



## Section 4.0

# HISTORY OF PROJECT CHANGES



## 4.0 HISTORY OF PROJECT CHANGES

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

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

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

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

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

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

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



Section 5.0

# ENVIRONMENTAL ANALYSIS





## 5.0 ENVIRONMENTAL ANALYSIS

### 5.1 LAND USE

#### 5.1.1 Existing Conditions

##### Existing On-site Uses

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

##### Existing Surrounding Uses

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

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



Approximately 0.75 mile to the north of the site is Overlook Park (open space), and the San Dieguito River Park that extends in a generally east-west alignment along the San Dieguito River Valley. I-5 is located approximately 0.5 mile west of the project site, and the Pacific Ocean is approximately 1.5 miles west of the site. SR 56 is located approximately 1.0 mile south of the project site.

## **Applicable Plans and Policies**

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

### 2050 Regional Transportation Plan

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

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

### Regional Comprehensive Plan

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

### City of San Diego General Plan

The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and

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

### *Strategic Framework*

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

The General Plan incorporates the City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. A “village” is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village is intended to be unique to the community in which it is located. All villages are to be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. **Implementation of the City of Villages strategy relies upon the designation and development of village sites.**

### *Land Use and Community Planning Element*

The purpose of the Land Use and Community Planning Element (Land Use Element) is “to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities” (City 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. **The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans.** The Land Use Element addresses zoning and policy

consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice.

### *Mobility Element*

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

### *Urban Design Element*

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

### *Economic Prosperity Element*

The purpose of the Economic Prosperity Element is “to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy” (City 2008a). The element links economic prosperity goals with land use distribution and employment land use policies. The Economic Prosperity Element includes economic development policies that have an indirect effect on land use. These policies are intended to support existing and new businesses that reflect the changing nature of industry, create the types of jobs most beneficial to the local economy, and prepare the workforce to compete for these jobs in the global marketplace. Additional policies encourage community revitalization through improving access to regional and national sources of public and private investment, target infrastructure development to support economic prosperity, and encourage using the leverage offered by the redevelopment process in certain communities. This element also identifies Prime Industrial Land, which support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses. These areas are part of even larger areas that benefit to the regional economy. The project site is not designated as Prime Industrial Land.

### *Public Facilities, Services, and Safety Element*

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

### *Recreation Element*

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

### *Conservation Element*

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

### *Historic Preservation Element*

The purpose of the Historic Preservation Element is “to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City and to improve the quality of the built environment, encourage appreciation for the City’s history and culture, maintain the character and identity of communities, and contribute to the City’s economic vitality through historic preservation” (City 2008a). The element provides goals and policies to identify and preserve the City’s historic resources, including the establishment of a

comprehensive inventory identifying the number, location, and significance of historical resources within the City.

