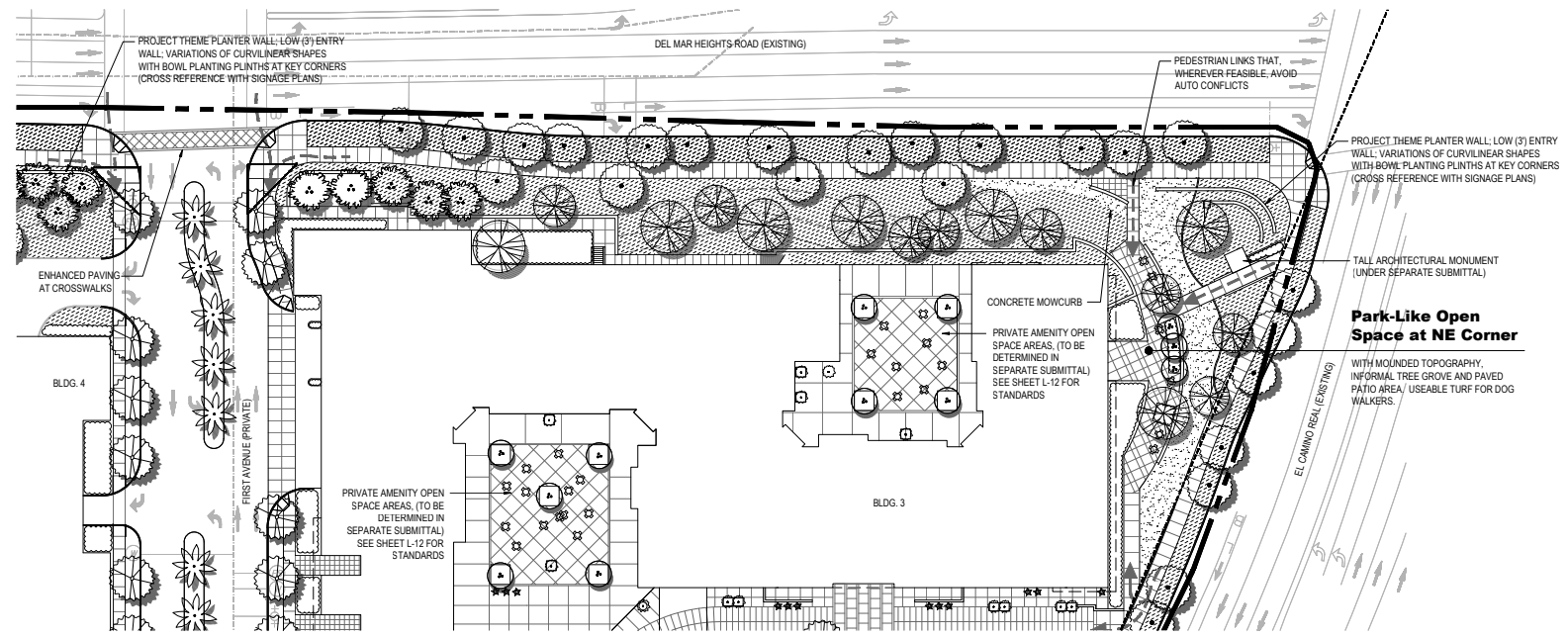




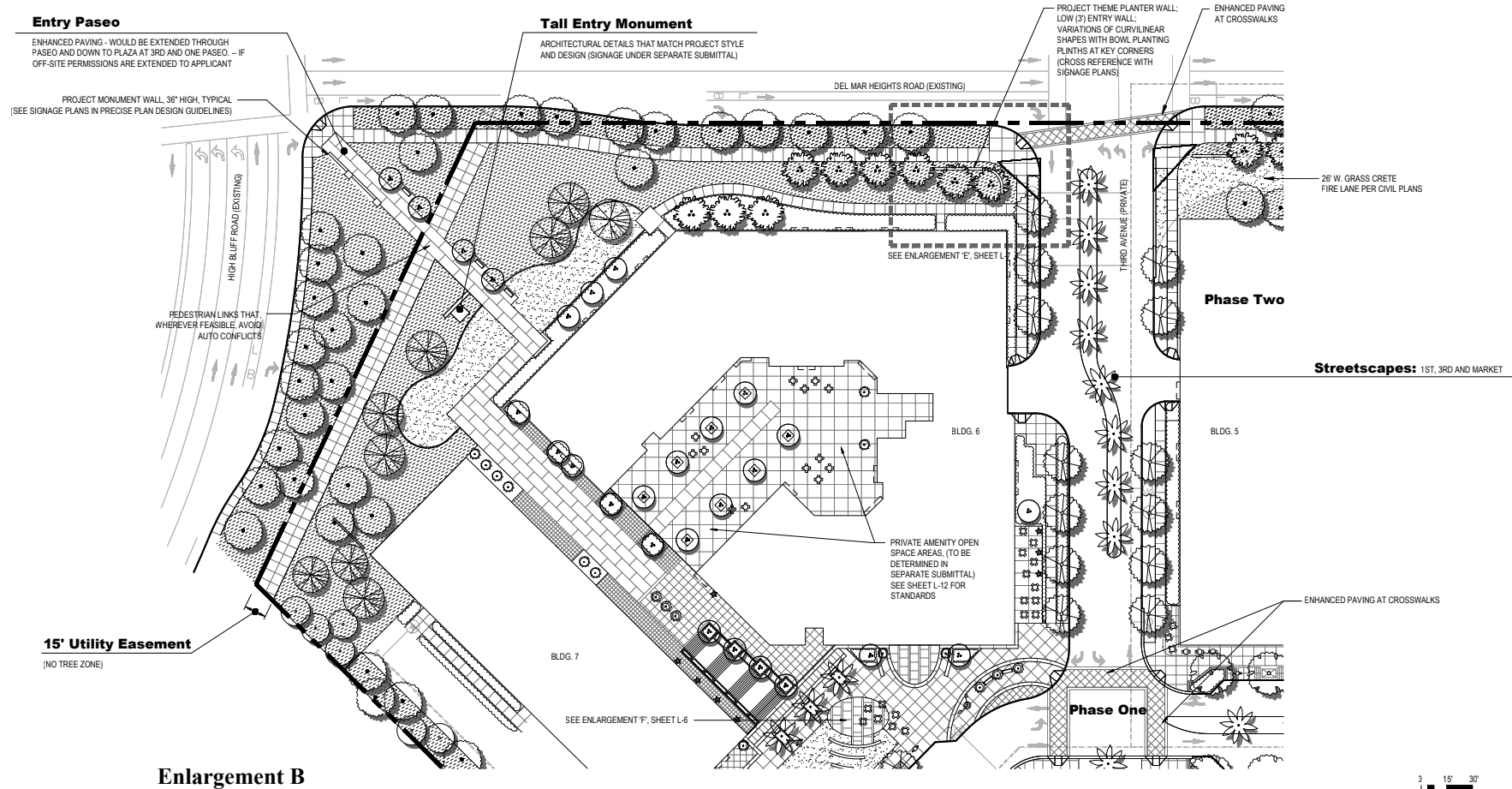
Section 3.0

PROJECT DESCRIPTION

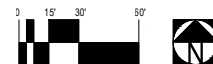




Enlargement C



Enlargement B



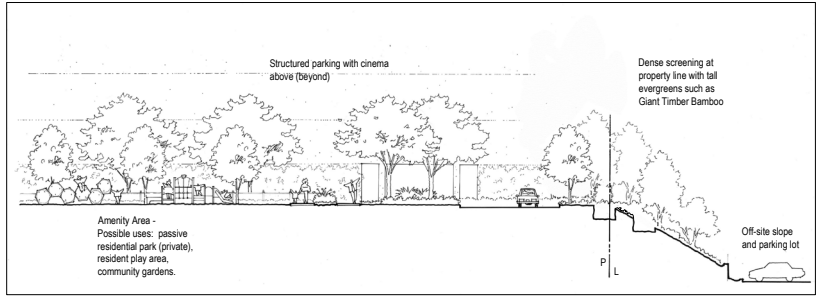
Source: Nowell & Associates (2011)

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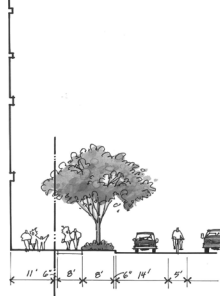
Conceptual Landscape Plan

