feet above mean sea level (amsl) at the southeastern corner to approximately 246 feet amsl at a berm near the northwestern site boundary. Most of the project site is terraced into three building pads: northern, eastern, and southern, each with an approximately 15-foot difference in grade elevation. 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.

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, 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. The project would provide a transit stop along the El Camino Real project frontage.

Applicant: Kilroy Realty LP

CONCLUSIONS:

This Environmental Impact Report (EIR) analyzes the environmental impacts that would result from the proposed project. The analysis discusses the project's impacts to **Land Use, Transportation/Circulation/Parking, Visual Effects and Neighborhood Character, Noise, Air Quality, Energy, Greenhouse Gas Emissions, Paleontological Resources, Biological Resources, Hydrology/Water Quality, Public Utilities, Public Services and Facilities/Recreation, Health and Safety, and Historical Resources.**

The proposed project is a Process 5 City Council decision to permit development of the proposed site which is designated for Employment Center uses in the Carmel Valley Community Plan and is currently zoned CVPD-EC (Carmel Valley Planned District-Employment Center). The City of San Diego General Plan land use designation for the project site is Industrial Employment, which allows for a range of office and industrial uses. The project site is not designated as Prime Industrial Land in the General Plan.

On May 30, 1986, the City of San Diego Planning Commission approved Tentative Parcel Map (TPM) 86-0276, a four-lot parcel map for approximately 33 acres that included the project site and adjacent property to the south. The project site and adjacent property were subsequently graded consistent with the approvals granted by TPM 86-0276 and office development was constructed on the adjacent property. On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588, which authorized construction of a 24,828-sf, two-story commercial office building and street extending from Del Mar Heights Road, identified as Del Mar Heights Place, on a portion of the project site. The office building and Del Mar Heights Place were never constructed, and the development permit expired.

The project would require plan amendments to the General Plan, Carmel Valley Community Plan, and the Carmel Valley Employment Center Precise Plan. The project proposes to change the current General Plan land use designation of Industrial Employment to Multiple Use, which would accommodate the City of Villages strategy of the General Plan, focusing growth into mixed-use activity centers, or villages, connected by transit. The project applicant is requesting approval of a CPA to change the land use designation from Employment Center to Community Village. The project also proposes PPA to allow for the proposed mix of uses within the Precise Plan area. The project would require a Rezone from its current CVPD-EC zoning classification (intended for industrial-office park use) to CVPD-MC (Carmel Valley Planned District-Mixed-Use Center). This new zone would be added to the Carmel Valley Planned District ordinance (PDO), and would allow a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities.

Pursuant to Section 153.0201 of the Carmel Valley PDO, the proposed project requires a development plan approval. A SDP would be processed for the project to fulfill this requirement. The project would require a NDP to allow for tandem parking, which is proposed for the office uses, and a CUP to allow the proposed cinema. The project proposes a street vacation to eliminate a street dedication for a roadway, Del Mar Heights Place, that was never constructed. An easement abandonment also is proposed to abandon a water easement within the existing street dedication.

Pedestrian circulation would be provided throughout the site by a network of paseos, sidewalks, pathways, plazas, and public spaces. An internal bicycle route would be provided along Third Avenue, Main Street, First Avenue, and Market Street. This bicycle route would connect to existing Class II bicycle lanes along Del Mar Heights Road and El Camino Real. The proposed bicycle route would allow for connection to an existing paved trail that currently runs through the middle of the business park uses west of the project site. The project also would include on-site bicycle racks to support bicycle circulation.

Landscaping would be provided throughout the project site, including along the proposed internal roadways, plazas, courtyards, pedestrian walkways, and the site perimeter.

Utility services would be provided through construction of pipelines/extensions from existing utility infrastructure within surrounding roadways

The proposed building design would achieve, at a minimum, a certification of LEED® Silver under the LEED® for Neighborhood Development™ rating system. 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 reduce waste, conserve energy and water, reduce greenhouse gas emissions, and lower operating costs.

It is anticipated that the proposed project would be developed in three phases, dependent on market conditions. The first phase of construction is planned to start in 2013, the second phase is planned to start in 2014, and Phase 3 or buildout is planned to start in 2015. Site grading would require a total of approximately 30,400 cubic yards (cy) of fill and 528,800 cy of cut, resulting in a total net export quantity of approximately 498,400 cy.

The evaluation of environmental issue areas in this EIR concludes that the proposed project would result in significant direct and/or cumulative impacts to **Transportation/Circulation/Parking, Visual Effects and Neighborhood Character, Noise, Paleontological Resources, Biological Resources, Health and Safety, and Historical Resources**. All significant impacts would be reduced to below a level of significance by proposed mitigation measures with the exception of **Transportation/Circulation/Parking and Visual Effects and Neighborhood Character**. No significant impacts would occur to **Land Use, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology/Water Quality, Public Utilities, and Public Services and Facilities/Recreation**.

SIGNIFICANT UNMITIGATED IMPACTS:

Transportation/Circulation/Parking

Roadway Segments (Direct and Cumulative Impacts)

The proposed project would result in significant and unmitigated direct and/or cumulative impacts at the following four roadway segments:

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

Although the implementation of Mitigation Measure 5.2-1 would provide improvements to the segment of Del Mar Heights Road from I-5 SB ramps to I-5 NB ramps, direct impacts would remain 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.

Mitigation is proposed that would mitigate significant direct and cumulative impacts to the segment of Del Mar Heights Road from I-5 NB ramps to High Bluff Drive (Mitigation Measure 5.2-2). Direct and cumulative impacts would remain potentially significant following the installation of the improvements, which are outside the control of the City.

With implementation of Mitigation Measures 5.2-3 and 5.2-4, cumulative impacts to the segment of 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) would be reduced to a less than significant level. Although the project applicant would make a fair-share contribution toward the widening of these segments, direct impacts to these two segments would remain significant because there is no assurance of when the planned road widening improvements would occur and it is possible that one or more project Phases could be constructed before the planned roadway improvements. In that case, the roadway segments would continue to operate at LOS F with the project, and project traffic would exceed the City's significance thresholds. Direct impact to these roadway segments would remain significant until the road improvements are completed.

Intersections (Direct and Cumulative Impacts)

The proposed project would result in significant and unmitigated direct and/or cumulative impacts at the following two intersections:

- El Camino Real/SR 56 EB on-ramp (cumulative)
- Del Mar Heights Road/I-5 NB ramps (direct and cumulative)

Implementation of Mitigation Measure 5.2-9 entails payment of a fair-share contribution by the project applicant towards specific improvements at the El Camino Real/SR 56 EB on-ramp intersection. The identified improvements would fully mitigate cumulative impacts. Although the improvements would fully mitigate the impacts, the project's cumulative impact to this intersection is potentially significant until the improvements are installed, which are outside the control of the City.

Implementation of Mitigation Measure 5.2-10 consists of specific intersection improvements at Del Mar Heights Road/I-5 NB ramps. Direct and cumulative impacts would remain potentially significant following installation of the

improvements, which are outside the control of the City. Therefore, direct and cumulative impacts would remain significant.

Ramp Meters (Cumulative Impacts)

The proposed project would result in significant and unmitigated cumulative impacts at the Del Mar Heights Road/I-5 SB loop and NB ramp meters. Implementation of Mitigation Measures 5.2-11 and 5.2-12, which entail payment of a fair-share contribution (SB ramp meter) by the project applicant and specific improvements (NB ramp meter), would fully mitigate cumulative impacts; however, the project's cumulative impacts to these ramp meters are considered significant because neither the City nor the applicant has control of the timing of the improvements. Therefore, cumulative impacts to the Del Mar Heights Road/I-5 SB loop ramp meter and the Del Mar Heights Road/I-5 NB ramp meter would remain significant pursuant to Section 15091(a)(2) of the State CEQA Guidelines.

Visual Effects and Neighborhood Character

The project proposes a mixed-use community village that would be consistent with General Plan policies and implements 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 be unique and distinctive to Carmel Valley. The project site is located at a highly visible and prominent location within Carmel Valley and despite incorporation of project design features to minimize apparent height, bulk, and scale of proposed buildings, the bulk and scale of the proposed buildings would be greater than and different from existing surrounding development, resulting in a significant community character impact. 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.

RECOMMENDED MITIGATION FOR SIGNIFICANT UNMITIGATED IMPACTS:

Transportation/Circulation/Parking

Roadway Segments (Direct and Cumulative)

The proposed project would result in significant and unmitigated direct and/or cumulative impacts at the following four roadway segments:

- Del Mar Heights Road from I-5 SB ramps to I-5 NB ramps (direct)
- Del Mar Heights Road from 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)

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

Mitigation is proposed for significant direct impacts to Del Mar Heights Road from I-5 SB ramps to I-5 NB ramps, which entails reconfiguring the median on the bridge to extend the EB to NB dual left-turn pocket to 400 feet (Mitigation Measure 5.2-1). Although the implementation of the identified mitigation would provide improvements to this roadway segment, the roadway segment would continue to operate at LOS E even with implementation of this proposed improvement. Therefore, direct impacts would remain significant and there is no additional mitigation to address these significant impacts.

Mitigation is proposed for significant direct and cumulative impacts to Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive, which entails widening the segment to lengthen the WB right-turn pocket at I-5 NB ramps by 845 feet and modifying the raised median (Mitigation Measure 5.2-2). Direct and cumulative impacts would remain potentially significant following the installation of the improvements, which are outside the control of the City.

Mitigation is proposed for significant direct and cumulative impacts to El Camino Real from Via de la Valle to San Dieguito Road, which entails payment of fair-share contribution by the project applicant to the planned widening of this segment of El Camino Real (Mitigation Measure 5.2-3). This segment of El Camino Real 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.

Mitigation for direct and cumulative project impacts to Via de la Valle (between San Andres Drive and El Camino Real [West]) would involve payment of fair-share contribution by the project applicant to 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. 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 project traffic would exceed the City's significance thresholds. Therefore, direct project impacts would remain significant until the roadway is widened.

Intersections (Direct and Cumulative)

The proposed project would result in significant and unmitigated direct and/or cumulative impacts to the following two intersections:

- El Camino Real/SR 56 EB on-ramp (cumulative)
- Del Mar Heights Road/I-5 NB ramps (direct and cumulative)

Mitigation is proposed for cumulative impacts to the intersection of El Camino Real/SR 56 EB on-ramp, which would involve payment of a fair-share contribution by the project applicant 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 (Mitigation Measure 5.2-9). Although the identified improvements would fully mitigate cumulative impacts, the project's cumulative impact to this intersection is considered potentially significant because the timing of the improvement is within the jurisdiction of CalTrans and cannot be assured by the City or the applicant to be implemented at the time the impact occurs. Therefore, cumulative impacts to this intersection would remain significant.

Mitigation is proposed for direct and cumulative impacts to the intersection of Del Mar Heights Road/I-5 NB ramps, which consists of (1) widening and re-striping the I-5 NB off-ramp to include dual left, one shared through/right, and one right-turn lane; (2) extending the WB right-turn pocket to 845 feet and modifying the raised median; and (3) reconfiguring the median on the Del Mar Heights Road bridge to extend the EB dual left-turn pocket to 400 feet (Mitigation Measure 5.2-10). Direct and cumulative impacts would remain potentially significant following the installation of the improvements, which are outside the control of the City.