#### *Noise Element*

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

#### *Housing Element*

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

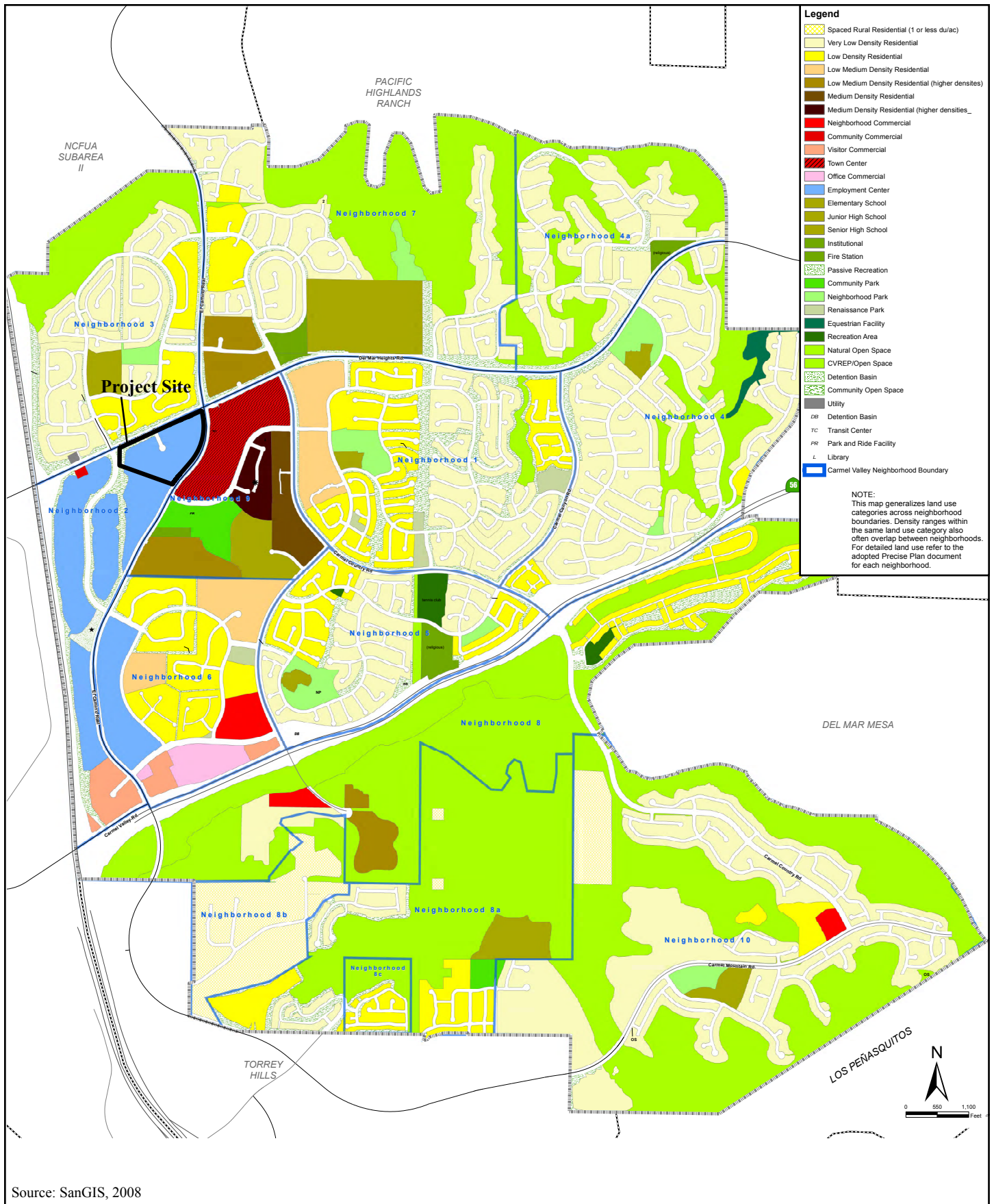
#### Carmel Valley Community Plan

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

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

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and feeling of community identify among the future residences of North City West.
3. To preserve the natural environment.





Source: SanGIS, 2008

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# Existing Carmel Valley Community Plan Land Use Designations

ONE PASEO

Figure 5.1-1

4. To establish a balanced transportation system to be used as a tool for shaping the urban environment.
5. To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

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

#### Carmel Valley Employment Center Precise Plan

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

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

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

#### San Diego Land Development Code/Carmel Valley Planned District Ordinance

Zoning regulations for the property are governed by the Carmel Valley PDO (1979), and the City’s LDC (updated through 2009). Chapters 11-15 of the City Municipal Code, referred to as the LDC, contain the city's planning, zoning, subdivision, and building regulations. The Carmel Valley PDO is contained in Chapter 15, Article 3, Division 1-4, of the City of San Diego Municipal Code. The purpose of the PDO is to implement the Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide LDC and the PDO conflict, the area-specific Carmel Valley PDO applies.

The current zoning of the property is CVPD-EC (Figure 5.1-2, *Existing Zoning*). This zone allows for light industrial use (see Municipal Code Section 131.0623[e]), headquarters, research and development, recreation, health clubs, certain manufacturing operations, and offices. Residences, most commercial, wholesaling, churches, schools, warehousing and storage, and certain manufacturing operations are prohibited. Property development regulations applied are Commercial Community-1-3 (CC-1-3) zoning development regulations. This includes a maximum floor area ratio (FAR) of 0.5, maximum lot coverage of 60 percent, no maximum





structure height for the project site, and minimum re-subdivided lot size of 20,000 sf. Buildout under the existing zoning would allow for approximately 510,000 sf of employment center uses.

#### City of San Diego Multiple Species Conservation Program Sub Area Plan

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



#### California State Implementation Plan

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

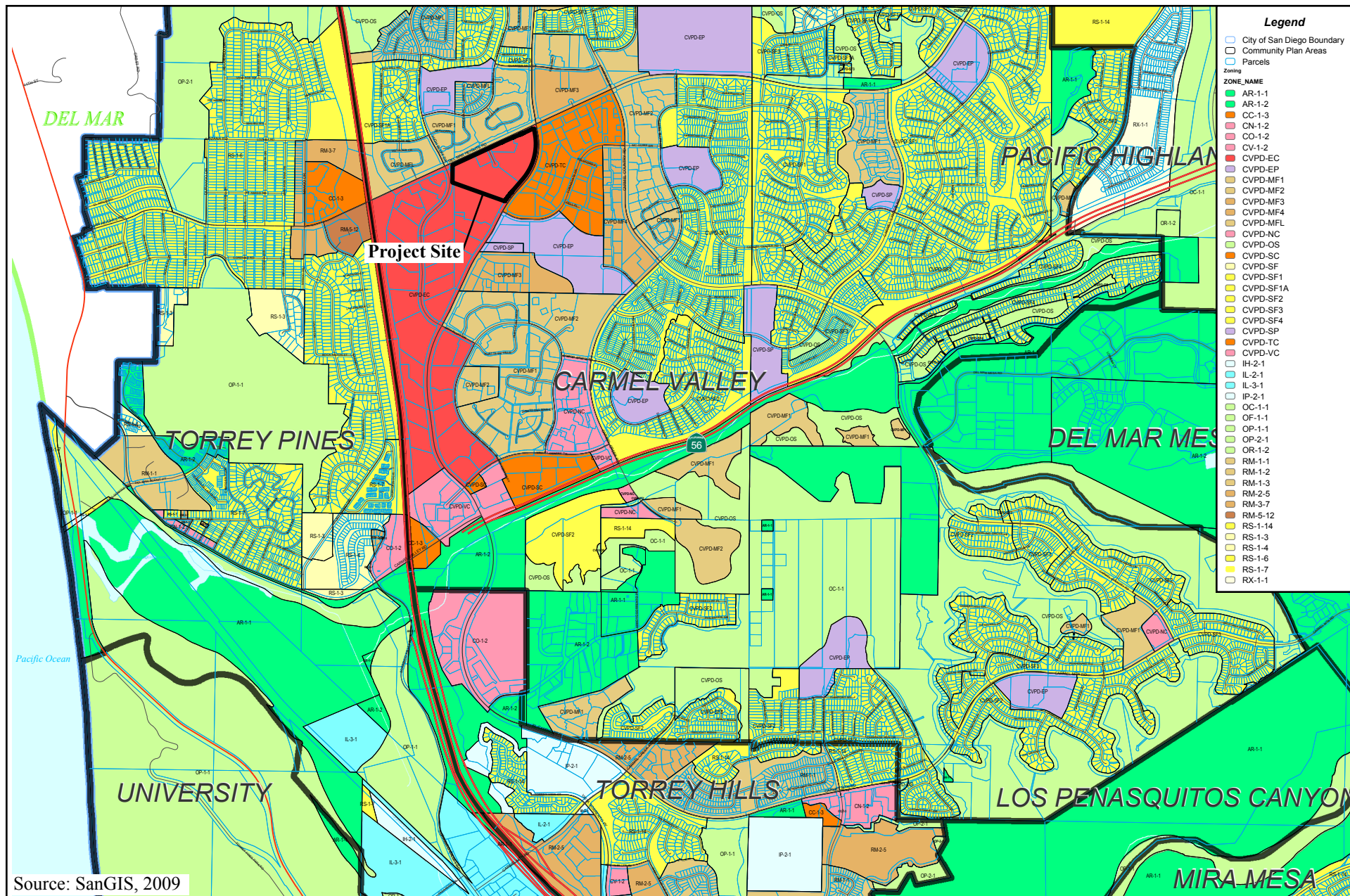
#### Water Quality Control Plan for the San Diego Basin, Region 9