ONE PASEO

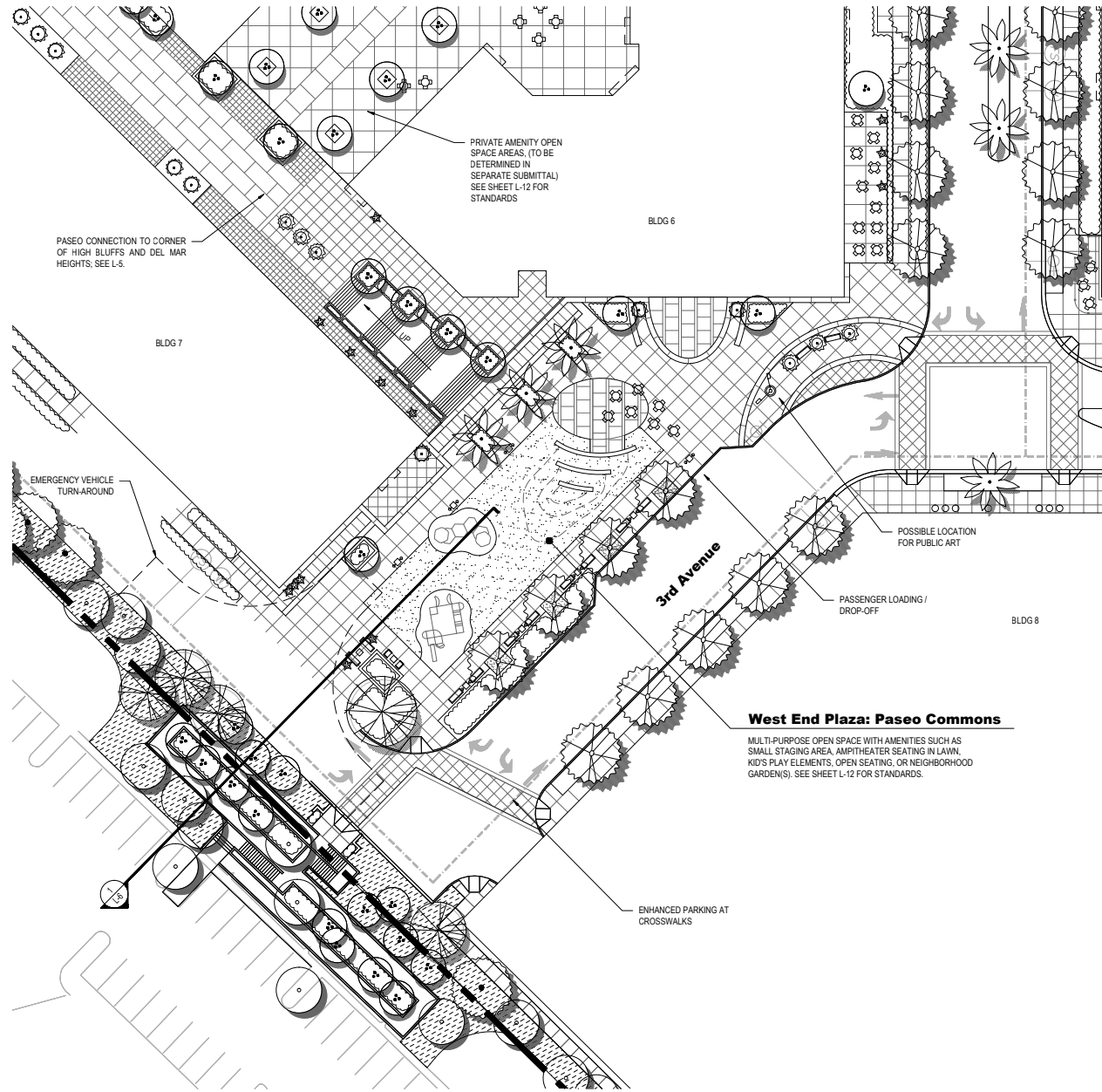
Figure 3-3e



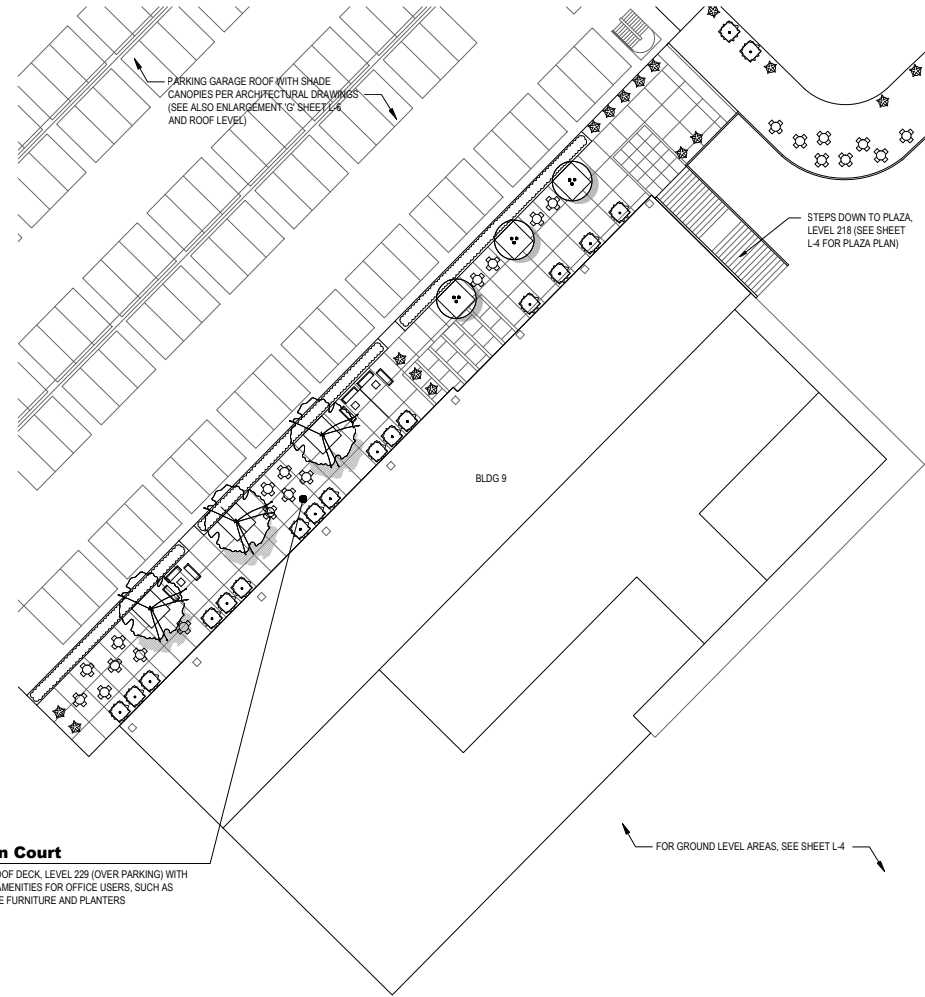
Section 1 - At Connection to Neurocrine



Section 2 - At El Camino Real (Tightest Point)



Enlargement D



Green Court

UPPER ROOF DECK, LEVEL 229 (OVER PARKING) WITH PRIVATE AMENITIES FOR OFFICE USERS, SUCH AS MOVEABLE FURNITURE AND PLANTERS