Ramp Meters (Cumulative)

The proposed project would result in significant and unmitigated cumulative impacts to the Del Mar Heights Road/I-5 SB and NB ramp meters. Mitigation is proposed, which entails payment of a fair-share contribution (SB ramp meter) by the project applicant towards adding an HOV lane to the I-5 SB loop on-ramp (Mitigation Measure 5.2-11) and specific improvements (NB ramp meter) consisting of widening and re-striping the I-5 NB on-ramp to add an HOV lane (Mitigation Measure 5.2-12). While the fair-share contribution and identified improvements would fully mitigate cumulative impacts, the project's cumulative impacts to these ramp meters are considered significant because the timing of the

identified improvements cannot be assured by the City or the applicant. The improvements are within the jurisdiction of Caltrans to implement and may not occur at the time the mitigation is needed. Therefore, cumulative impacts to the Del Mar Heights Road/I-5 SB ramp meter and the Del Mar Heights Road/I-5 NB ramp meter would remain significant pursuant to Section 15091(a)(2) of the State CEQA Guidelines.

Visual Effects and Neighborhood Character

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.

**MITIGATION, MONITORING, AND REPORTING PROGRAM
INCORPORATED INTO THE PROJECT** (See attached Draft EIR for a detailed description of mitigation measures that have been incorporated into the project):

Transportation/Circulation/Parking

Roadway Segments (Cumulative Impacts Mitigated to a Less than Significant Level)

The proposed project would result in significant cumulative impacts to the following roadway segments:

- 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)

These cumulative impacts would be mitigated through payment of fair-share contributions by the project applicant (Mitigation Measures 5.2-3 and 5.2-4) to help fund planned improvements along these roadway segments (in accordance with Section 15130(a)(3) of the State CEQA Guidelines).

Intersections (Direct and Cumulative Impacts Mitigated to a Less than Significant Level)

The proposed project would result in significant direct and cumulative impacts to the following intersections:

- Carmel Creek Road/Del Mar Trail
- Del Mar Heights Road/High Bluff Drive
- Del Mar Heights Road/El Camino Real

Direct and cumulative impacts to the Carmel Creek Road/Del Mar Trail intersection would be mitigated to less than significant levels through the installation of a traffic signal (Mitigation Measure 5.2-5).

Direct and cumulative impacts to the Del Mar Heights Road/High Bluff Drive intersection would be mitigated to less than significant levels by constructing a dedicated NB right-turn lane, widening 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, modifying 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 (Mitigation Measures 5.2-6 and 5.2-7).

Direct and cumulative impacts to the Del Mar Heights Road/El Camino Real intersection would be mitigated to less than significant levels through construction of a 365-foot long EB right-turn lane (Mitigation Measure 5.2-8).

Construction Traffic

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. Construction impacts would be mitigated by having the VTM require that project construction be phased such that concurrent construction of Phases 1, 2, and 3 shall be prohibited, although phases may overlap (Mitigation Measure 5.2-13).

Noise

Because the proposed project is a mixed-used development, residential uses would be in close proximity to commercial uses and could be exposed to noise levels generated by on-site stationary noise sources in excess of Noise Ordinance limits. Prior to issuance of building permits, a noise analysis would be completed to assess building-specific stationary noise sources and impacts to on-site uses. Appropriate noise planning and attenuation measures identified in the noise analysis would be incorporated into the project design to ensure compliance with the Noise Ordinance noise limits for stationary sources (i.e., interior noise levels of 45 dBA L_{eq} or less for residential and hotel uses; 50 dBA L_{eq} or less for commercial uses). Some possible methods for ensuring compliant interior noise levels are identified in Mitigation Measure 5.4-1. Once the project is constructed and in full operation, the developer shall conduct on-site noise measurements to verify that noise planning and attenuation measures identified in the noise analysis have mitigated project noise to levels below those proscribed by the Noise Ordinance noise limits for stationary sources.

Proposed on-site residences and offices along Del Mar Heights Road and El Camino Real could potentially be exposed to interior noise levels that would not be consistent with the General Plan Noise Element Land Use - Noise Compatibility Guidelines. Prior to issuance of building permits, an exterior-to-interior noise analysis would be completed to assess off-site noise sources and impacts to interior on-site residential and commercial uses. Appropriate noise planning and

attenuation measures identified in the noise analysis would be incorporated into the project design to ensure compliance with the General Plan Noise Element Land Use - Noise Compatibility Guidelines (i.e., interior noise levels of 45 dBA CNEL or less for residential and hotel uses; 50 dBA CNEL or less for commercial uses). Some possible methods for ensuring compliant interior noise levels are identified in Mitigation Measure 5.4-2. Once the project is constructed and in full operation, interior noise measurements would be conducted to verify that exterior-to-interior noise planning has mitigated project noise levels to ensure compliance with the General Plan Noise Element Land Use – Noise Compatibility Guidelines.

Proposed on-site uses could generate noise exposing proposed residences or hotel uses to levels above the General Plan Noise Element Land Use – Noise Compatibility Guidelines. Prior to issuance of building permits, an interior noise analysis would be completed to assess on-site noise sources and impacts to interior on-site residential uses. Appropriate noise planning and attenuation measures would be incorporated into the project design to ensure compliance with the General Plan Noise Element Land Use - Noise Compatibility Guidelines and would mitigate direct and cumulative noise impacts to on-site residences to a less than significant level. Some potential noise planning and attenuation measures are identified in Mitigation Measure 5.4-3. Once the project is constructed and in full operation, interior noise measurements shall be conducted to verify that interior noise planning has mitigated project noise levels to ensure compliance with the General Plan Noise Element Land Use – Noise Compatibility Guidelines.

Construction of Phase 3 of the project may generate noise levels above the allowable 12-hour average of 75 dBA at the adjacent on-site residences that would be constructed in earlier phases. During construction of Phase 3, noise attenuation (e.g., sound walls, sound blankets, noise attenuation devices/modifications to construction equipment, and use of quieter equipment) would be provided sufficient to comply with the Noise Ordinance (i.e., a 12-hour average of greater than 75 dBA L_{eq}). Some potential noise attenuation measures are identified in Mitigation Measure 5.4-4. Implementation of noise attenuation would reduce construction noise impacts to a less than significant level.

Paleontological Resources

Development of the proposed project, which would require excavations of up to 49 feet for the underground parking structures and a cut depth greater than 10 feet in areas encompassing Torrey Sandstone, has the potential to impact paleontological resources due to excavation in geologic formations with high paleontological sensitivity. Such impacts would be direct and short-term, as potential for damage to paleontological resources would only occur during project construction. Mitigation measures, including paleontological monitoring during construction, would reduce potential impacts to a less than significant level (Mitigation Measure 5.8-1).

Biological Resources

The removal of on-site trees and construction activities associated with the proposed project could potentially cause a significant impact to nesting raptors and migratory birds. If the project grading/brush management is proposed in or adjacent to native habitat during the breeding season (February 1 to September 15) or an active nest has been confirmed, the project biologist shall be required to conduct pre-grading surveys in the development area and within 300 feet of it to determine if active nests are present (Mitigation Measure 5.9-1). Mitigation in conformance with the City's Biological Guidelines and compliance with applicable State and Federal law would reduce potential impacts to nesting raptors to below a level of significance.

Health and Public Safety

Development of the proposed project could result in potentially significant impacts during construction activities, including accidental releases of hazardous materials. Mitigation would require that fueling and oil-changing activities only be permitted in designated staging areas. Preparation of a Health and Safety Plan and proper worker training would sufficiently manage potential health and safety hazards to workers and the public (Mitigation Measures 5.13-1 and 5.13-2). Potentially significant impacts would be mitigated to a level considered less than significant.

Historical Resources

Although unlikely, unknown subsurface historical and/or archaeological resources could be impacted during project-related excavation activities given the depth and extent of project grading and excavation. Potentially significant impacts would be mitigated to a level considered less than significant with completion of City-required monitoring (Mitigation Measure 5.14-1). The potential to impact human remains is considered less than significant and compliance with state requirements should such remains be encountered would ensure this impact remains less than significant.

NO MITIGATION REQUIRED:

After analysis, impacts in the following issue areas were found to be not significant under CEQA for the proposed project: **Land Use, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology/Water Quality, Public Utilities, and Public Services and Facilities/Recreation.**

ALTERNATIVES:

The following alternatives were considered for detailed discussion in the EIR.

No Project/No Development Alternative

Under the No Project/No Development Alternative, the proposed mixed-use development would not be constructed and the site would remain in its current vacant, graded condition. In addition, the proposed GPA, CPA, PPA, or Rezone would not occur.

The No Project /No Development Alternative would eliminate all impacts resulting from the proposed project.

No Project/Development Under Existing Plans Alternative

The No Project/Development Under Existing Plans Alternative would involve developing the site under the current land use and zoning designations of the Community Plan, Precise Plan, and the Carmel Valley PDO. Per these plans, the site would be developed with Employment Center uses. Buildout under the existing zoning would allow for approximately 510,000 sf of corporate office uses and associated parking. Due to the size of development under this alternative compared to the size of the project site, it is assumed that parking would be provided with surface parking lots. The amount of earthwork, therefore, would be greatly reduced from the proposed project since subsurface parking would not be constructed. No GPA, CPA, PPA, or Rezone would be required under this alternative.

The No Project/Development Under Existing Plans Alternative would result in fewer impacts compared to the proposed project. Specifically, this alternative would avoid two significant traffic impacts resulting from the proposed project and significant community character impacts. This alternative also would avoid potentially significant impacts under the proposed project related to on-site land use— noise compatibility, paleontological resources, and historical resources. Impacts associated with biological resources, health and safety, and public utilities would be same as the proposed project.

Commercial Only Alternative

Under the Commercial Only Alternative, the commercial elements of the proposed project would be constructed, including 510,000 sf (gla) of corporate office, 21,000 sf (gla) of professional office, and 270,000 sf (gla) of retail, for a total of 806,000 sf (gla). No residential uses or the hotel would be constructed. Similar to the proposed project, a GPA, CPA, and PPA would be required, as well as a Rezone. Parking for the proposed uses would be provided through surface parking lots and/or above-grade parking structures, but no subsurface parking garages would be

constructed. As a result, the amount of earthwork would be greatly reduced from the proposed project.

The Commercial Only Alternative would result in a net average daily traffic (ADT) reduction of approximately 15 percent compared to the proposed project, which would lessen traffic impacts, but would not reduce them to below a level of significance. Similarly, significant community character impacts would be lessened, but not avoided altogether with this alternative. The Commercial Only Alternative would avoid potentially significant on-site land use – noise compatibility impacts associated with stationary noise sources from commercial uses, as well as construction noise impacts resulting from the proposed project. This alternative also would avoid potentially significant impacts related to paleontological resources and historical resources. Impacts associated with land use- noise compatibility (other than stationary noise sources from commercial uses as discussed above), biological resources, and health and safety would be same as the proposed project.

Medical Office/Senior Housing Alternative

The Medical Office/Senior Housing Alternative entails the construction of approximately 425,000 sf of medical office and 600 senior housing units. Similar to the proposed project, a GPA, CPA, and PPA would be required, as well as a Rezone. Parking for the proposed uses would be provided through surface parking lots and/or above-grade parking structures, but no subsurface parking garages would be constructed. As a result, the amount of earthwork would be greatly reduced from the proposed project.

The Medical Office/Senior Housing Alternative would result in a net ADT reduction of approximately 12 percent compared to the proposed project, which would lessen traffic impacts, but would not reduce them to below a level of significance. Similarly, significant land use – noise compatibility impacts and community character impacts would be lessened, but not avoided altogether with this alternative. This alternative also would avoid potentially significant impacts related to paleontological resources and historical resources. Impacts associated with noise (other than land use –noise compatibility as discussed above), biological resources, and health and safety would be same as the proposed project.