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

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

#### MCAS Miramar Airport Land Use Compatibility Plan

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



## Existing Zoning

ONE PASEO

Figure 5.1-2

Land Use Commission (ALUC) is responsible for the preparation of these plans (County of San Diego 2008).

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

#### California Green Building Standards Code

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

#### **5.1.2 Impact**

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

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

#### **Impact Thresholds**

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

- Be inconsistent or conflict with the environmental goals, objectives, or guidelines of a community plan or general plan;
- Be inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts; and/or
- Be substantially incompatible with an adopted plan.

## **Impact Analysis**

### 2050 Regional Transportation Plan

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

### Regional Comprehensive Plan

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

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



### City of San Diego General Plan

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

- **Scientific Research (Office Use Limited):** provides for activities limited to scientific research, product development and testing, engineering, and other basic research functions with limited light manufacturing. Office uses, except corporate headquarters, are not permitted, except as accessory to the primary use. Storage and distribution are not permitted.
- **Technology Park (Office Use Limited):** allows high technology related to applied sciences, including light manufacturing, research and development, corporate headquarters, and storage and distribution uses. Office uses that provide administrative, sales, and service functions directly related to high technology uses are permitted. Applies in light industrial areas with some office development.
- **Business Park (Office Use Permitted):** allows office, research and development, and light manufacturing uses. Storage and distribution uses are not permitted except as accessory to the primary use. Applies in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.
- **Business Park-Residential (Office Use Permitted):** permitted employment uses are the same as those for Business Park. Applies in areas where employment and residential uses are located on the same premises or in close proximity.
- **International Business and Trade (Office Use Permitted):** Combines the permitted uses of the Business Park and Light Industrial designations. Allows single- and multi-tenant office, research and development, light manufacturing, and storage and distribution uses. Applies in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries.
- **Light Industrial (Office Use Limited):** allows a range of light manufacturing and research and development uses, storage and distribution, and transportation terminals. Multi-tenant industrial uses and corporate offices are permitted, and only limited office or commercial uses that are accessory to the primary industrial use.
- **Heavy Commercial (Residential Prohibited):** provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing with nuisance or hazardous characteristics. Non-industrial uses except corporate headquarters should be prohibited.

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

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

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

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

along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.

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

The proposed project would serve as a village uniquely suited for the Carmel Valley community. The project proposes to create a “Main Street” and village center for the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity urbanized area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The project site is centrally located within Carmel Valley and along two major roadways that provide access within the community, Del Mar Heights Road and El Camino Real. The topographic grade changes and alignments of Del Mar Heights Road and El Camino Real expose the project site to public view from multiple vantage points. As a result, the project site is at a prominent and highly visible location within Carmel Valley. The site’s prominent location at this transition point lends itself to function as a unique and distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street. The proposed Main Street would be a central, pedestrian-friendly corridor lined with street-level retail uses, restaurants, plazas, and streetscape landscaping. The project would integrate land uses on a single site and introduce building forms that are characteristic of a village that would be unique and distinctive to Carmel Valley. As discussed above, implementation of a mix of different uses on one site could result in development patterns that are different from the immediately surrounding environs. Such is the case for the proposed project. While the project would mirror the surrounding land uses, the product type that would be introduced in the neighborhood would differ from existing surrounding development in terms of integration of land uses and density, bulk and scale. Therefore, although the project would be consistent with General Plan policies and implements the City of Villages strategy with no associated land use impacts, the project would result in significant impacts related to community character. Project impacts on community character are analyzed in detail in Section 5.3, *Visual Effects and Neighborhood Character*.

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

- A mix of multi-family residential housing types and price ranges, including compliance with the City’s Inclusionary Housing Ordinance;
- A mix of retail, office, hotel, and other commercial uses to provide employment and shopping opportunities for community residents;
- A central pedestrian-oriented and pedestrian-scaled Main Street promenade that would function as the central unifying element of the project lined with retail, commercial, residential (above the commercial uses), and public spaces;

- A large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community;
- A network of pedestrian paths and bicycle facilities that would connect internally as well as to surrounding areas;
- Internal roadways with landscaped streetscapes, landscaped medians, and enhanced crosswalks or paving; and
- Landscaping and hardscape features throughout the project site.

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

- **Downtown:** Downtown San Diego has a unique role to play in the 21<sup>st</sup> century development of the San Diego region. In addition to being the administrative, legal, cultural, and entertainment center in the region, Downtown also offers the most convenient and extensive transit connections with an active pedestrian environment.
- **Subregional Employment Areas:** Subregional Employment Areas are major employment and/or commercial districts within the region containing corporate or multiple-use office, industrial, and retail uses with some adjacent multi-family residential uses.
- **Urban Village Centers:** Urban Village Centers are higher density areas located in subregional employment districts. They are characterized by a cluster of more intensive employment, residential, regional, and subregional commercial uses that maximize walkability and support transit.
- **Community and Neighborhood Village Centers:** Community and Neighborhood Village Centers should be located in almost every community plan area. They are community- and neighborhood-oriented areas with local commercial, office, and multi-family residential uses, including some structures with office or residential space above commercial space. Village Centers will contain public gathering spaces and/or civic uses. Uses will be integrated to the maximum extent possible in order to encourage a pedestrian-oriented design and encourage transit ridership. Community and Neighborhood Village Centers range in size from just a few acres to more than 100 acres. Community Village Centers are intended to serve a larger area than Neighborhood Village Centers, and may also have a larger employment component than Neighborhood Village Centers.
- **Transit Corridors:** The City contains a number of linear commercial areas that are lively and vital, pedestrian-friendly, and home to a variety of small businesses, restaurants, and homes. They are located along streets and major roads and are served by higher frequency transit service.