Enlargement E - Green Court 229 Level, Rooftop Office Amenity Space

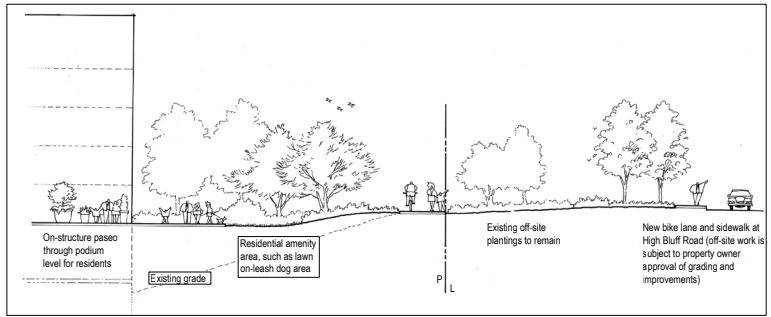
Source: Nowell & Associates (2011)

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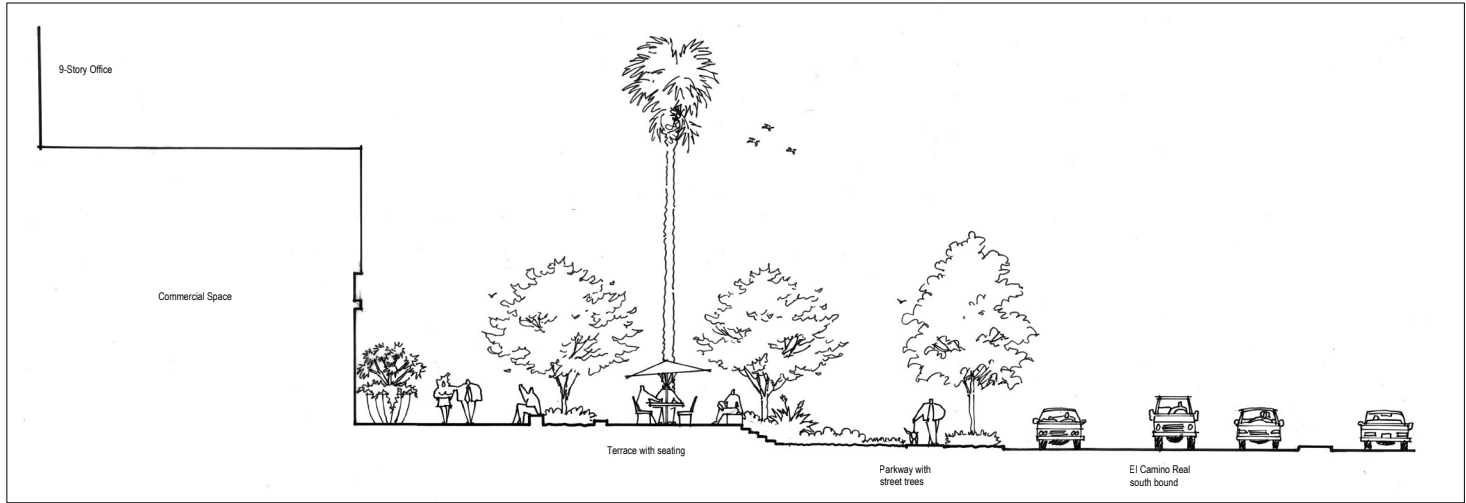
Conceptual Landscape Plan