No Retail Alternative

The No Retail Alternative entails the development of 510,000 sf of office, a 150-room hotel, and 608 multi-family residences. The Main Street component and ground floor retail uses in the office buildings would not be constructed. As a result, the office buildings would be reduced by one level compared to the proposed project. Parking would be provided in subsurface garages and an above-ground structure. This alternative was developed to reduce project-generated traffic by removing the commercial retail uses of the proposed project.


Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

Date of Final Report

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DISTRIBUTION:

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

State of California

Department of Transportation, District 11 (31)
California Regional Water Quality Control Board: Region 9 (44)
Air Resources Board (49)
Native American Heritage Commission (56)
Office of Planning and Research (57)
California Energy Commission (59)
California Department of Parks and Recreation (474)
California Integrated Waste Management Board (35)

County of San Diego

Air Pollution Control District (65)
County Water Authority (73)

City of San Diego

Mayor's Office (91)
Councilmember Lightner, District 1
Councilmember Falconer, District 2
Councilmember Gloria, District 3
Councilmember Young, District 4
Councilmember DeMaio, District 5
Councilmember Zapf, District 6
Councilmember Emerald, District 7
Councilmember Alvarez, District 8
City Attorney's Office (MS 56A)
Park and Recreation Board (77)
Fire and Life Safety Services (79)
Library Department – Government Documents (81)
Carmel Valley Branch Library (81F)

Other Interested Agencies, Organizations, and Individuals

San Diego Association of Governments (SANDAG) (108)
San Diego Gas and Electric (114)
22nd District Agricultural Association (349)
Solana Beach School District (129)
San Dieguito Union High School District (126)
Del Mar Union School District (119)
Carmel Valley Community Planning Board (350)
City of Del Mar – Planning Department (358)
City Attorney, Del Mar (346)
Arroyo Sorrento Homeowner's Association (356)
Arroyo Sorrento Property Owners, Jill McCarthy (359)
Rancho Santa Fe Association (347)
Los Peñasquitos Canyon Preserve Citizens Advisory Committee (361)
Del Mar Mesa Community Planning Board (361)
Torrey Pines Community Planning Board (469)
Torrey Pines Association (472)
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Aziz Gholmieh
Shirin Handjani
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Jack Holtzman
Mark James
Diana Scheffler
Bob Fuchs
Dave Nafranowicz
Kelly Winter
Kerry Key

RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- () Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

Copies of the Draft EIR, the Mitigation, Monitoring and Reporting Program, and any technical appendices may be reviewed in the office of the Entitlements Division, Carmel Valley Branch Library, at <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html> , or purchased for the cost of reproduction.



A MAIN STREET FOR CARMEL VALLEY

Draft Environmental Impact Report
SCH No. 2010051073; Project No. 193036

March 2012

Prepared for:
City of San Diego
Development Services Department
Entitlements Division

1222 First Avenue
M.S. 501
San Diego, CA 92101

One Paseo

A MAIN STREET FOR CARMEL VALLEY

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2010051073

PROJECT NO. 193036

MARCH 2012

Prepared for:

City of San Diego
Development Services Department
Entitlements Division
1222 First Avenue, M.S. 501
San Diego, CA 92101-4155

ONE PASEO

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Acronyms and Abbreviations

AB	Assembly Bill		Management Board
ADA	Americans with Disabilities Act	City	City of San Diego
ADD	Assistant Deputy Director	CLUP	Comprehensive Land Use Plan
ADRP	Archaeological Data Recovery Program	CM	Construction Manager
ADT	Average Daily Traffic	CMP	Congestion Management Plan
AF	acre-feet	CNEL	Community Noise Equivalent Level
AFY	acre-feet per year	CO	carbon monoxide
AGR	potentially agricultural supply	CO ₂	carbon dioxide
AIA	Airport influence area	CO ₂ e	CO ₂ equivalent
ALUC	Airport Land Use Commission	COD	chemical oxygen demand
ALUCP	airport land use compatibility plan	Community Plan	Carmel Valley Community Plan
AME	Archaeological Monitoring Exhibit	Construction Permit	General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
amsl	above mean sea level	CPA	Community Plan Amendment
ANLA	American Nursery and Landscape Association	CPCI	City Planning and Community Investment
APCA	Airspace Protection Compatibility Area	CPTED	Crime Prevention through Environmental Design
ARB	Air Resources Board	CPUC	California Public Utilities Commission
Basin Plan	Water Quality Control Plan for the San Diego Basin	CRA	Colorado River Aqueduct
BAT	best available technology	CSMP	Construction Site Monitoring Program
BAU	business-as-usual	CSVR	Consultant Site Visit Record
BCME	Biological Construction Monitoring Exhibit	CUP	Conditional Use Permit
BCT	best conventional pollutant control technology	CVPD-EC	Carmel Valley Planned District – Employment Center
BI	Building Instructor	CVPD	Carmel Valley Planned District – Mixed-Use Center
BIOL	Biological Habitats of Special Significance	CWA	Clean Water Act
BMPs	best management practices	cy	cubic yards
BTS	Bureau of Transportation Statistics		
°C	degrees Celsius	dB	decibel(s)
C&D	construction and demolition	dBA	“A-weighted” decibels
CAA	Clean Air Act	DPM	diesel particulate matter
CAAQS	California Ambient Air Quality Standards	DSD	Development Services Department
CAD	Computer Aided Dispatch	DTSC	Department of Toxic Substances Control
CADNA	Computer Aided Noise Abatement	DWR	Department of Water Resources
CAFE	Corporate Average Fuel Economy		
CalEPA	California EPA	E	Emergency
CALGreen	California Green Building Standards Code	EAS	Environmental Analysis Section
Cal-OSHA	California Division of Occupational Safety and Health	EB	eastbound
CalRecycle	California Department of Resources Recycling and Recovery	ECRTS	El Camino Real Trunk Sewer
Caltrans	California Department of Transportation	EIR	Environmental Impact Report
CAPCOA	California Air Pollution Control Officers’ Association	EMS	Emergency Medical Services
CBC	California Building Code	Energy Code	California Energy Code
CBSC	California Buildings Standards Commission	EPA	Environmental Protection Agency
CCAR	California Climate Action Registry	EPIC	Energy Policy Initiative Center
CDFG	California Department of Fish and Game	ESA	Phase I Environmental Site Assessment
CEC	California Energy Commissions	ESD	Environmental Services Department
CEQA	California Environmental Quality Act	EST	Estuarine Habitat
cf	cubic feet	EO	Executive Order
CFC	Chlorofluorocarbons	°F	degrees Fahrenheit
CH ₄	methane	FAA	Federal Aviation Administration
CIP	capital improvements project	FAR	floor area ratio/Federal Aviation Regulations
CIWMB	California Integrated Waste	FEMA	Federal Emergency Management Agency
		FHWA	Federal Highway Administration

General Plan	City of San Diego's General Plan	MEP	maximum extent practicable
GHG	greenhouse gas	MG	million gallons
gla	gross leasable area	MAWA	maximum applied water allowance
g/L	grams/liter	mg/m ³	milligrams per cubic meter
gpd	gallons per day	MHPA	Multiple Habitat Planning Area
gpm	gallons per minute	MIGR	Migration of Aquatic Organisms
Groundwater Permit	General Groundwater Extraction	MLD	Most Likely Descendent
Waste Discharge Permit	For Discharge To Surface Waters in the San Diego Region Except For San Diego Bay	MM	million
gWh	gigawatt hours	MMBTU	million British thermal units
GWP	Global Warming Potential	MMC	Mitigation Monitoring Coordination
		MMRP	Mitigation Monitoring and Reporting Program
		MMT	million metric tons
		Mpg	miles per gallon
H ₂ S	hydrogen sulfide	mph	miles per hour
HA(s)	Hydrologic Area(s)	MPO	Metropolitan Planning Organization
HCM	Highway Capacity Manual	MRZ	mineral resource zone
HELIX	HELIX Environmental Planning, Inc.	MSAT	Mobile Source Air Toxics
HFCs	hydrofluorocarbons	MSCP	Multiple Species Conservation Program
HLVP	High-Volume, Low-Pressure	MT	metric tons
HOV	high occupancy vehicle	MUN	municipal and domestic water supply
HR	House of Representatives Bill	Municipal Permit	Municipal Storm Water Permit
HRG	Historical Resources Guidelines	MW	megawatt
HU	Hydrologic Unit	MWD	Metropolitan Water District of Southern California
HVAC	heating, ventilation, and air conditioning	MWh	megawatt-hour
I-	Interstate		
IBC	international building code	N ₂ O	nitrous oxide
ICLEI	International Council on Local Environment Initiatives	NAAQS	National Ambient Air Quality Standards
IEPR	Integrated Energy Policy Report	NAHC	Native American Heritage Commission
IND	industrial service supply	NB	northbound
IOU	investor-owned utilities	NCWRP	North City Water Reclamation Plant
IPCC	Intergovernmental Panel on Climate Change	NLEV	national low emission vehicle
IPM	integrated pest management	NO	nitrogen oxide
ISO	International Standards of Operation	NO ₂	nitrogen dioxide
		NOA	naturally occurring asbestos
		NOP	Notice of Preparation
		NO _x	oxides of nitrogen
JURMP	Jurisdictional URMP	NPDES	National Pollutant Discharge Elimination System
kg	kilogram	NRDC	National Resources Defense Council
kWh	kilowatt hour	NSHP	New Solar Homes Partnership
		NTP	Notice to Proceed
lbs/MWh	pounds per megawatt-hour	O ₃	ozone
LCFS	Low Carbon Fuel Standard	OAL	Office of Administrative Law
LDC	Land Development Code	OPR	Office of Planning and Research
L _{DN}	Day-Night Sound Level 24-hour average	OSHA	Occupational Safety and Health Administration
LDR	Land Development Review		
LEED®	Leadership in Energy and Environmental Design		
Leq	equivalent sound level		
LID	low impact development	Pb	lead
LOS	Level of Service	PDO	Planned District Ordinance
LUST	leaking underground storage tank	PDP	Planned Development Permit
		PFC	perfluorocarbons
M	Measurement Location	PFFP	Public Facilities Financing Plan
MAR	Marine Habitat	PG&E	Pacific Gas and Electric
MBTA	Migratory Bird Treaty Act	PH	peak hour
MCAS	Marine Corps Air Station	PI	Principal Investigator
MDD	maximum day demand	PM	Parcel Map