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

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

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

#### Carmel Valley Community Plan

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

While the project proposes a different land use type than originally envisioned in the Community Plan, it would be consistent with the framework goals identified in the Community Plan related to the balance of planned land uses in the Carmel Valley community (Goals 1 and 2). As previously discussed, the project is part of the larger Employment Center generally bounded by I-5, Del Mar Heights Road, and El Camino Real. With the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses in accordance with the Community Plan and Precise Plan. Based on the current land use and zoning designations, approximately 510,000 sf of office uses could be developed on site. The proposed project would construct retail, residential, and public spaces in addition to approximately 536,000 sf (gla) of office uses. The provision of these additional uses along with the office uses identified in the Community Plan would not upset the economic balance of planned land uses in Carmel Valley for several reasons. First, a retail market analysis was conducted for the project (Kosmont 2012a, ) to evaluate existing and projected demand for retail

services within a 10-mile radius of the project site (defined as the Trade Area). The analysis concluded that even with full buildout of the project, there will continue to be additional demand for retail uses within the Trade Area. This means that future retail demand is sufficient to support the project considering existing and additional retail uses. Secondly (and related to retail demand), the new retail uses proposed by the project would not adversely impact existing businesses nor lead to urban decay (refer to Issue 4 in this section for additional analysis of urban decay). Finally, the project would generate more tax revenue (consisting primarily of property, sales, and transient occupancy taxes) and construction and permanent jobs compared to the development of only the office uses under the existing Community Plan designation. Specifically, the proposed project is estimated to result in annual net revenues of approximately \$1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of \$25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont, 2012b).

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

In addition, the project would include a mixture of housing types (i.e., single-level flats and two-story townhomes) to provide a diverse and balanced residential component. The provision of office, professional office, hotel, and retail uses within the project site would contribute to a greater balance of uses both on site and within the community as a whole, as it would provide additional choices for commercial and retail services, as well as provide employment opportunities in the retail and professional sectors. As a result, the proposed mixed-use project and the variety of uses that it would provide would result in a more internally well balanced use compared to a single use on the project site. Furthermore, the proposed public spaces, namely the central plaza and Main Street promenade, would provide gathering places to promote social interaction within the community. For these reasons, the proposed project would be consistent with the Community Plan goal of establishing a balanced community.

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

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

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

#### Carmel Valley Employment Center Precise Plan

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

Although the project proposes a different land use type than originally envisioned in the Precise Plan, the proposed project would still include employment center uses. With the exception of the 23.6-acre project site, the entire Employment Center, as designated in the Precise Plan, has been developed with employment center uses in accordance with the Community Plan and Precise Plan. Based on the current land use and zoning designations, approximately 510,000 sf of office uses could be developed on site. The proposed project would construct retail, residential, and public spaces in addition to approximately 536,000 sf (gla) of office uses.

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

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

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

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

The project would provide the employment uses originally envisioned as part of the Employment Center, as well as additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses that would satisfy demand for retail uses within the community and would generate additional jobs and revenue for the City. Specifically, the project is estimated to result in annual net revenues of approximately \$1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of \$25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).

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

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

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

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

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

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

<b>Table 5.1-2 COMPARISON OF EXISTING AND PROPOSED DEVELOPMENT STANDARDS FOR THE PROJECT SITE</b>	
<b>Existing Standards<sup>1</sup></b>	<b>Proposed Standards<sup>2</sup></b>
<i>Maximum FAR</i>	
0.5	2.0
<i>Maximum Building Height</i>	
No limit	100, 150, or 199 feet <sup>3</sup>
<i>Setback Requirements (minimum)</i>	
Front: No minimum Side: 10 feet Rear: 10 feet	30 feet from Del Mar Heights Road 30 feet from High bluff Drive 30 feet from El Camino Real 15 feet from western property line

<sup>1</sup> Based on existing zone classification of CVPD-EC

<sup>2</sup> Per proposed CVPD-MC zone classification

<sup>3</sup> Depending on location within the project site.

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

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

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

The height of proposed structures would be consistent with these development regulations. The tallest proposed building within the portion of the site with an allowable maximum height of 199 feet would be one of the office buildings in the southern portion of the project site at a height of approximately 190 feet above grade. The proposed building within the portion of the project site with a maximum allowable height of 150 feet would be approximately 125 feet, and the proposed buildings within the portion of the site with a 100-foot maximum height allowance would vary, but would not exceed 100 feet.



**MAXIMUM BUILDING HEIGHTS**  
**Figure 5.1-3**

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

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

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

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

Therefore, should the City approve the proposed Rezone, the project would be consistent with both the LDC and Carmel Valley PDO.

### Density and Land Use Compatibility

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

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

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

Despite the assessment of significant community character impacts, the proposed project would be compatible with surrounding land uses and land use designations. The areas immediately surrounding the project site include existing office, residential, and retail uses. The proposed uses of the project site mirror these surrounding uses, and have been sited so that the uses are an extension of existing adjacent off-site uses. Specifically, the proposed residences would be located on the northern side of the project site across the street from existing multi-family residences, and the commercial office uses would be located in the southern portion of the site adjacent to existing office uses. In addition, Main Street, which would be lined with retail uses, would connect to the adjacent Del Mar Highlands Town Center, as it would be constructed as the fourth leg of the existing intersection of El Camino Real and the Del Mar Highlands Town Center. Additional proposed retail uses would be located in the eastern portion of the project site



along Market Plaza and Market Street, directly across from the Del Mar Highlands Town Center. Other proposed uses such as the hotel and public spaces are consistent with the existing types of land uses in the community. The proposed project therefore would not introduce a new land use into the project area that would contrast or be incompatible with existing land use types.