ONE PASEO

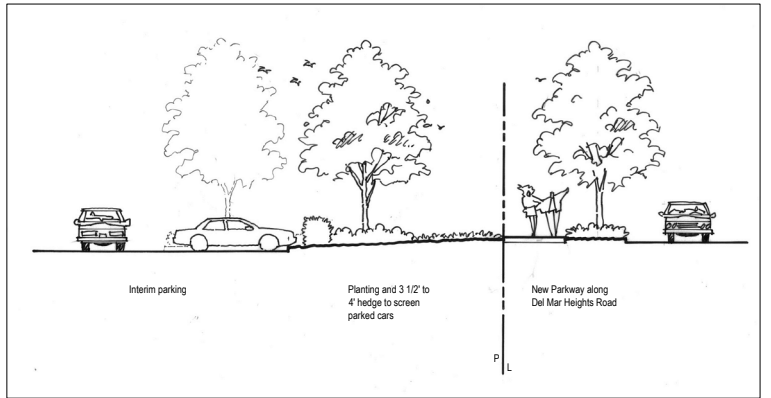
Figure 3-3f



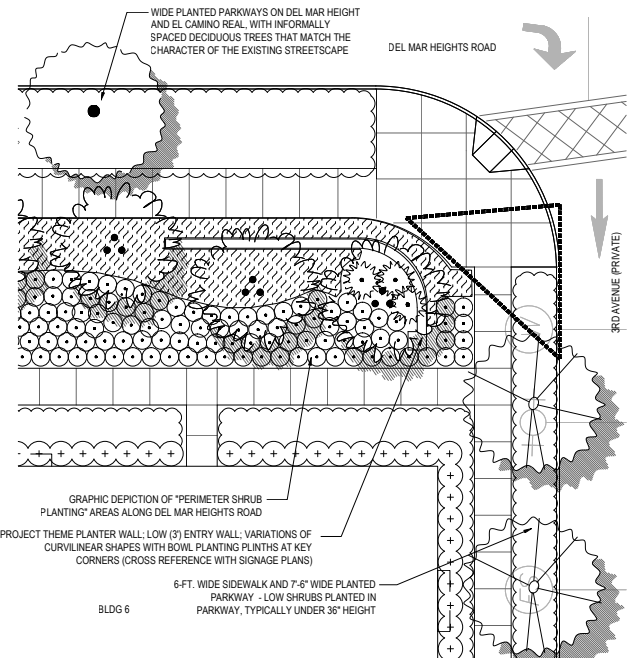
Section 1



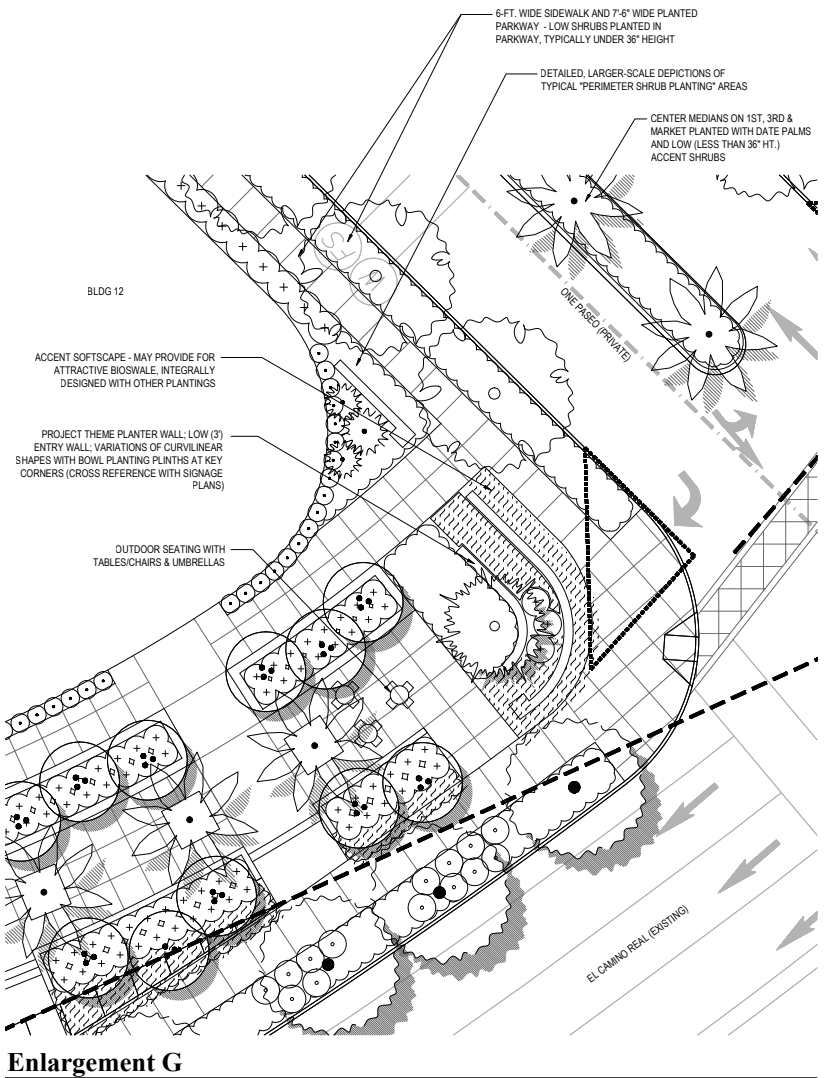
Section 2



Section 3



Enlargement F



Enlargement G

Source: Nowell & Associates (2011)

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Conceptual Landscape Plan

ONE PASEO

Figure 3-3g

by connecting to the existing El Camino Real trunk sewer, which drains into the Carmel Valley trunk sewer and into Pump Station 65 adjacent to Sorrento Valley Road. Electrical, natural gas, and telecommunications services would be provided by connecting to existing infrastructure within Del Mar Heights Road and El Camino Real.