PMA	Primary Market Area	SHELL	Shellfish
PM ₁₀	particulates with an aerodynamic diameter less than 10 microns	sf	square feet
		SF ₆	sulfur hexafluoride
		SFHA	Special Flood Hazard Area
PM _{2.5}	fine particulate matter with an aerodynamic diameter less than 2.5 microns	SIP	State Implementation Plan
PME	Paleontological Monitoring Exhibit	SMA	Secondary Market Area
PPA	Precise Plan Amendment	SO ₂	sulfur dioxide
ppm	parts per million	SPWN	Spawning, Reproduction or Early Development
PRC	Public Resources Code	SR	State Route
Precon	Preconstruction	SUSMP	Standard Urban Storm Water Mitigation Plan
Precise Plan	North City West Development Unit Number Two Precise Plan	SWIS	Solid Waste Information System
Protocol	Transportation Project-Level Carbon Monoxide Protocol/CCAR General Reporting Protocol	SWP	State Water Project
		SWPPP	Storm Water Pollution Prevention Plan
PRP	Paleontological Recovery Program	SWRCB	State Water Resources Control Board
PUC	Public Utilities Commission		
PUD	Public Utilities Department	TAC(s)	Toxic Air Contaminant(s)
PVC	polyvinyl chloride	TDS	total dissolved solids
		TMDL	total maximum daily load
RAQS	Regional Air Quality Strategy	TPM	Tentative Parcel Map
RARE	Rare, Threatened, or Endangered Species	TRU	transportation refrigeration storage units
RE	Resident Engineer	TSS	total suspended solids
REAP	Rain Event Action Plan		
REC	Rick Engineering Company	ULI	Urban Land Institute
REC-1	Contact Water Recreation	UNFCC	United Nations Framework Convention on Climate Change
REC-2	Non-contact Water Recreation		
RES	Regional Energy Strategy	URMP	Urban Runoff Management Program
RFG	reformulated gasoline	USD	University of San Diego
ROCs	Reactive Organic Compounds	USDOT	U.S. Department of Transportation
ROGs	Reactive Organic Gases	USFWS	United States Fish and Wildlife Service
RPS	renewable portfolio standard	UST(s)	underground storage tank(s)
RTAC	Regional Targets Advisory Committee	USAI	Urban Systems Associated, Inc.
RWQCB	Regional Water Quality Control Board	UWMP	Urban Water Management Plan
SANDAG	San Diego Association of Governments		
SB	southbound/Senate Bill	V/C	volume to capacity
SBSD	Solana Beach School District	VCP	vittrified clay pipe
SCAQMD	South Coast Air Quality Management District	VMT	vehicle miles traveled
		VOCs	volatile organic compound(s)
SCE	Southern California Edison	VTM	Vesting Tentative Map
SDAB	San Diego Air Basin		
SDAPCD	San Diego Air Pollution Control District	WARM	Warm Freshwater Habitat
SDCGHGI	San Diego County GHG Inventory	Water Code	California Water Code
SDCRAA	San Diego County Regional Airport Authority	WB	westbound
		WILD	Wildlife Habitat
SDCWA	San Diego County Water Authority	WMP	waste management plan
SDG&E	San Diego Gas and Electric	WQTR	Water Quality Technical Report
SDP	Site Development Plan	WSA	Water Supply Assessment
SDPD	San Diego Police Department	WURMP	Watershed URMP
SDREIS	San Diego Regional Energy Infrastructure Study		
SDREO	San Diego Regional Energy Office	µg/m ³	Micrograms per cubic meter
SDUHSD	San Dieguito Union High School District		
SFHA	Special Flood Hazard Area		



EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

This summary provides a brief synopsis of the One Paseo project description, the results of the environmental analysis, and project alternatives considered in this Environmental Impact Report (EIR). The summary does not contain the extensive background and analysis contained in the EIR. Therefore, the reader should review the entire EIR to fully understand the project and its environmental consequences.

ES-1 PROJECT LOCATION AND DESCRIPTION

The 23.6-acre project site is located at the southwestern corner of Del Mar Heights Road and El Camino Real in the developed suburban Carmel Valley community within the City of San Diego. The project site consists of a graded site with manufactured slopes and streetscaping along the perimeters that are adjacent to existing roadways. The project site was graded between 1986 and 1990 as part of previous entitlements. The baseline for environmental analysis in this EIR is the graded vacant project site as of the date of issuance of the Notice of Preparation (NOP; May 25, 2010).

The project entails the phased construction of a mixed-use development encompassing a maximum of 1,857,440 gross square feet (sf) consisting of approximately 270,000 gross sf of commercial retail (all 270,000 sf comprises the gross leasable area [gla]), approximately 557,440 gross sf of commercial office (536,000 sf gla), approximately 100,000 gross sf consisting of a 150-room hotel, and approximately 930,000 gross sf consisting of a maximum of 608 multi-family residential units. The project also would include public space areas, internal roadways, landscaping, hardscape treatments, utility improvements, and parking facilities to support these uses. A total of 4,089 parking spaces would be provided throughout the site in subsurface garages, one above-ground parking structure, and small surface lots. Associated off-site improvements (e.g., frontage improvements, utility extensions, access improvements, and intersection improvements proposed as mitigation for project traffic impacts) associated with the project also are analyzed throughout this EIR.

For the purposes of phasing, the project has been divided into five blocks (Blocks A through E) surrounding a central Main Street. Blocks D and E would be constructed in Phase 1, Block A is anticipated to be constructed in Phase 2, and Blocks B and C are anticipated to be developed in Phase 3. Table ES-1 presents a summary of the proposed land uses within each Block and the anticipated development of these uses per phase and Block in terms of gla and number of hotel rooms and residential units. This EIR analyzes potential environmental impacts resulting from this anticipated phasing sequence of the proposed project. Table ES-2 summarizes the maximum gross floor area of the proposed project by use in terms of gross sf. These summaries are intended to represent the maximum development potential proposed by the project. Because the project would be developed in phases driven by market conditions, densities of these uses may vary per phase, but the total area (gla and gross sf) or number of units of each use would not exceed the maximum area/units for that use. This would allow for some flexibility as the project is built out, while maintaining the maximum area/units of each use and the aggregate project total of no greater than 1,857,440 gross sf of proposed development.

The proposed mixed-use project will likely require that development be phased over a number of years. The timing and scope of future development proposals may result in the need to modify the proposed phasing identified in the proposed Precise Plan Amendment or planned construction schedule. Development may proceed in smaller or larger increments other than Blocks A through E or identified phases, provided proposed projects comply with the Transportation Phasing Plan, the Mitigation, Monitoring and Reporting Program (MMRP), and the approved conditions of the **Vesting Tentative Map and Site Development Permit**. Changes to the anticipated construction sequence analyzed in this EIR would be reviewed against the conclusions and MMRP in the certified Final EIR for the project.

Table ES-1 DEVELOPMENT SUMMARY							
Phase/Block	Commercial Retail ¹ (sf)		Commercial Office ³ (sf)		Hotel (Rooms)	Residential (MF Units)	Total ³
	Retail	Cinema ²	Corporate Office	Professional Office ⁴			
Phase 1 (Start of Construction Anticipated in 2013)							
Block D	61,190	---	270,000	21,000	---	---	352,190
Block E	39,460	---	245,000	---	---	---	284,460
Phase 1 Total	100,650	---	515,000	21,000	---	---	636,650
Phase 2 (Start of Construction Anticipated in 2014)							
Block A	65,610	---	---	---	---	194	65,610 + 194 MF units
Phase 2 Total	65,610	---	---	---		194	65,610 + 194 MF units
Phase 3 (Start of Construction Anticipated in 2015)							
Block B	38,940	---	---	---	150	181	38,940 + 150 hotel rooms + 181 MF units
Block C	14,800	---	---	---		233	14,800 + 233 MF units
Block D	---	50,000	---	---	---		50,000
Phase 3 Total	53,740	50,000	---	---	---	414	103,740 + 418 MF units
Total ¹	220,000	50,000	515,000	21,000	150	608	806,000 + 150 hotel rooms + 608 MF units

MF = multi-family

¹ As it relates to retail, all areas are considered gross leasable because all retail space may be leasable.

² Cinema consists of up to 10 screens.

³ Gross Leasable Area (excludes parking structures in conformance with City of San Diego LDC Sections 113.0234 and 142.0560). Density transfers permitted in accordance with procedures described in the Precise Plan.

⁴ Professional Office (located on Main Street).

Table ES-2 GROSS FLOOR AREA SUMMARY ¹						
Commercial Retail ² (sf)		Commercial Office (sf)		Hotel (sf)	Residential (sf)	Total
Retail	Cinema ³	Corporate Office	Professional Office ⁴			
220,000	50,000	535,600	21,840	100,000	930,000	1,857,440

¹ Gross Floor Area calculations per Land Development Code.

² Gross square feet

³ Cinema of up to 10 screens.

⁴ Professional Office (located on Main Street).

ES-2 ENVIRONMENTAL ANALYSIS

The EIR contains an environmental analysis of the potential impacts associated with implementation of the proposed project. The issues that are addressed in detail in the EIR include Land Use, Transportation/Circulation/Parking, Visual Effects and Neighborhood Character, Noise, Air Quality, Energy, Greenhouse Gas Emissions, Paleontological Resources, Biological Resources, Hydrology/Water Quality, Public Utilities, Public Services and Facilities/Recreation, Health and Safety, and Historical Resources. Of these issues, the analysis concluded that significant, direct and/or cumulative impacts would occur with respect to Transportation/Circulation/Parking, Visual Effects and Neighborhood Character, Noise, Paleontological Resources, Biological Resources, Health and Safety, and Historical Resources. All significant impacts would be reduced to below a level of significance by proposed mitigation measures with the exception of Transportation/Circulation/Parking and Visual Effects and Neighborhood Character. The analysis contained in this EIR concluded that the project would not have significant impacts related to Land Use, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology/Water Quality, Public Utilities, and Public Services and Facilities/Recreation.

Based on initial environmental review of the project, the City of San Diego (City) has determined that the proposed project would not have the potential to cause significant adverse effects in the following areas: Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, and Population and Housing.

Table ES-3 summarizes the proposed project's potentially significant environmental impacts and proposed mitigation measures by issue, as analyzed in Section 5.0, *Environmental Analysis*, and 6.0, *Cumulative Impacts*, of this EIR. The last column of this table indicates whether the impact would be reduced to below a level of significance after implementation of proposed mitigation measures.

ES-3 PROJECT ALTERNATIVES

Alternatives to the proposed project are evaluated in Section 12.0, *Alternatives*, of this EIR in terms of their ability to meet most of the objectives of the proposed project, and eliminate or further reduce significant environmental effects of the project. In addition, the California Environmental Quality Act (CEQA) requires the inclusion of a No Project Alternative. The alternatives considered in this EIR include the No Project/No Development Alternative, No Project/Development Under Existing Plans Alternative, Commercial Only Alternative, the Medical Office/Senior Housing Alternative, and the No Retail Alternative. These alternatives are briefly summarized below.

No Project/No Development Alternative

Under the No Project/No Development Alternative, the proposed mixed-use development would not be constructed and the site would remain in its current vacant, graded condition. In addition, the proposed General Plan/land use plan amendments or Rezone would not occur.

The No Project Alternative would eliminate all impacts resulting from the proposed project.

No Project/Development Under Existing Plans Alternative

The No Project/Development Under Existing Plans Alternative would involve developing the site under the current land use and zoning designations of the Community Plan, Precise Plan, and the Carmel Valley PDO. Per these plans, the site would be developed with Employment Center uses. Buildout under the existing zoning would allow for approximately 510,000 sf of corporate office uses and associated parking. Due to the size of development under this alternative compared to the size of the project site, it is assumed that parking would be provided with surface parking lots. The amount of earthwork, therefore, would be greatly reduced from the proposed project since subsurface parking would not be constructed. No General Plan, Community Plan, or Precise Plan amendments or Rezone would be required under this alternative.

The No Project/Development Under Existing Plans Alternative would result in less impacts compared to the proposed project. Specifically, this alternative would avoid two significant traffic impacts resulting from the proposed project and significant community character impacts. This alternative also would avoid potentially significant impacts under the proposed project related to on-site land use – noise compatibility, paleontological resources, and historical resources. Impacts associated with biological resources, health and safety, and public utilities would be same as the proposed project.