Accordingly, the project would be compatible with, and not severely contrast with, existing land use in the project vicinity and community.

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

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

Additionally, most of the on-site parking would be provided underground, which would remove the typically visually adverse parking lots from view. The proposed PPA includes design guidelines to ensure that the development character is unified and in context with the

surrounding development. For example, proposed signage would be in compliance with the Carmel Valley Sign Guidelines and Criteria.

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

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

The proposed project would generate noise related to vehicular traffic and stationary sources such as refrigeration and freezer condensers (associated with markets and restaurants), trash compactors, forklifts, delivery trucks, restaurant kitchen fans, HVAC, and parking lot traffic (refer to Section 5.4, *Noise*). These sources would rarely create noise impacts to receivers over 120 feet from the noise source and are highly unlikely to impact any off-site areas across roadways, including the multi-family residential uses to the north (across Del Mar Heights Road), the single-family residence to the east (across El Camino Real), and the commercial retails uses to the east (across El Camino Real). The office use directly to the south of the project site would not be significantly impacted by on-site stationary noise given the distance from proposed structures that could potentially include stationary noise generators to the property line (i.e., over 120 feet), (2) the types of the closest proposed on-site uses (i.e., closest proposed uses are not typically substantial noise generators), and (3) the adjacent uses are commercial and have higher property line noise limits than residential uses. Residences are not noise generators, and the proposed parking structure and residences would be approximately

50 feet from the property line. Traffic noise levels would not exceed the traffic noise significance thresholds under any analyzed scenario at exterior useable areas of off-site noise-sensitive uses in the project vicinity (refer to Figures 5.4-6 through 5.4-10). Associated secondary land use impacts would be less than significant.

### **Significance of Impact**

Upon approval of the proposed land use plan amendments and Rezone, the project would be consistent with the land use designations and associated density. The project would be consistent with regional goals of the 2050 RTP and RCP, as well as applicable policies and regulations contained in the General Plan, Community Plan, and Precise Plan. In addition, the proposed project would be compatible with surrounding land uses and would not result in significant secondary land use impacts. Therefore, should these proposed land use plan amendments and Rezone be approved by the City, associated land use impacts would be less than significant.

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

#### **5.1.3 Impact**

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

#### **Impact Thresholds**

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

- Be substantially incompatible with an adopted plan;
- Be an incompatible use as defined in an airport land use plan, or be inconsistent with an airport's Comprehensive Land use Plan (CLUP) as adopted by the ALUC to the extent that the inconsistency is based on valid data;
- Be inconsistent with adopted environmental plans for an area; and/or
- Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer zone.

#### **Impact Analysis**

##### **MCAS Miramar Airport Land Use Compatibility Plan**

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

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

#### California State Implementation Plan (SIP)

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

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

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

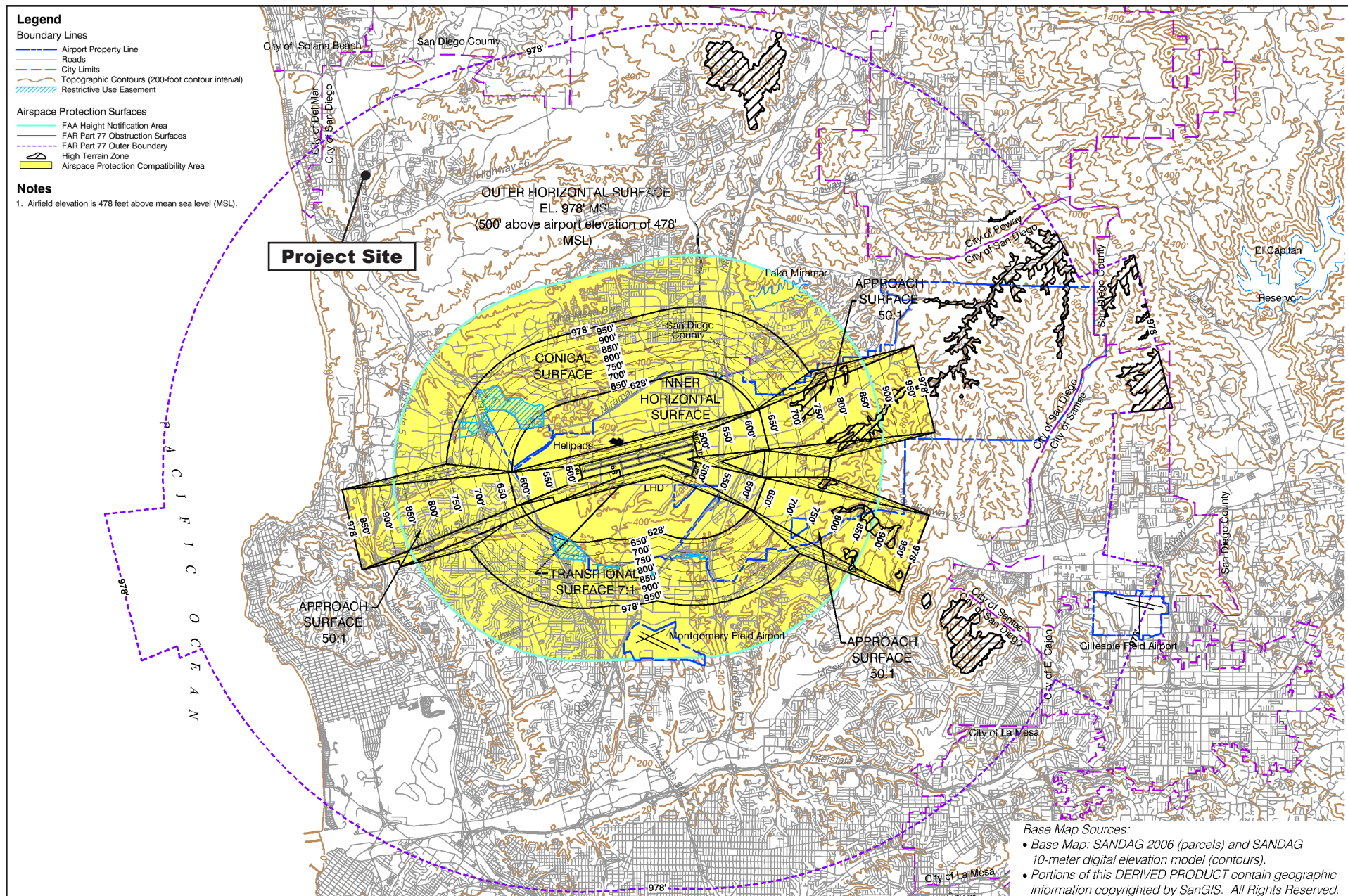
#### Multiple Species Conservation Program Subarea Plan