The project site is served by an existing 66-inch public storm drain system in El Camino Real that was master planned and constructed for ultimate buildout of the entire Precise Plan area. Storm water flows would be collected and treated on-site in proposed storm drain facilities, and then directed to the existing facilities in El Camino Real.

3.2.6 Off-site Improvements

The project proposes the following off-site improvements as part of the project:

- The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection (APN 304-101-01) that contains monument signage and street landscaping would be re-graded and landscaping, a walkway, and signage would be installed to match and transition to on-site elevations and landscape/hardscape treatments;
- A ramp and stairway would be constructed between the project site (Block C) and the adjacent commercial office development to the south;
- Possible temporary grading along the southern property line for the proposed parking garage in Block D;
- Utility realignments and extensions along the project frontage of the Del Mar Heights Road and El Camino Real rights-of-way;
- Installation of traffic signals at the intersections of Third Avenue and First Avenue with Del Mar Heights Road; and
- Reconfiguration of the medians within the Del Mar Heights Road and El Camino Real rights-of-way along the project frontage.

These off-site improvements and their potential environmental effects are analyzed as part of the project in this EIR.

In addition to these project features, it is anticipated that several intersections would be improved to mitigate for projected traffic impacts by adding lanes and/or installing traffic signals (refer to Section 5.2, *Transportation/Circulation/Parking*, for details). Because potential secondary impacts associated with these off-site mitigation areas are discussed in a number of the environmental analyses in this EIR, they are introduced here for the reader's ease of reference. Figure 3-5, *Proposed Project Mitigation*, identifies the proposed mitigation locales.

3.2.7 Sustainable Design Features

The proposed project entails construction of a mixed-use development intended to promote sustainability through provision of residential, retail, and office uses within the same development and in close proximity to existing community facilities. On August 27, 2010, the project was registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system. The project

Blocks A and B

Proposed landscaping within Blocks A and B would include canopy trees along Main Street to provide shade to the ground-floor retail/uses. Shrub and groundcover plantings in planters and pots are proposed to define outdoor dining patios, pedestrian pathways, residential stoops, commercial patio areas, and building entry points. A project gateway is proposed at the northeast corner of the site at the intersection of Del Mar Heights Road and El Camino Real that would include project monuments and signage, pedestrian paths, informally spaced trees, turf, and a patio area (refer to Figure 3-3e).

Block C

Landscape treatments in Block C would include a project gateway at the northwest corner of the site at the Del Mar Heights Road and High Bluff Drive intersection. The gateway would include a pedestrian entry featuring a paseo, project monuments and signage, informally spaced trees, turf, and groundcovers and accent plantings. Seating, shrubs, and groundcovers also would be installed in the plaza at the corner of Main Street and Third Street, the residential courtyards, and along pedestrian pathways to define pedestrian circulation routes, patio areas, and residential stoops.

Site Perimeter

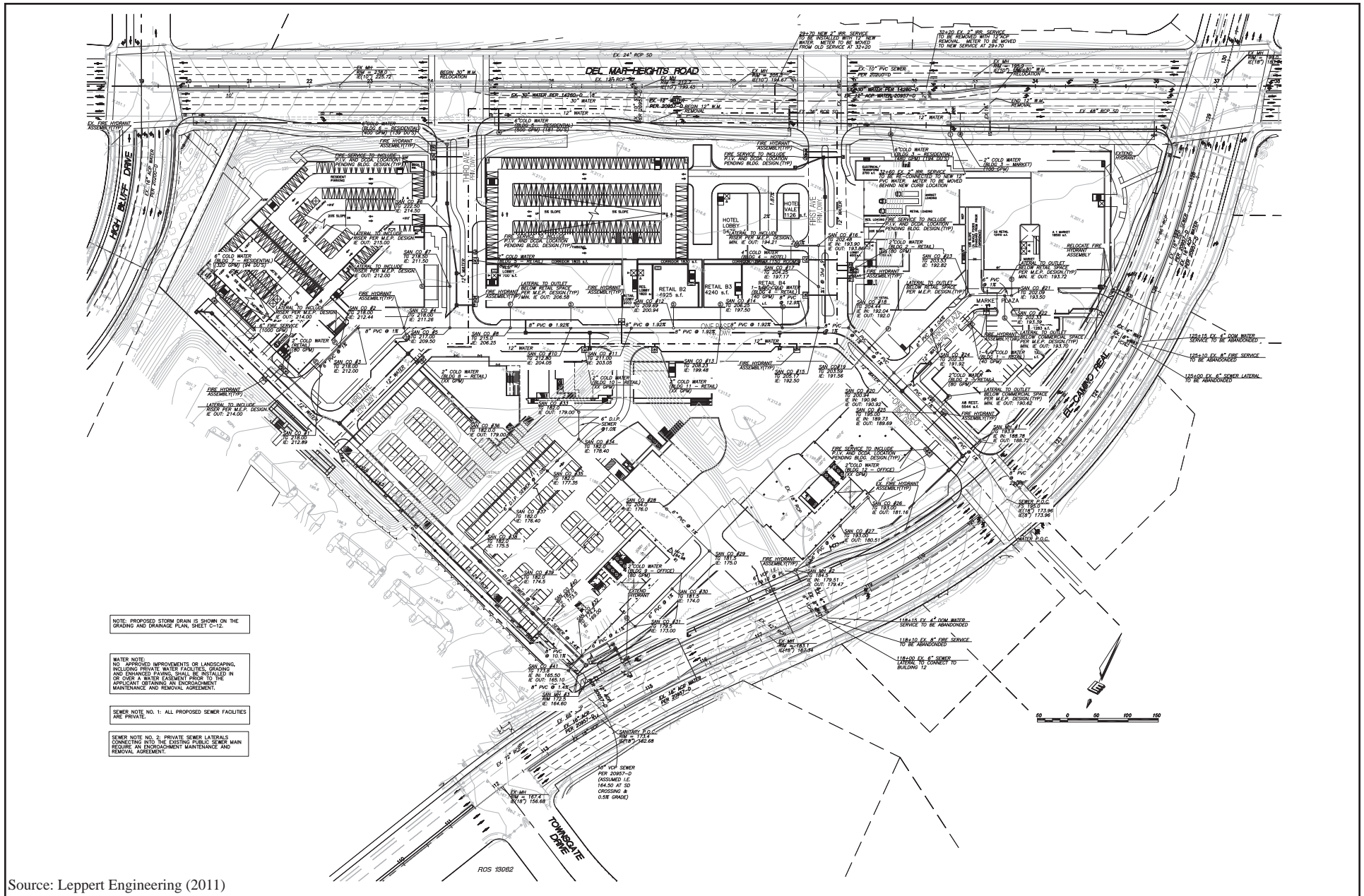
Perimeter landscaping is proposed to define the project boundaries and complement the existing surrounding community. Open branching, deciduous canopy trees interspersed with evergreen canopy trees would be planted informally along the Del Mar Heights Road and El Camino Real frontages, with accent trees at the project entries. Torrey Pines would be planted as accent trees at the corner of High Bluff Drive and Del Mar Heights Road, and along the southern site boundary. In addition, screening trees would line the southern site boundary. Other perimeter landscape treatments would include a combination of shrubs and groundcovers and lawn.