Commercial Only Alternative

Under the Commercial Only Alternative, the commercial elements of the proposed project would be constructed, including 510,000 sf (gla) of corporate office, 21,000 sf (gla) of professional office, and 270,000 sf (gla) of retail, for a total of 806,000 sf (gla). No residential uses or the hotel would be constructed. Similar to the proposed project, General Plan, Community Plan, and Precise Plan amendments would be required, as well as a Rezone. Parking for the proposed uses would be provided through surface parking lots and/or above-grade parking structures, but no subsurface parking garages would be constructed. As a result, the amount of earthwork would be greatly reduced from the proposed project.

The Commercial Only Alternative would result in a net ADT reduction of approximately 15 percent compared to the proposed project, which would lessen traffic impacts, but would not reduce them to below a level of significance. Similarly, significant community character impacts would be lessened, but not avoided altogether with this alternative. The Commercial Only Alternative would avoid potentially significant on-site land use – noise compatibility impacts associated with stationary noise sources from commercial uses, as well as construction noise impacts resulting from the proposed project. This alternative also would avoid potentially significant impacts related to paleontological resources and historical resources. Impacts associated with land use - noise compatibility (other than stationary noise sources from commercial uses as discussed above), biological resources, and health and safety would be same as the proposed project.

Medical Office/Senior Housing Alternative

The Medical Office/Senior Housing Alternative entails the construction of approximately 425,000 sf of medical office and 600 senior housing units. Similar to the proposed project, General Plan, Community Plan, and Precise Plan amendments would be required, as well as a Rezone. Parking for the proposed uses would be provided through surface parking lots and/or above-grade parking structures, but no subsurface parking garages would be constructed. As a result, the amount of earthwork would be greatly reduced from the proposed project.

The Medical Office/Senior Housing Alternative would result in a net ADT reduction of approximately 12 percent compared to the proposed project, which would lessen traffic impacts, but would not reduce them to below a level of significance. Similarly, significant land use – noise compatibility impacts and community character impacts would be lessened, but not avoided altogether with this alternative. This alternative also would avoid potentially significant impacts related to paleontological resources and historical resources. Impacts associated with noise (other than land use – noise compatibility as discussed above), biological resources, and health and safety would be same as the proposed project.

No Retail Alternative

The No Retail Alternative entails the development of 510,000 sf of office, a 150-room hotel, and 608 multi-family residences. The Main Street component and ground floor retail uses in the office buildings would not be constructed. As a result, the office buildings would be reduced by one level compared to the proposed project. Parking would be provided in subsurface garages and an above-ground structure. This alternative was developed to reduce project-generated traffic by removing the commercial retail uses of the proposed project, as well as provide a slight reduction in development intensity relative to the proposed project.

The No Retail Alternative would result in a net ADT reduction of approximately 61 percent compared to the proposed project, which would lessen traffic impacts, but would not reduce them to below a level of significance. In comparison to the proposed project, this alternative would result in potentially significant traffic impacts to the same three roadway segments, five intersections, and two freeway ramp meters as the proposed project. The V/C ratio along roadway segments and delays at the intersections and freeway ramp meters would be reduced, but not to below a level of significance. As with the project, impacts to freeway segments would be less than significant under the No Retail Alternative. The No Retail Alternative also would reduce the scale and bulk of development in comparison to the proposed project, but the structures under this alternative would, like the proposed project, represent enough of a scale and bulk differential to create a potential inconsistency with lower-scale commercial and residential development proximate to the project site. Identified significant impacts to transportation/circulation/parking, community character, noise, biological resources, and health and safety from the proposed project would remain under this alternative.

ES-4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

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, and governmental agencies, including the State Clearinghouse. Comments on the NOP were received from the Carmel Valley Community Planning Board; Torrey Pines Community Planning Board; Sheppard, Mullin, Richter and Hampton LLP on behalf of Donohue Shriber, Inc.; California Department of Transportation; Native American Heritage Commission; and members of the public. 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 are contained in Appendix A of this document. The concerns raised during the NOP and scoping meeting process were primarily related to traffic, land use, neighborhood character, density, and urban decay.

During the NOP comment period, concerns were raised about the density of the proposed project and whether the project would be consistent with the existing community character of Carmel Valley. Typical environmental issues associated with density include land use compatibility, traffic, visual effects and neighborhood character, noise, and air quality. These environmental issues and associated potential project impacts related to density are analyzed in their respective section of this EIR.

**Table ES-3
PROJECT IMPACTS AND PROPOSED MITIGATION**

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
TRANSPORTATION/CIRCULATION/PARKING		
Implementation of the proposed project would result in a direct impact on the roadway segment of Del Mar Heights Road from I-5 SB ramps to I-5 NB ramps.	Mitigation Measure 5.2-1: Prior to issuance of the first building permit for Phase 1, the project applicant shall reconfigure the median on the bridge to extend the EB to NB dual left-turn pocket to 400 feet 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 this proposed improvement. Therefore, direct impacts would remain significant.	Significant
Implementation of the proposed project would result in a direct and cumulative impact on the roadway segment of Del Mar Heights Road from I-5 NB ramps to High Bluff Drive.	Mitigation Measure 5.2-2: Prior to issuance of the first building permit for Phase 1, the project applicant shall widen the segment to extend the WB right-turn pocket at the I-5 NB ramps by 845 feet and modify the raised median to the satisfaction of the City Engineer. Direct and cumulative impacts would remain potentially significant following installation of the improvements, which are outside the control of the City.	Significant (direct and cumulative)
Implementation of the proposed project would result in a direct and cumulative impact on the roadway segment El Camino Real from Via De La Valle to San Dieguito Road.	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. 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)

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
TRANSPORTATION/CIRCULATION/PARKING (cont.)		
Implementation of the proposed project would result in a direct and cumulative impact on the roadway segment of Via de la Valle from San Andreas Drive to El Camino Real (West).	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. 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)
Implementation of the proposed project would result in a direct and cumulative impact on the intersection of Carmel Creek Road/Del Mar Trail.	Mitigation Measure 5.2-5: Prior to issuance of the first building permit for Phase 1, the project applicant shall install a traffic signal at the Carmel Creek Road/Del Mar Trail intersection, to the satisfaction of the City Engineer.	Less than significant (direct and cumulative)
Implementation of the proposed project would result in direct and cumulative impacts on the intersection of Del Mar Heights Road/High Bluff Drive.	Mitigation Measure 5.2-6: Prior to issuance of the first building permit for Phase 1, the project applicant shall construct a dedicated NB right-turn lane to the satisfaction of the City Engineer. Mitigation Measure 5.2-7: Prior to issuance of the first building permit for Phase 2, the project applicant shall construct 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.	Less than significant (direct and cumulative)
Implementation of the proposed project would result in direct and cumulative impacts on the intersection of Del Mar Heights Road/El Camino Real.	Mitigation Measure 5.2-8: Prior to issuance of the first building permit for Phase 1, the project applicant shall construct 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.	Less than significant (direct and cumulative)

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
TRANSPORTATION/CIRCULATION/PARKING (cont.)		
Implementation of the proposed project would result in a cumulative impact on the intersection of El Camino Real/SR 56 EB on-ramp.	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 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. Cumulative impacts are considered potentially significant until the identified improvements are installed, which are outside the control of the City.	Significant
Implementation of the proposed project would result in direct and cumulative impacts on the intersection of Del Mar Heights Road/I-5 NB ramps.	Mitigation Measure 5.2-10: Prior to issuance of the first building permit for Phase 1, the project applicant shall construct 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 raise median; and (3) reconfigure the median on the Del Mar Heights Road bridge to extend the EB dual left-turn pocket to 400 feet. Direct and cumulative impacts would remain potentially significant following installation of the improvements, which are outside the control of the City.	Significant (direct and cumulative)
Implementation of the proposed project would result in a cumulative impact on the intersection of Del Mar Heights Road/I-5 SB on-ramp meter.	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. Cumulative impacts are considered potentially significant until this identified improvement is completed, which is outside the control of the City.	Significant
Implementation of the proposed project would result in a cumulative impact on the intersection of Del Mar Heights Road/I-5 NB on-ramp meter.	Mitigation Measure 5.2-12: Prior to issuance of the first building permit for Phase 1, the project applicant shall widen and re-stripe the I-5 NB on-ramp to add an HOV lane to the satisfaction of the City Engineer and Caltrans. Cumulative impacts are considered potentially significant until this identified improvement is completed, which is outside the control of the City.	Significant
Implementation of the proposed project would result in construction impacts to the roadway segment of Del Mar Heights Road from I-5 NB ramps to High Bluff Drive.	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

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER		
The project site is located at a highly visible and prominent location within Carmel Valley and proposed buildings would, despite project design strategies to minimize apparent height and mass, contrast with existing surrounding development.	There is no feasible mitigation to reduce community character impacts to below a level of significance.	Significant
NOISE		
There is potential for on-site stationary sources to exceed the noise limits of the Noise Ordinance between proposed uses.	Mitigation Measure 5.4-1: Prior to issuance of building permits, a noise analysis shall be completed to assess building-specific stationary noise sources and impacts to on-site uses. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the Noise Ordinance noise limits for stationary sources (i.e., interior noise levels of 45 dBA L_{eq} or less for residential and hotel uses; 50 dBA L_{eq} or less for commercial uses). Methods for ensuring compliant interior noise levels may include, but would not be limited to, the following: ▪ Installation of roof-top mechanical ventilation and HVAC units on mounts that isolate the building from vibration caused by the machinery; ▪ In the floors separating residential uses from non-residential uses, use additional thicknesses of building materials and/or materials designed to isolate the residential spaces from vibration generated by non-residential spaces; ▪ Commercial air handling ducts shall not be routed in or adjacent to interior living space walls without specific plans to address isolation; ▪ Commercial HVAC systems shall not be mounted over interior living areas without specific plans to address isolation; ▪ Clusters of residential HVAC systems shall not be mounted directly over residential areas; ▪ Coolant or large water lines including HVAC water for commercial services shall not be routed in walls adjacent to living areas without specific plans to address isolation; ▪ Operable windows shall not be located where they look directly at any rooftop HVAC systems in adjacent buildings; ▪ Elevator shafts shall not be located directly adjacent to living quarters without specific plans to address isolation; and/or ▪ Commercial spaces for nighttime entertainment shall not have a common floor ceiling to a living space.	Less than significant

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
NOISE (cont.)		
	Once the project is constructed and in full operation, the developer shall conduct on-site noise measurements to verify that noise planning and attenuation measures identified in the noise analysis have mitigated project noise to levels below those proscribed by the Noise Ordinance noise limits for stationary sources.	
Proposed residences and offices could be exposed to interior noise levels above those allowed by the General Plan Noise Element Land Use – Noise Compatibility Guidelines.	Mitigation Measure 5.4-2: Prior to issuance of building permits, an exterior-to-interior noise analysis shall be completed to assess off-site noise sources and impacts to interior on-site residential and commercial uses. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines (i.e., interior noise levels of 45 dBA CNEL or less for residential and hotel uses; 50 dBA CNEL or less for commercial uses). Methods for ensuring compliant interior noise levels may include, but would not be limited to, the following: ▪ Use of window glazing with an increased sound transmission classification; ▪ Use of additional thicknesses of interior drywall; and/or ▪ Use of additional thicknesses of exterior building materials. Once the project is constructed and in full operation, interior noise measurements shall be conducted to verify that exterior-to-interior noise planning has mitigated project noise levels to ensure compliance with the General Plan Noise Element Land use – Noise Compatibility Guidelines.	Less than significant
Proposed on-site uses could generate noise exposing proposed residences or hotel uses to levels above the General Plan Noise Element Land Use – Noise Compatibility Guidelines.	Mitigation Measure 5.4-3: Prior to issuance of building permits, an interior noise analysis shall be completed to assess on-site noise sources and impacts to interior on-site residential uses. Appropriate noise planning and attenuation measures identified in the noise analysis shall be incorporated into the project design to ensure compliance with the General Plan Noise Element Land use - Noise Compatibility Guidelines. Potential noise planning and attenuation measures may include, but are not limited to, the following: ▪ Commercial air handling ducts shall not be routed in or adjacent to interior living space walls without specific plans to address isolation; ▪ Commercial HVAC systems shall not be mounted over interior living areas without specific plans to address isolation; ▪ Clusters of residential HVAC systems shall not be mounted directly over residential areas; ▪ Coolant or large water lines including HVAC water for commercial services shall not be routed in walls adjacent to living areas without specific plans to address isolation;	Less than significant