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

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<sup>1</sup> Federal Aviation Regulations Part 77 establishes standards for identifying obstructions to navigable airspace.





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## MCAS Miramar Airspace Protection Map

ONE PASEO

Figure 5.1-4

### California Green Building Standards Code

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

### Flooding

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

### **Significance of Impact**

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

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

#### **5.1.4 Impact**

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

### **Impact Thresholds**

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

significant only if they can be tied to direct physical changes in the market area (i.e., physical deterioration of existing retail centers/facilities).

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

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

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

## **Impact Analysis**

The following analysis is based on a Retail Market Analysis prepared for the project by Kosmont Companies in 2012 (Draft EIR Appendix B).

### Retail Conditions

#### *Market Areas*

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

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<sup>2</sup> *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4<sup>th</sup> 1184

### *Retail Classifications*

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

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

### *Existing and Projected Retail Characteristics*

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

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

### Retail Demand Analysis

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

The demand analysis involved the following sequential analytical steps:

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



<b>Table 5.1-3</b> <b>PMA &amp; SMA PROJECTED TOTAL INCOME</b> <b>(US Constant \$000s)</b>				
<b>Area</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
PMA	4,892,658	5,043,470	5,198,930	5,694,657
SMA	18,140,405	18,484,100	18,834,307	19,925,243
<b>Total Income</b>	<b>23,033,063</b>	<b>23,527,570</b>	<b>24,033,237</b>	<b>25,619,901</b>

Source: Kosmont 2012a

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

<b>Table 5.1-4</b> <b>EXPECTED RETAIL SALES WITHIN THE TRADE AREA</b> <b>(US Constant \$000s)</b>				
<b>Area</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
PMA	2,248,176	2,317,474	2,388,908	2,616,695
SMA	9,026,666	9,197,688	9,371,951	9,914,801
<b>Total</b>	<b>11,274,842</b>	<b>11,515,162</b>	<b>11,760,859</b>	<b>12,531,496</b>

Source: Kosmont 2012a

Retail sales were then distributed amongst the retail categories based on estimated actual sales within the City of San Diego and the market area size to determine expected taxable retail sales by retail category for both the PMA and SMA<sup>3</sup> (refer to Table 5.1-5, *Projected Expected Retail Sales By Retail Category – PMA*, and Table 5.1-6, *Projected Expected Retail Sales By Retail Category – SMA*).

<sup>3</sup> Adjusted to account for non-taxable sales (i.e., grocery and drug users)

<b>Table 5.1-5</b> <b>PROJECTED EXPECTED RETAIL SALES BY RETAIL CATEGORY – PMA</b> <b>(US Constant \$000's)</b>				
<b>Retail Category</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
<i>Shopper Goods (GAFO)</i>				
Apparel	201,165	207,366	213,757	234,140
General Merchandise	192,663	198,601	204,723	224,244
Home Furnishings/Appliances	128,462	132,422	136,504	149,520
Other	366,080	377,364	388,996	426,087
Subtotal	888,370	915,753	943,980	1,033,990
<i>Convenience Goods</i>				
Food (Supermarkets/Liquor)	395,991	408,197	420,779	460,901
Eating and Drinking	444,024	457,711	471,819	516,808
Subtotal	840,015	865,908	892,599	977,710
<i>Heavy Commercial Goods</i>				
Building/Hardware/Farm	105,134	108,375	111,715	122,368
Auto Dealers and Parts	230,369	237,470	244,790	268,131
Service Stations	184,288	189,969	195,824	214,496
Subtotal	519,792	535,814	552,330	604,995
<b>Total Potential Retail Sales</b>	<b>2,248,176</b>	<b>2,317,474</b>	<b>2,388,908</b>	<b>2,616,695</b>

Source: Kosmont 2012a

<b>Table 5.1-6</b> <b>PROJECTED EXPECTED RETAIL SALES BY RETAIL CATEGORY – SMA</b> <b>(US Constant \$000's)</b>				
<b>Retail Category</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
<i>Shopper Goods (GAFO)</i>				
Apparel	734,823	748,745	762,931	807,122
General Merchandise	874,895	891,471	908,362	960,976
Home Furnishings/Appliances	546,649	557,006	567,559	600,433
Other	1,458,033	1,485,657	1,513,805	1,601,489
Subtotal	3,614,399	3,682,879	3,752,656	3,970,021
<i>Convenience Good:</i>				
Food (Supermarkets/Liquor)	1,763,577	1,796,991	1,831,037	1,937,096
Eating and Drinking	1,409,071	1,435,767	1,462,970	1,547,709
Subtotal	3,172,648	3,232,758	3,294,007	3,484,805
<i>Heavy Commercial Goods:</i>				
Building/Hardware/Farm	459,371	468,074	476,942	504,568
Auto Dealers and Parts	995,503	1,014,365	1,033,583	1,093,451
Service Stations	784,744	799,612	814,762	861,956
Subtotal	2,239,619	2,282,051	2,325,288	2,459,975
<b>Total Potential Retail Sales</b>	<b>9,026,666</b>	<b>9,197,688</b>	<b>9,371,951</b>	<b>9,914,801</b>