Hardscape Treatments

Proposed hardscape treatments would include concrete or asphalt pavers, enhanced concrete finishes, and natural stone accents. Furnishings would include benches, seat-walls, planters, patio tables, chairs, decorative railings, bollards, tree grates, and trash receptacles. Hardscape treatments and furnishings in each Block could vary, but would maintain a consistent, identifiable theme. Signage would also be provided at the project entries and within the site. All hardscape treatments, including signage, would be chosen for consistency with the surrounding community character, as well as with applicable site design guidelines.

3.2.5 Utilities

Utility services would be provided through construction of pipelines/extensions from existing utility infrastructure within surrounding roadways (Figure 3-4, *Proposed Utilities*). Water service would be provided to the site by a new on-site 12-inch-diameter loop extending from an existing 16-inch-diameter water main in El Camino Real. An existing 12-inch water main in Del Mar Heights Road would be relocated within the right-of-way. Sewer service would be provided

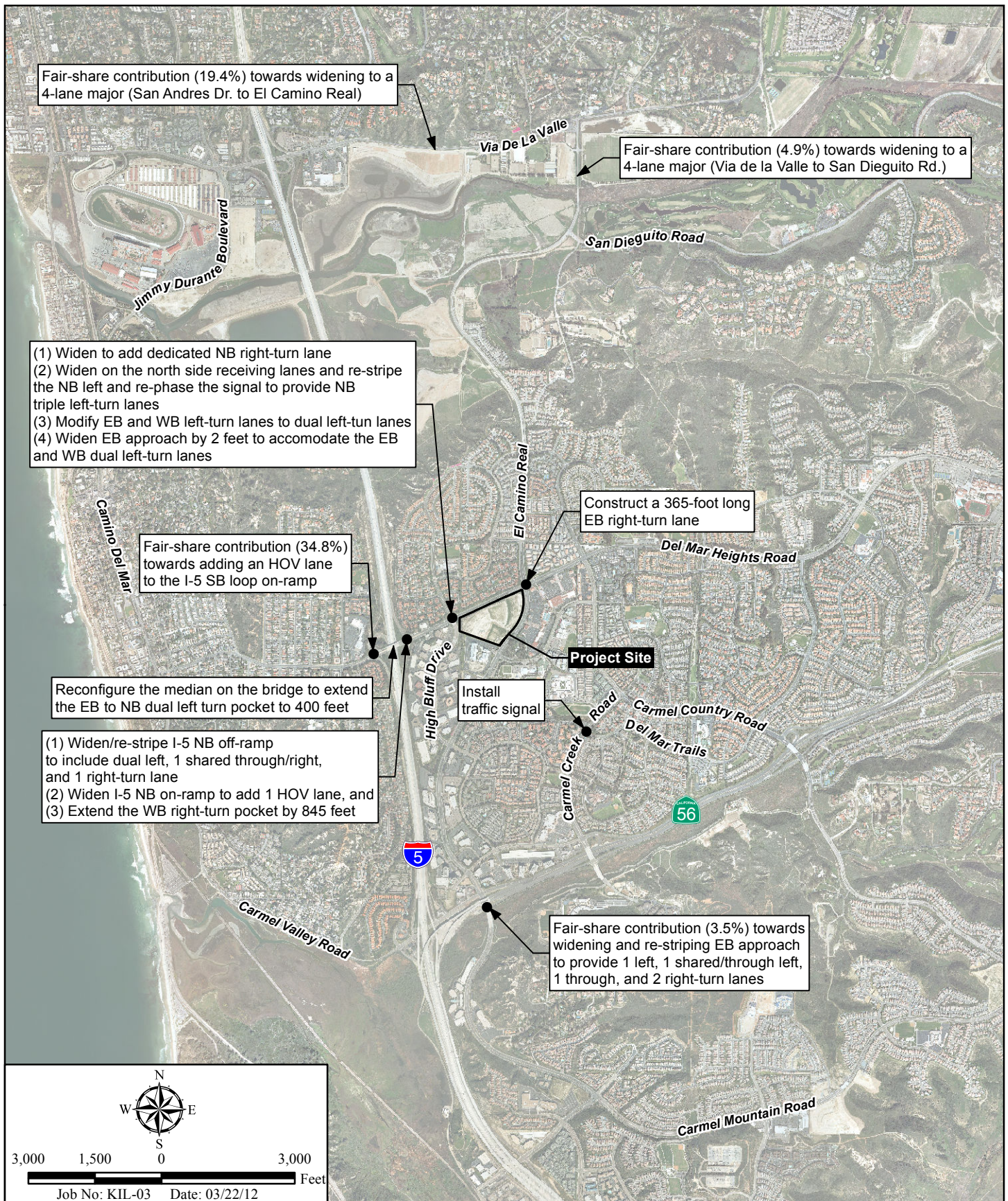


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Proposed Utilities

ONE PASEO

Figure 3-4



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Proposed Project Mitigation

ONE PASEO

Figure 3-5

number associated with this registration is 1000008984. 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. In addition, the project would incorporate the following sustainable design features:

- Proposed buildings would exceed Title 24 energy standards by a minimum of 20 percent;
- The proposed site design is compact and walkable, and bicycle storage facilities would be available for residents and employees with connectivity to surrounding bike routes;
- The project would include one or more shuttle stops;
- All lighting systems and infrastructure, such as traffic lights, parking meters, and street lamps, would use energy efficient technology such as light-emitting diode (LED) bulbs;
- Proposed buildings would use energy-efficient heating and cooling systems, equipment, and lights, and have sophisticated controls to monitor ongoing energy consumption;
- Electric vehicle charging stations would be included in the parking structures;
- The site would limit the hours of operation of outdoor lighting to conserve energy, while maintaining the level of light required for security and safety;
- The site would feature water-efficient landscaping and irrigation systems;
- All site buildings would employ high-performance “cool roof” materials, and the sidewalks and streets will use “cool” paving materials to reduce building cooling loads; canopy shading along sidewalks and roadways would also contribute to cooling load reduction;
- The proposed office buildings would target reducing their water use by 35 percent compared to standard office buildings by installing water-efficient fixtures in restrooms and kitchens; and
- The site would feature a comprehensive recycling plan with a hazardous waste drop-off point, and several easy-to-access recycling bins.

3.3 PROJECT PHASING AND CONSTRUCTION

3.3.1 Phasing

It is anticipated that the proposed project would be developed in three phases, dependent on market conditions. Phase 1 would include development of Blocks D and E, Phase 2 would include development of Block A, and Phase 3 would include development of Blocks B and C, as well as the cinema in Block D. Proposed roadways and parking facilities would be constructed commensurate with buildings to accommodate access and parking demands. This EIR analyzes potential environmental impacts resulting from this anticipated phasing sequence of the proposed project.

The proposed mixed-use project will require that development be phased over a number of years. Project Phase 1 construction is planned to start in 2013, Phase 2 is planned to start in 2014, and Phase 3 or build-out is planned to start in 2015. Market conditions may, however, 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 (as previously described in this section) 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, if any, would be reviewed against the conclusions and MMRP in the certified Final EIR for the project.

3.3.2 Grading and Construction

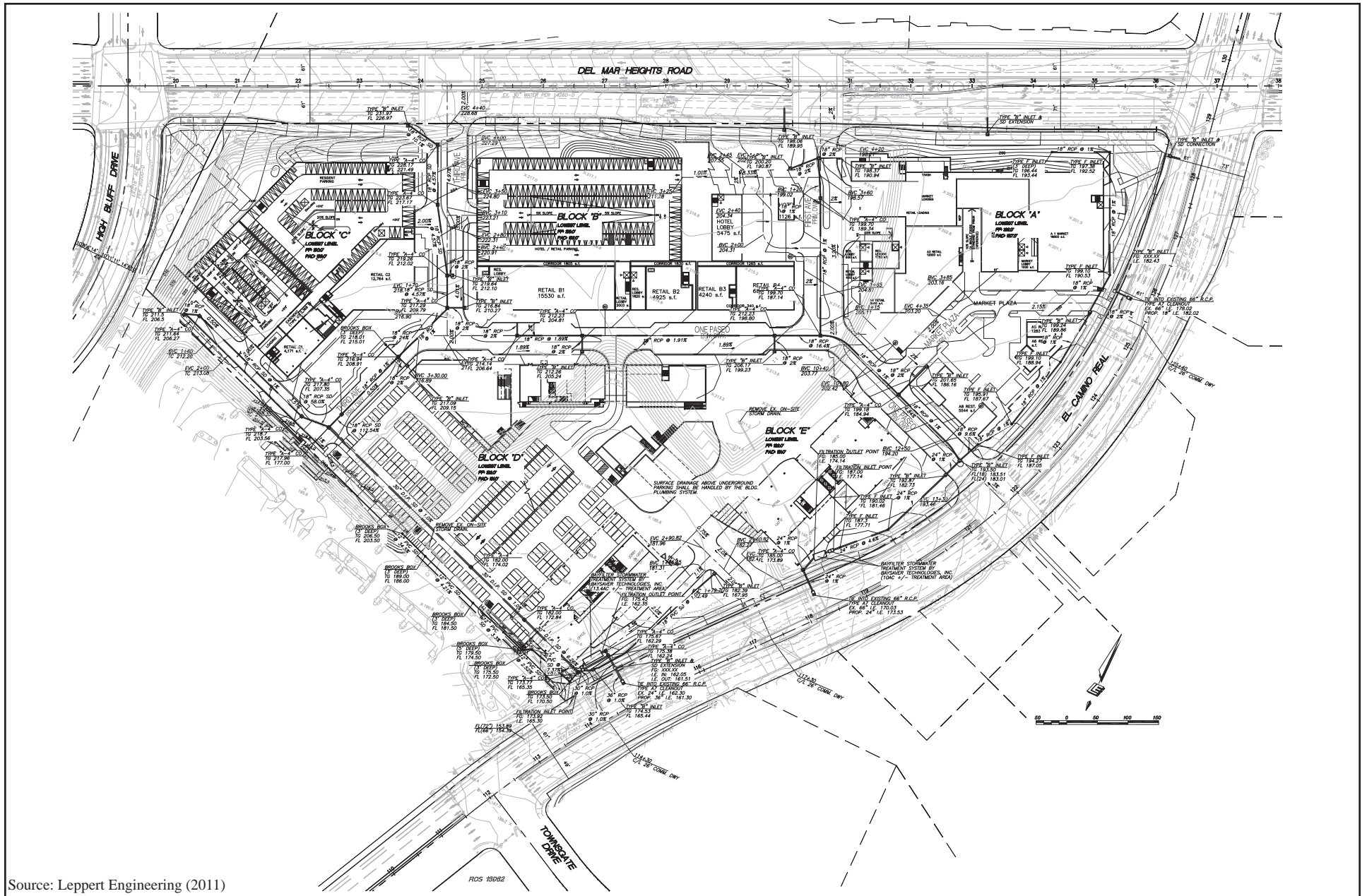
Approximately 23 acres of the 23.6-acre site would be graded (see Figure 3-6, *Grading Plan*). Site grading would require a total of approximately 30,400 cubic yards (cy) of fill and 528,800 cy of cut, resulting in a total net export quantity of approximately 498,400 cy. Anticipated grading by Phase is summarized in Table 3-4, *Estimated Grading Per Phase*.