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
NOISE (cont.)		
	- Operable windows shall not be located where they look directly at any rooftop HVAC systems in adjacent buildings; - Elevator shafts shall not be located directly adjacent to living quarters without specific plans to address isolation; - Commercial spaces for nighttime entertainment shall not have a common floor ceiling to a living space; - Limitations upon the use of exterior amplified music systems associated with entertainment such as prohibiting exterior amplified music systems in areas directly adjacent to or below on-site residences ¹; and - Commercial lease agreements shall include strict enforceable measures to control interior and exterior noise to limit impacts to residential areas. Once the project is constructed and in full operation, interior noise measurements shall be conducted to verify that interior noise planning has mitigated project noise levels to ensure compliance with the General Plan Noise Element Land use – Noise Compatibility Guidelines.	
Construction of Phase 3 may generate noise levels above the allowable 12-hour average of 75 dBA at the adjacent on-site residences that would constructed in earlier phases.	Mitigation Measure 5.4-4: During construction of Phase 3, noise attenuation shall be provided sufficient to comply with the Noise Ordinance (i.e., a 12-hour average of greater than 75 dBA L_{eq}). Potential attenuation measures include, but are not limited to, use of sound walls, sound blankets, noise attenuation devices/modifications to construction equipment, and use of quieter equipment. As one option, a temporary 12-foot-high noise barrier could be constructed 50-feet in both (north-south) directions along Third Avenue from the point(s) where the proposed subterranean parking garage is within 100 feet of occupied residences.	Less than significant

¹ This excludes temporary outside amplification systems use for a short-term special event conducted with a separate City special event permit.

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES		
Project grading could potentially impact paleontological resources.	Mitigation Measure 5.8-1: The following shall be implemented: I. Prior to Permit Issuance A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program. II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.	Project grading could potentially impact paleontological resources.

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Identify Areas to be Monitored Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	III. During Construction A. Monitor Shall be Present During Grading/Excavation/Trenching 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration (OSHA) safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present. 3. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. IV. Night and/or Weekend Work A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting. 2. The following procedures shall be followed. a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSVr and submit to MMC via fax by 8 AM on the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. The PI shall immediately contact MMC, or by 8 AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. V. Post Construction A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring, a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. a. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
BIOLOGICAL RESOURCES		
The removal of trees and construction activities could potentially impact nesting raptors and migratory birds.	Mitigation Measure 5.9-1: Prior to the issuance of any authorization to proceed, the ADD Environmental designee shall ensure that the following measures are included as notes in the construction plans and grading plans: 1. If project grading/brush management is proposed in or adjacent to native habitat during the typical bird breeding season (i.e. February 1 - September 15), or an active nest is confirmed, the project biologist shall conduct a pre-grading survey for active nests in the development area and within 300 feet of it, and submit a letter report to MMC prior to the preconstruction meeting. A. If active nests are confirmed, the report shall include mitigation in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. B. If no nesting birds are confirmed per "A" above, mitigation under "A" is not required.	Less than significant (direct and cumulative)
HEALTH AND PUBLIC SAFETY		
Potentially significant impacts could occur during project construction activities, including accidental releases of hazardous materials.	Mitigation Measure 5.13-1: Construction permits shall designate staging areas where fueling and oil-changing activities are permitted. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as practicable, shall be located on level terrain and away from sensitive land uses such as residences, and schools. Staging areas shall not be located near any stream channels or wetlands. The proposed staging areas shall be identified in the construction site plans, which shall be submitted to the Regional Water Quality Control Board as part of the Notice of Intent to File under the NPDES permit process. Mitigation Measure 5.13-2: Prior to construction, a Health and Safety Plan shall be prepared and worker training shall be implemented to manage potential health and safety hazards to workers and the public.	Less than significant

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES		
The project could potentially impact unknown subsurface prehistoric, ethnohistoric, or historical cultural resources during grading and excavation.	Mitigation Measure 5.14-1: The following measures shall be implemented: I. Prior to Permit Issuance A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego HRG. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training with certification documentation. 2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project. 3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the monitoring program. II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.	Less than significant

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	B. PI Shall Attend Precon Meetings - Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor. - If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. - Identify Areas to be Monitored - Prior to the start of any work that requires monitoring, the PI shall submit an AME based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. - The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation). - When Monitoring Will Occur - Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. - The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present. III. During Construction A. Monitor(s) Shall be Present During Grading/Excavation/Trenching - The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence. 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present. 4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	C. Determination of Significance 1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply. c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required. IV. Discovery of Human Remains If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	B. Isolate discovery site 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. C. If Human Remains ARE determined to be Native American 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if: a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, c. In order to protect these sites, the Landowner shall do one or more of the following: (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried artifacts with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are NOT Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man. V. Night and/or Weekend Work A. If night and/or weekend work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVr and submit to MMC via fax by 8AM of the next business day. b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. VI. Post Construction A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met. a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with State of California Department of Parks and Recreation The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.	

Table ES-3 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
HISTORICAL RESOURCES (cont.)		
	4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The cost for curation is the responsibility of the property owner. C. Curation of artifacts: Accession Agreement and Acceptance Verification 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5. D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.	

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Section 1.0

INTRODUCTION



1.0 INTRODUCTION

1.1 PROJECT SCOPE

This Environmental Impact Report (EIR) addresses the proposed One Paseo project (project) located on a 23.6-acre graded and vacant site located in the developed Carmel Valley community within the City of San Diego, California (City). The project entails the phased construction of a mixed-use development encompassing a maximum of 1,857,440 gross square feet (sf) consisting of approximately 270,000 gross sf of commercial retail (all 270,000 sf comprises the gross leasable area [gla]), approximately 557,440 gross sf of commercial office (536,000 sf gla), approximately 100,000 gross sf consisting of a 150-room hotel, and approximately 930,000 gross sf consisting of a maximum of 608 multi-family residential units. The project also would include public space areas, internal roadways, landscaping, hardscape treatments, and utility improvements to support these uses. A detailed description of the proposed project is contained in Section 3.0, *Project Description*.

1.2 PURPOSE AND LEGAL AUTHORITY

In accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et. seq.), if a Lead Agency determines that there is substantial evidence in light of the whole record that a project may have a significant effect on the environment, the agency must prepare an EIR (State CEQA Guidelines Section 15064(a)(1)). The purpose of an EIR is to inform public agency decision makers and the general public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121(a)). This EIR is an informational document for use by the City, decision makers and members of the general public to evaluate the environmental effects of the proposed project. This document complies with all criteria, standards and procedures of CEQA and the State CEQA Guidelines (California Administrative Code 15000 et. seq.) and the City of San Diego's EIR Guidelines (December 2005). This document has been prepared as a Project EIR pursuant to Section 15161 of the State CEQA Guidelines, and it represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050).

The public agency with the greatest responsibility for supervising or approving the project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "Lead Agency" pursuant to State CEQA Guidelines Section 15051(b)(1). The City of San Diego is the Lead Agency for the proposed project evaluated in this EIR.

This EIR is available for review by the public and public agencies for 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (State CEQA Guidelines Section 15204). The EIR and all supporting technical studies and documents are available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101-4153, as well as at the Carmel Valley Branch Library located at 3919 Townsgate Drive, San Diego, CA 92130; and at the Central Library, located at 802 E Street, San Diego, 92101.

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

Section 15381 of the State CEQA Guidelines defines responsible agencies as all public agencies other than the lead agency, which have discretionary approval power over the project. Section 15386 of the State CEQA Guidelines defines a trustee agency as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

1.3 EIR SCOPE

This EIR contains an analysis of the proposed project described in Section 3.0, *Project Description*. An EIR should “focus primarily on the changes in the environment that would result from the development project,” and “examine all phases of the project, including planning, construction and operation” (State CEQA Guidelines Section 15161).

As Lead Agency, the City identified potentially significant environmental impacts associated with the following issues:

- | | |
|---|---|
| ▪ Land Use | ▪ Paleontological Resources |
| ▪ Transportation/Circulation/Parking | ▪ Biological Resources |
| ▪ Visual Effects/Neighborhood Character | ▪ Hydrology/Water Quality |
| ▪ Noise | ▪ Public Utilities |
| ▪ Air Quality | ▪ Public Services and Facilities/Recreation |
| ▪ Energy | ▪ Health and Safety |
| ▪ Greenhouse Gas Emissions | ▪ Historical Resources |

The City prepared a Notice of Preparation (NOP), dated May 25, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies, including the State Clearinghouse. Comments on the NOP were received from the Carmel Valley Community Planning Board; Torrey Pines Community Planning Board; Sheppard, Mullin, Richter and Hampton LLP on behalf of Donohue Shriber, Inc.; California Department of Transportation; Native American Heritage Commission; and members of the public. A scoping meeting was held on June 9, 2010 to inform the public about the project and receive comments. Key issues raised in the NOP comment letters included traffic, land use, neighborhood character, density, and urban decay. Copies of the NOP and comment letters are contained in Appendix A of this document.

Project impacts with respect to the issues of Agricultural and Forestry Resources, Geology and Soils, Mineral Resources, and Population and Housing have been determined to be less than significant, for the reasons described in Section 8.0, *Effects Found Not To Be Significant*, of this EIR.

1.4 SUMMARY OF PROPOSED PROJECT ACTIONS

The applicant is seeking the following discretionary actions from the City:

- Vesting Tentative Map (VTM);
- General Plan Amendment;
- Community Plan Amendment (CPA);
- Precise Plan Amendment (PPA);
- Rezone from Carmel Valley Planned District- Employment Center (CVPD – EC) to CVPD-MC (Mixed-Use Center);
- Site Development Permit (SDP);
- Neighborhood Development Permit;
- Conditional Use Permit (CUP);
- Street Vacation; and
- Easement Abandonment.

These proposed discretionary actions are described in more detail in Section 3.0, *Project Description*.

1.5 CONTENT AND ORGANIZATION OF THE EIR

As stated above, the content and format of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the State CEQA Guidelines. Technical studies have been summarized within individual environmental issue sections, and the full technical studies have been included in the Appendices.

This EIR has been organized in the following manner:

- **Executive Summary** provides a summary of the EIR analysis, discussing the project description, the alternatives which would reduce or avoid significant impacts, and the conclusions of the environmental analysis. The conclusions focus on those impacts which have been determined to be significant but mitigated, as well as impacts considered significant and unmitigated, if applicable. Impacts and mitigation measures are provided in tabular format. In addition, this section includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.
- **Section 1.0, Introduction**, provides a brief description of the project, the purpose of the EIR, key discretionary City actions, permits and approvals required by other agencies, and an explanation of the document format.

- **Section 2.0, Environmental Setting**, provides an overview of the regional and local setting, as well as the physical characteristics of the project site. The setting discussion also addresses the relevant planning documents and existing land use designations, as well as any special zones that apply to the project site.
- **Section 3.0, Project Description**, provides a detailed description of the proposed project, including the purpose and main objectives of the project, building characteristics, circulation improvements, landscaping plan, and project grading and construction. In addition, a discussion of discretionary actions required for project implementation are included.
- **Section 4.0, History of Project Changes**, chronicles the changes made to the project description in response to environmental concerns raised during the City's review of the project.
- **Section 5.0, Environmental Analysis**, constitutes the main body of the EIR and includes the detailed impact analysis for each environmental issue. The topics analyzed in this section include: Land Use, Transportation/Circulation/Parking, Visual Effects/Neighborhood Character, Noise, Air Quality, Energy, Greenhouse Gas Emissions, Paleontological Resources, Biological Resources, Hydrology/Water Quality, Public Utilities, Public Services and Facilities/Recreation, Health and Safety, and Historical Resources. Under each topic, Section 5.0 includes a discussion of existing conditions, the thresholds identified for the determination of significant impacts, and an evaluation of the impacts associated with implementation of the project. Where the impact analysis demonstrates the potential for the project to have a significant adverse impact on the environment, mitigation measures are provided which would minimize the significant effects. The EIR indicates whether the proposed mitigation measures would reduce impacts to below a level of significance.
- **Section 6.0, Cumulative Impacts**, addresses the cumulative impacts due to implementation of the proposed project in combination with other recently approved or pending projects in the area. The area of potential effect for cumulative impacts varies depending upon the type of environmental issue.
- **Section 7.0, Mitigation, Monitoring and Reporting Plan**, identifies mitigation measures for potentially significant impacts resulting from implementation of the proposed project.
- **Section 8.0, Effects Found Not to be Significant**, briefly discusses environmental issues determined during the Initial Study not to have the potential for significant adverse impacts as a result of the proposed project. The areas with effects found not to be significant include: Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, and Population and Housing.

- **Section 9.0, Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented**, addresses significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance.
- **Section 10.0, Significant Irreversible Environmental Changes**, addresses the significant irreversible environmental changes that would result from the project, including the use of nonrenewable resources.
- **Section 11.0, Growth Inducement**, includes a discussion of the potential for the proposed project to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.
- **Section 12.0, Alternatives**, provides a description and evaluation of alternatives to the proposed project. This section addresses the mandatory “no project” alternative, as well as development alternatives that would reduce or avoid the proposed project’s significant impacts.

EIR References, Individuals and Agencies Consulted, and EIR Preparers are provided in Sections 13.0, 14.0, and 15.0, respectively.

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Section 2.0

ENVIRONMENTAL SETTING



2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 23.6-acre project site is located in the Carmel Valley community within the City of San Diego, San Diego County, California (Figure 2-1, *Regional Location Map*). The property is located at the southwestern corner of Del Mar Heights Road and El Camino Real. High Bluff Drive is located directly west of the project site, Interstate 5 (I-5) is approximately 0.25 mile to the west of the project site, and State Route (SR) 56 is located approximately 1.0 mile to the south of the project site (Figure 2-2, *Project Vicinity Map*).

2.2 EXISTING CONDITIONS

2.2.1 Project Site

Site Conditions

The proposed project site consists of three legal lots, but four Assessor's Parcels, including Assessor's Parcel Numbers 304-070-43, 304-070-49, 304-070-52, and 304-070-57. The site is roughly triangular-shaped and consists of a graded site with manufactured slopes and streetscaping along the perimeters that are adjacent to existing roadways. Streetscaping consists of ground cover and mature trees, primarily eucalyptus and pine.

The project site was previously graded between 1986 and 1990 as a part of the North City West Development Unit 2 (i.e., Carmel Valley Employment Center) mass grading under Tentative Parcel Map (TPM) 86-0276. The site ranges from approximately 174 feet above mean sea level (amsl) at the southeastern corner to approximately 246 feet amsl at a berm near the northwestern site boundary. Most of the project site is terraced into three building pads: northern, eastern, and southern, each with an approximately 15-foot difference in grade elevation. 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. Each pad presently contains a drainage basin that is 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, currently exists on the project site, off of Del Mar Heights Road. The street was previously rough graded, but never constructed. The interior of the project site is currently accessed by a dirt roadway at the El Camino Real and western signalized driveway access to Del Mar Highlands Town Center. This dirt roadway connects to other dirt roadways on site. 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 (see Figure 2-3, *Existing Utilities*). The site was previously planned to be developed with offices as part of the larger Employment Center.

The existing conditions described in this section as of the May 25, 2010 NOP date constitute the baseline condition against which environmental impacts are analyzed in this EIR.

Entitlement History

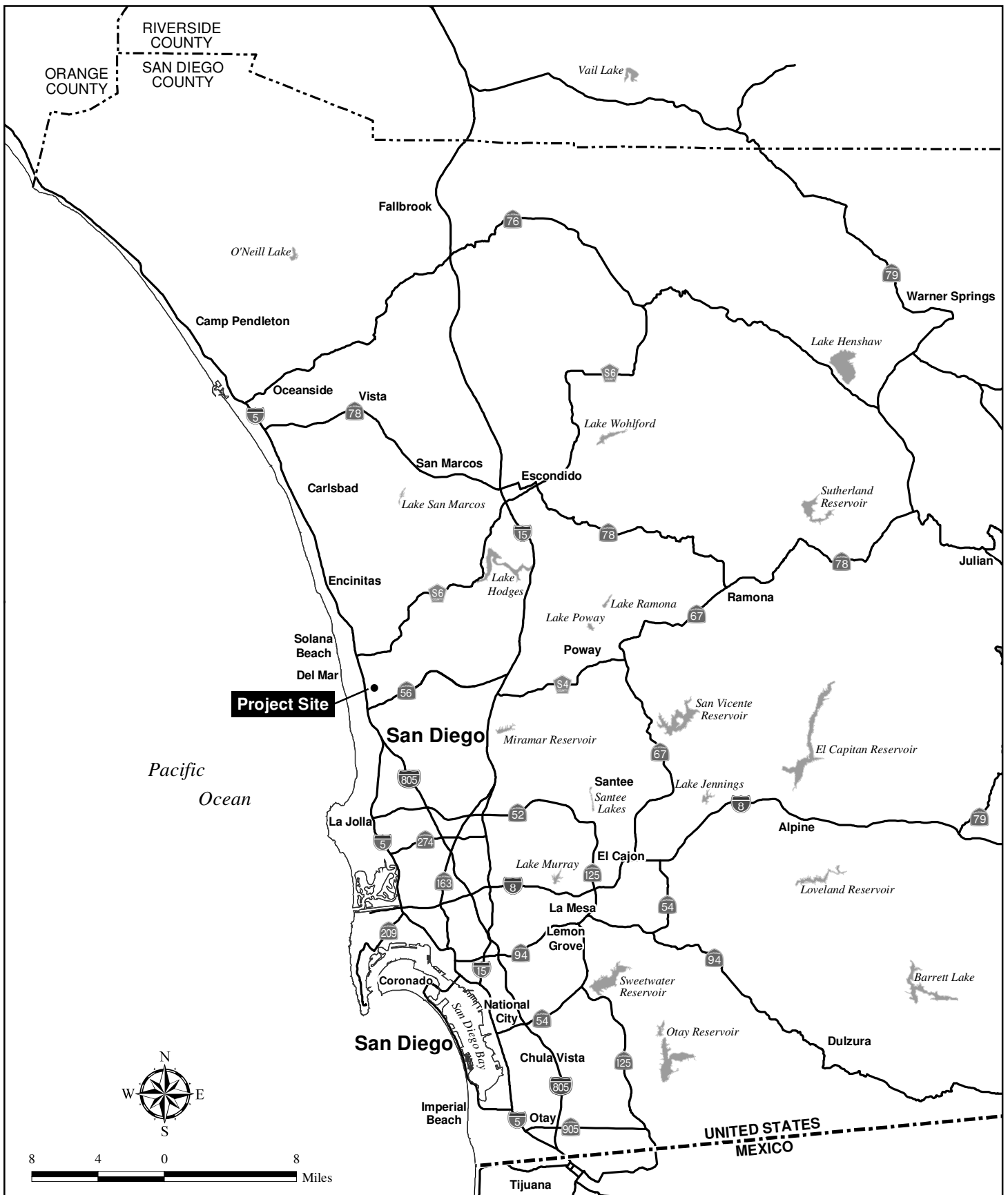
On May 30, 1986, the City of San Diego Planning Commission approved TPM 86-0276, a four-lot parcel map for approximately 33 acres that included the project site and adjacent property to the south. The project site and adjacent property were subsequently graded consistent with the approvals granted by TPM 86-0276 and office development was constructed on the adjacent property. On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588, which authorized construction of a 24,828-sf, two-story commercial office building and street extending from Del Mar Heights Road, identified as Del Mar Heights Place, on a portion of the project site. The office building and Del Mar Heights Place were never constructed, and the development permit expired.

2.2.2 Carmel Valley Community

Carmel Valley is an approximately 4,300-acre master-planned community in the northwestern portion of the City of San Diego near the I-5/SR 56 interchange. Carmel Valley is bordered by the communities of Pacific Highlands Ranch and the North City Future Urbanizing Area Subarea II to the north; Torrey Hills and the Los Peñasquitos Canyon Preserve to the south, Torrey Pines and I-5 to the west, and Pacific Highlands Ranch and Del Mar Mesa to the east. The Pacific Ocean is approximately 2.5 miles to the west. At present, Carmel Valley has approximately 36,000 residents and approximately 13,000 homes (SANDAG 2010a). The community also contains commercial, retail, office, and hotel uses; recreational facilities; schools; and open space. As Carmel Valley developed, the industrial-office park comprising the Employment Center envisioned in the Community Plan began to take shape. Carmel Valley has become a major center for the technology industry and the professionals that service that sector.

2.3 SURROUNDING LAND USES

The project site is surrounded by Del Mar Highlands Town Center to the east, one single-family residence to the southeast, office buildings to the south and west, and multi-family residential (across Del Mar Heights Road) to the north (refer to Figure 2-2). Del Mar Highlands Town Center is a 30-acre shopping center that contains retail shops, restaurants, major grocery store, major drug store, a theater, plaza, and a small outdoor amphitheater within one- to two-story structures. The single-family residence to the southeast is located on a large lot and is considered a rural residential use. This residential property is a remnant of a former ranch that originally encompassed much of the land in the immediate project area. Two office buildings are located on the 13-acre Heights at Del Mar site to the south, both of which are three stories over parking. The office buildings directly to the west within Highlands Corporate Center and Highlands Plaza are two- to four-stories tall. The Signature Point apartment complex is located to the northeast and contains two-story multi-family residential buildings over parking with one-, two-, and three-bedroom apartments. The East Bluff condominium complex to the north includes one- and two-story townhomes. A pedestrian bridge crosses over Del Mar Heights Road just east of the Del Mar Heights Road/El Camino Real intersection. Fire Station 24 is located approximately 0.3 mile to the northeast of the project site at the intersection of Del Mar Heights Road and Hartfield Avenue. Additionally, the Northwest Division police substation is located approximately 0.2 mile to the south at 12592 El Camino Real.