An export soil disposal site has not been identified; however, the City would ultimately have approval of the export disposal site. It is estimated that up to 2,100 cy of soil could be exported per day. Haul trucks would likely access the site from El Camino Real. The export location would likely be a construction site in need of fill material that would be identified prior to start of project grading. If the export site is not within the immediate community, then the proposed haul route would be I-5 (north or south) by way of Del Mar Heights Road. If an export site is available within the community, a suitable truck/haul route would be proposed for review by the City Engineer. A traffic control plan and haul route plan would be required for review and approval by City staff.

Table 3-4 ESTIMATED GRADING PER PHASE						
Phase	Cut (cy)	Fill (cy)	Export (cy)	Maximum Cut Depth (feet)	Maximum Slope Height (feet)	Estimated Duration (months)
1	252,700	12,900	239,800	35	20	4
2	123,100	4,200	118,900	49	12	2
3	153,000	13,300	139,700	31	14	2
<i>Total</i>	<i>528,800</i>	<i>30,400</i>	<i>498,400</i>	--	--	--

3.4 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to construct or implement the proposed project. The anticipated discretionary approvals required to implement the project are identified in Table 3-5, *Discretionary Actions*, and briefly described below.



Source: Leppert Engineering (2011)

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Grading Plan

ONE PASEO

Figure 3-6

**Table 3-5
DISCRETIONARY ACTIONS**

Discretionary Approval/Permit	Approving Agency
EIR Certification	City of San Diego
Vesting Tentative Map	City of San Diego
General Plan Amendment	City of San Diego
Community Plan Amendment	City of San Diego
Precise Plan Amendment	City of San Diego
Rezone	City of San Diego
Site Development Permit	City of San Diego
Neighborhood Development Permit	City of San Diego
Conditional Use Permit	City of San Diego
Street Vacation	City of San Diego
Water Supply Assessment and Verification	City of San Diego
Easement Abandonment	City of San Diego
State Highway Encroachment Permit	California Department of Transportation, District 11
National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit Compliance	Regional Water Quality Control Board
NPDES General Construction Activity Permit for Stormwater Discharges Compliance	Regional Water Quality Control Board State Water Resources Control Board
NPDES Groundwater Discharge Permit Compliance (if needed)	Regional Water Quality Control Board State Water Resources Control Board

3.4.1 Vesting Tentative Map

The project would require a VTM to permit the subdivision of land.

3.4.2 General Plan/Land Use Plan Amendments

The project would require plan amendments to the General Plan, Carmel Valley Community Plan, and the Carmel Valley Employment Center Precise Plan, as discussed below.

The project site's current General Plan land use designation is Industrial Employment, which allows for a range of office and industrial uses. The project proposes to change the Industrial Employment General Plan designation to Multiple Use. The Multiple Use designation accommodates the City of Villages strategy of focusing growth into mixed-use activity centers, or villages, connected by transit.

The Community Plan currently designates the proposed site as Employment Center, with which some of the project's proposed uses are not consistent. As such, the project includes a proposed Community Plan Amendment (CPA) to accommodate the mix of uses on the project site. The proposed CPA would revise the project site's Community Plan land use designation to Community Village.

The Plan Implementation portion of the Community Plan establishes a requirement that precise development plans be approved for each development unit prior to proceeding with grading, zone changes, planned development permits, and subdivision maps. While community plans provide guidance, proposals, and concepts for future development, precise plans provide the more detailed design plans. The Carmel Valley Employment Center Precise Plan (Precise Plan) provides guidance for development for approximately 118 acres, including the proposed 23.6-acre project site. The entire 118-acre area is currently designated as Employment Center. Because not all of the proposed project uses would be consistent with this designation, the project proposes an amendment to the Carmel Valley Employment Center Precise Plan (PPA) to allow for the proposed mix of uses within the Precise Plan area.

3.4.3 Rezone

The proposed project would require a rezone, as the site's current CVPD-EC zoning designation is intended for industrial-office park use. The project proposes to rezone the site CVPD-MC (Carmel Valley Planned District-Mixed-Use Center). This new zone would be added to the Carmel Valley PDO. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, multi-functional mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum FAR is 2.0. Allowable uses within the proposed zone would be the same as those for the CC-5-5 zone classification (Table 131-05B in Section 131.0552 of the Municipal Code). Other development regulations of the proposed zone include maximum building height and setback requirements. The maximum building height of the proposed CVPD-MC Zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site. The setback requirements of the proposed zone include the following:

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

3.4.4 Site Development Permit

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.

3.4.5 Neighborhood Development Permit

The project would require a Neighborhood Development Permit to allow for tandem parking. Tandem parking is proposed for the office uses.

3.4.6 Conditional Use Permit

The project would require a Conditional Use Permit to allow the proposed cinema.

3.4.7 Street Vacation

On June 5, 1986, the Planning Commission approved Tentative Map 86-0276 as a four-parcel map within the proposed project area. Subsequently, Parcel Map (PM) 15061 was recorded on December 16, 1987. As part of this PM, Del Mar Heights Place was dedicated as a short cul-de-sac street, along with a public sewer and a 12-inch water main. The street was rough graded, but never improved. On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588 to construct a commercial office building on a 1.4-acre parcel (Parcel 1 of PM 15061) in the north central portion of the Project site. The office building was never constructed, and the roadway was never improved; however, the street dedication still exists. This unimproved roadway does not meet the needs of the proposed mixed-use development. Therefore, the project proposes a street vacation to eliminate the Del Mar Heights Place street dedication.

3.4.8 Easement Abandonment

As mentioned above, the project includes a vacation of the unimproved Del Mar Heights Place street dedication. This street dedication, as a part of previous development proposals (that were approved but never constructed) described above, includes an easement for a 12-inch public water main to connect Del Mar Heights Place with an existing 16-inch water main in El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above water main easement with residential and commercial uses. Thus, the project includes a request to abandon the existing Del Mar Heights Place water easement. The project proposes a new water main alignment within the project's private roadway system to serve the project. The project requests a new water easement be granted at the time final plans are approved.

3.4.9 Other Discretionary Approvals

The applicant would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit for storm water/erosion control, and to ensure compliance with the NPDES Municipal Storm Water Permit. In addition, if groundwater is encountered during construction, an NPDES Dewatering Waste Discharge Permit also would be required. The Regional Water Quality Control Board, Region 9, is responsible for NPDES permitting.

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