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Regional Location Map

ONE PASEO

Figure 2-1

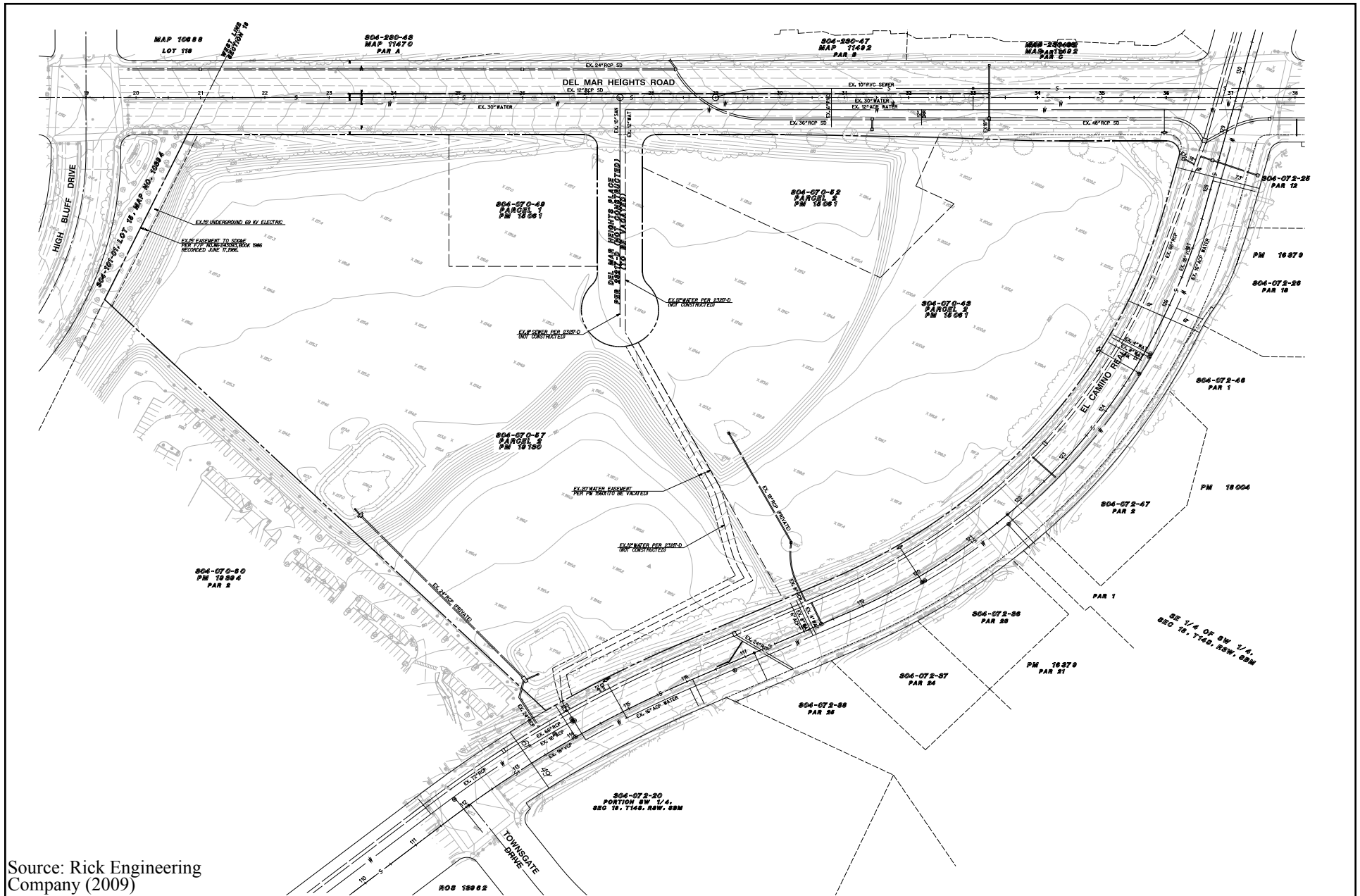


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Project Vicinity Map

ONE PASEO

Figure 2-2



Source: Rick Engineering
Company (2009)

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Existing Utilities

ONE PASEO

Figure 2-3

2.4 PLANNING CONTEXT

The project site is located within the Carmel Valley Community Planning area, which is mostly built out. Although the site was graded and portions were previously entitled, it remains the last large piece of vacant land in Carmel Valley. The proposed project is subject to the planning guidelines and policies of the City's General Plan (General Plan), Carmel Valley Community Plan (Community Plan; previously known as the North City West Community Plan), the Carmel Valley Employment Center Precise Plan (Precise Plan), City Land Development Code (LDC), Carmel Valley Planned District Ordinance (PDO), California State Implementation Plan, and Water Quality Control Plan for the San Diego Basin. Since the project is not located within the Multi-Habitat Planning Area (MHPA) and is not adjacent to and does not contain significant biological resources, the Multiple Species Conservation Program (MSCP) document is not discussed.

Applicable planning guidelines and policies are summarized below and discussed in greater detail in Section 5.1, *Land Use*.

2.4.1 City of San Diego General Plan

The City approved an updated General Plan in March 2008. 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. The General Plan is comprised of a Strategic Framework section and ten elements covering planning issues such as housing, transportation, and conservation.

The General Plan lays the foundation for the more specific community plans which rely heavily on the goals, guidelines, standards, and recommendations within the General Plan. Environmental goals and recommendations from the General Plan are referenced in this EIR where applicable.

2.4.2 Carmel Valley Community Plan

In February 1975, the City Council approved the 4,300-acre North City West (now known as Carmel Valley¹) Community Plan. This plan proposed to preserve open space by confining development to the mesa tops, leaving the canyons untouched. Planned development would be centered on an urban core surrounded by decreasing residential densities, where higher density residential areas were traded for increased community open space.

The Community Plan provides the framework for the long-range planning within the community by dividing the Community Plan Area into distinct neighborhoods and establishing the requirement for Precise Plans for each neighborhood. The Precise Plans contain detailed planning and design considerations for the specific neighborhoods. This hierarchy of planning documents allows for flexibility in determining how each development unit will create a diverse and balanced community.

¹ The community name was formally changed from North City West to Carmel Valley, including titles of all planning documents.

The existing Community Plan land use designation for the site is Employment Center.

2.4.3 Carmel Valley Employment Center Precise Plan

In October 1981, the North City West (Carmel Valley) Employment Center Precise Plan was adopted for a 118-acre triangular area bounded by Interstate 5, Del Mar Heights Road, and El Camino Real. The project site is located within this Precise Plan area and is currently designated as part of the Employment Center. Both the Community Plan and the Precise Plan envisioned the Employment Center as a “tightly controlled business park of the highest quality.”

2.4.4 Zoning Ordinance

Zoning regulations for the property are governed by the Carmel Valley PDO and the City’s LDC. 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 PDO applies.

The current zoning of the project site is CVPD-EC (Carmel Valley Planned District-Employment Center). Buildout under the existing zoning would allow for approximately 510,000 sf of office uses.

2.4.5 California State Implementation Plan

The State Implementation Plan (SIP) was adopted by the California Air Resources Board (ARB) and Environmental Protection Agency (EPA) to bring non-attainment air basins into compliance with the National Ambient Air Quality Standards (NAAQS). Due to continued violations of NAAQS standards in the San Diego Air Basin (SDAB), the San Diego Air Pollution Control District (SDAPCD), in conjunction with the San Diego Association of Governments (SANDAG), prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP. The proposed project relates to the SIP through land use and growth assumptions that are incorporated into air quality planning documents.

2.4.6 Water Quality Control Plan for the San Diego Basin

The Regional Water Quality Control Board (RWQCB) adopted a Water Quality Control Plan for the San Diego Basin 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. 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 municipal supply (MUN); agricultural supply (AGR); industrial service supply (IND); non-contact water recreation (REC-2); warm freshwater habitat (WARM); and wildlife habitat (WILD). Contact recreation (REC-1) is a potential beneficial use. The downstream Peñasquitos Lagoon has the following beneficial uses: REC-1, REC-2, biological (BIOL), estuary (EST), WILD, rare species (RARE), marine (MAR), migration (MIGR), spawning (SPWN), and shellfish (SHELL). The beneficial uses of groundwater within this basin include MUN, AGR, and IND.

2.5 EMERGENCY SERVICES

2.5.1 Fire Protection and Emergency Medical Services

The project site is located within the San Diego Fire-Rescue Department service area. The San Diego Fire-Rescue Department uses the National Fire Protection Association 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, for the initial response of fire suppression recourse, four-person engine company within four minutes and an effective fire force, and 15 firefighters within eight minutes. Additionally, the General Plan calls for a response time of five minutes (one minute chute + four minute travel) 90 percent of the time for the first-in engine or emergency vehicle, and a response time of nine minutes (one minute chute + eight minute travel) 90 percent of the time for full alarm and advanced life-support services. The City Fire-Rescue Department's goal is one firefighter per 1,000 citizens. It is currently at 0.7 firefighter per 1,000 residents. The Fire-Rescue Department includes one paramedic on each engine or truck at all times; therefore, response times from stations for trucks and engines are the same for emergency response personnel. The City's ambulance standard is 12 minutes.

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. The estimated engine response time from Station 24 to the proposed project site is 1.7 minutes. Equipment at this station includes one engine, one brush engine, and one medic/rescue rig. The Fire-Rescue Department has Automatic Aid agreements with the surrounding communities of Del Mar, Solana Beach, and Rancho Santa Fe. Under these agreements, the nearest fire companies respond to fire or medical emergencies regardless of jurisdictional boundaries. Other stations in the project vicinity are the Del Mar Fire Station located at 2200 Jimmy Durante Boulevard approximately 3.6 miles from the site, and the Solana Beach Fire Station located at 500 Lomas Santa Fe Drive approximately 4.2 miles from the site.

2.5.2 Police Protection

Police protection is provided by the City of San Diego. The General Plan identifies the Police Facilities Plan as the resources document for San Diego Police Department (SDPD) standards. The Police Facilities Plan establishes a seven-minute average response time as a department goal. The City presently maintains a City-wide ratio of 1.5 sworn personnel per 1,000 residents. The SDPD currently utilizes a five-level priority dispatch system, with priority E (Emergency), One, Two, Three, and Four (lowest priority) calls. The calls are prioritized by the phone dispatcher. Priority E and One calls involve serious crimes in progress or those with a potential for injury. Priority Two calls include vandalism and property crimes. Priority Three includes calls after a crime has been committed, such as burglaries and noise calls (e.g., loud music and dogs barking). Priority Four calls include nuisance calls, such as children playing in the street or lost and found reports.

The proposed project is located in the service area of the SDPD, within the Northwestern Division. Police responses are based on the category of the call for service. The average

response times in Northwestern Division for 2009 were 7.9 minutes for Priority E, 13.9 minutes for Priority One calls, 18.4 minutes for Priority Two calls, 46.3 minutes for Priority Three calls, and 64.2 minutes for Priority Four calls. The average response times for Carmel Valley Community Plan Area (Beat 934) for 2009 were 6.8 minutes for Priority E, 12.4 minutes for Priority One calls, 17.9 minutes for Priority Two calls, 43.6 minutes for Priority Three calls, and 64.3 minutes for Priority Four calls. The nearest police substation that serves the project site (Northwestern Division) is located approximately 0.2 mile to the south at 12592 El Camino Real. Headquarters is located at 1401 Broadway, approximately 20 miles from the project site.