Source: Kosmont 2012a

3. **Expected Sales Capture:** Expected sales capture rates for each retail category within the Trade Area were projected. The capture rate is the percentage of sales for a particular retail category that are expected to occur within the market area by those within the same market area. For example, a capture rate of 65 percent for apparel means that 65 percent of retail demand for apparel for those within the PMA will be accommodated within the PMA (refer to Table 17 in the Retail Market Analysis ; Draft EIR Appendix B). Expected sales capture volumes were then calculated for each retail category by multiplying the expected retail sales for each category by the expected capture rate for each category (refer to Tables 18, 19, and 20 in the Retail Market Analysis ; Draft EIR Appendix B).
4. **Expected Net Retail Demand:** Next, net retail demand was calculated by subtracting projected actual sales (based on 2009<sup>4</sup> data) from expected sales capture accounting for sales leakage<sup>5</sup> Table 5.1-7, *Expected Net Retail Demand Within the PMA*, presents a summary of the expected net retail demand within the PMA for the years 2015 through 2017, and 2020.

<b>Table 5.1-7</b> <b>EXPECTED NET RETAIL DEMAND WITHIN THE PMA</b> <b>(US constant \$000s)</b>				
<b>Retail Category</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
<i>Shopper Goods (GAFO)</i>				
Apparel	58,401	63,778	69,299	86,804
General Merchandise	72,414	77,877	83,483	101,239
Home Furnishings/Appliances	44,748	48,324	51,993	63,620
Other	117,912	127,919	138,190	170,745
Subtotal	293,475	317,897	342,966	422,408
<i>Convenience Goods</i>				
Food (Supermarkets/Liquor)	82,623	92,910	103,431	136,857
Eating and Drinking	91,347	102,356	113,606	149,288
Subtotal	173,969	195,266	217,037	286,145
<i>Heavy Commercial Goods</i>				
Building/Hardware/Farm	33,738	36,575	39,473	48,650
Auto Dealers and Parts	(61,778)	(59,184)	(56,537)	(48,162)
Service Stations	19,378	23,595	27,906	41,601
Subtotal	(8,662)	986	10,843	42,089
<b>Net Retail Demand</b>	<b>458,782</b>	<b>514,149</b>	<b>570,845</b>	<b>750,642</b>

Source: Kosmont 2012a

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

<sup>4</sup> The most recent data available from the California State Board of Equalization

<sup>5</sup> Sales leakage is the phenomenon whereby a market area may lack certain retail categories of shopping amenities sufficient to retain its residents' spending, resulting in residents to purchase goods outside of their respective market area.

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

<b>Table 5.1-8</b> <b>EXPECTED NET SUPPORTABLE RETAIL SPACE WITHIN THE TRADE AREA</b> <b>(square feet)</b>				
<b>Retail Category</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2020</b>
<i>Shopper Goods (GAFO)</i>				
Apparel	223,870	244,482	265,646	332,747
General Merchandise	277,586	298,529	320,018	388,083
Home Furnishings/Appliances	128,651	138,931	149,481	182,908
Other	451,996	490,355	529,730	654,523
Subtotal	1,082,103	1,172,296	1,264,875	1,558,261
<i>Convenience Goods</i>				
Food (Supermarkets/Liquor)	237,540	267,117	297,363	393,464
Eating and Drinking	350,162	392,365	435,491	572,271
Subtotal	587,702	659,482	732,854	965,735
<i>Heavy Commercial Goods</i>				
Building/Hardware/Farm	129,330	140,205	151,313	186,491
Auto Dealers and Parts	-118,408	-113,437	-108,362	-92,311
Service Stations	18,571	22,612	26,744	39,868
Subtotal	29,492	49,380	69,695	134,048
<b>Net Supportable Retail</b>	<b>1,699,297</b>	<b>1,881,158</b>	<b>2,067,424</b>	<b>2,658,044</b>

Source: Kosmont 2012a

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

### **Significance of Impact**

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

### **Mitigation, Monitoring, and Reporting**

No mitigation measures would be required.

Table 5.1-1 CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN		
<b>Land Use and Community Planning Element</b>		
<i>City of Villages Strategy Goal:</i> Mixed-use villages throughout the City connected by high-quality transit.	The project site is proposed to be designated as a village site and developed as a Community Village. Consistent with this village type, the project proposes the development of a mixed-use “Main Street” village center for the Carmel Valley community providing residential, retail, commercial, hotel, and public space uses within a walkable, pedestrian-scaled environment. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real.	Yes
<i>Policy LU-A.1:</i> Designate a hierarchy of village sites for citywide implementation. c. Designate Neighborhood, Community, and Urban Village Centers, as appropriate, in community plans throughout the City, where consistent with public facilities adequacy and other goals of the General Plan.	The project site is proposed to be designated as a village site and developed as a Community Village. The project site is currently identified in the General Plan (Figure LU-1 in the Land Use and Community Planning Element) as having moderate village propensity. Village locations will be designated in community plans with input from the community planning groups and based on the criteria and consistency with General Plan policies pertaining to the City of Villages Strategy. As shown in this table, the project would be consistent with City of Villages Strategy policies, facility adequacy requirements, and other applicable General Plan goals.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><i>Policy LU-A.2:</i> Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.</p>	<p>The project site is proposed to be designated as a village site and developed as a Community Village. The project site is currently identified in the General Plan (Figure LU-1 in the Land Use and Community Planning Element) as having moderate village propensity. The project was designed to blend with the character of the community. The proposed uses of the project site are similar to surrounding uses, and have been sited so that the uses mirror adjacent off-site uses.</p> <p>Ongoing coordination with community planning groups and community residents has occurred through community planning group presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. Additional opportunities for community input will be provided during the plan review and environmental review processes.</p>	Yes







Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
<p><i>Policy LU-A.3:</i> Identify and evaluate potential village sites considering the following physical characteristics:</p> <ul style="list-style-type: none"> <li>Shopping centers, districts, or corridors that could be enhanced or expanded;</li> <li>Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods;</li> <li>Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas;</li> <li>Areas that have significant remaining development capacity based upon the adopted community plan; and</li> <li>Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints.</li> </ul>	<p>The project site is considered to be suitable as a village site because it meets all five of the criteria identified in Policy LU-A.3. The project site is located in an area adjacent to the Del Mar Highlands Town Center, a 30-acre shopping center. Proposed construction of additional commercial uses on the project site would result in the expansion of this shopping area. The proposed mixed-use project would be adjacent to the East Bluff and the Signature Point multi-family residential developments, and other multi-family residential developments occur within the Town Center area. The project site is currently graded and vacant, and is not within an area designated as open space or single-family residential. The existing Carmel Valley Community Plan land use designation of the project site is Employment Center, and because the site is vacant, there is a substantial amount of remaining development capacity of the site. Because the project site was previously graded, it does not have major development limitations due to topographic, environmental, or other physical constraints. In addition, the proposed Community Plan Amendment was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.</p>	<p>Yes</p>   



Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
<p><i>Policy LU-A.4:</i> Locate village sites where they can be served by existing or planned public facilities and services, including transit services.</p> 	<p>The project site is located in the developed Carmel Valley community that is currently served by existing infrastructure (i.e., water and sewer pipelines, storm water drainage) and public facilities (i.e., parks, recreation center, schools, library, police and fire stations). As discussed in Section 5.11, <i>Public Utilities</i>, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded. With regard to solid waste, a Waste Management Plan (WMP; Draft EIR Appendix M) was prepared for the project. Implementation of the approved WMP would be made a condition of project approval to ensure that impacts related to solid waste would be less than significant.</p> <p>Impacts to public services are discussed in Section 5.12, <i>Public Services and Facilities/Recreation</i>. As stated in that section, the project may result in an increase in calls to the police and fire departments; however, no new facilities or improvements to existing facilities would be necessary as impacts would be less than significant. Similarly, impacts to schools, libraries, and parks and recreational facilities would be less than significant because no new or renovated facilities would be required as a result of the project.</p> <p>With regard to transit services, a rapid bus route is planned to serve the Carmel Valley community. This route (Route 473)</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-A.4 (cont.)</i>  	would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real as well as <b>one or more shuttle bus stops within the project site.</b>	
<i>Policy LU-A.6:</i> Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; <b>some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature.</b>	The project proposes to serve as a “Main Street” village center area for the Carmel Valley community, providing a diversity of uses including residential retail, commercial, and public space uses within a walkable, pedestrian-scaled environment.	Yes
<i>Policy LU-A.7:</i> <b>Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.</b> a. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals (see also Section H).	The project proposes to create a “Main Street” and village center for the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity urbanized area at a transition point between land uses. The site’s location at this transition point lends itself to function as a unifying, mixed-use village center with a defined pedestrian-oriented Main Street. The project would include a mixed-use development encompassing a maximum of 1,857,440 gross sf, and would consist of approximately 270,000 gross sf of commercial retail; approximately 557,440 gross sf of commercial office; an approximately 100,000-gross sf, 150-room hotel; and an approximately 930,000-gross sf, maximum of 608 multi-family	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-A.7: (cont.)</i>	residential area. The proposed project would be compatible with land use types and development patterns of the surrounding areas (refer to Figure 2-2). Multi-family residential units (condominiums and apartments) are located to the north and northeast of the project site. A commercial retail center (Del Mar Highlands Town Center) is located immediately east of the project site. Office buildings are located to the west and south of the project site. The proposed project also would integrate with the surrounding community in that the proposed layout of the project would match proposed uses with existing uses along the site perimeter. For example, residential uses would be placed adjacent to residential uses, office uses adjacent to office uses, and commercial uses adjacent to commercial uses. Additionally, the project would be consistent with community goals of providing a balance of planned land uses within the Carmel Valley community (refer to the section in this table addressing consistency with the Carmel Valley Community Plan).	
<i>Policy LU-A.9: Integrate public gathering spaces and civic uses into village design (see also Urban Design Element, Policies UD-C.5 and UD-E.1).</i>	The project would provide public spaces, including a large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community.	Yes 

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-A.11:</i> Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element.	The project's consistency with the design goals and policies of the Urban Design Element are discussed in this table. Design guidelines in the PPA have been prepared consistent with the Urban Design Element.	Yes
<i>General Plan Land Use Categories Goal:</i> Land use categories and designations that remain consistent with the General Plan Land Use categories as community plans are updated and/or amended.	The project proposes to change the General Plan designation to Multiple Use and the Community Plan designation to Community Village, which is one of the land use designations in the General Plan (Table LU-4).	Yes
<i>Policy LU-B.1:</i> Use the recommended Community Plan Designations identified on Table LU-4 so that over time, all community plans will use a common nomenclature to describe similar land uses and densities.	The project proposes to change the Community Plan designation to Community Village, which is one of the land use designations in Table LU-4 in the Land Use and Community Planning Element of the General Plan.	Yes
<i>Policy LU-B.2:</i> Identify a more refined street system than is included in the General Plan Land Use and Streets Map through the community plan update and amendment process (see also Mobility Element, Section C).	The project proposes to change the Community Plan land use designation to Community Village. A refined land use and street system map would be included as part of the PPA process. The project does not propose to change existing street classifications.	Yes
<i>Policy LU-B.3:</i> Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.	The proposed project entails a mixed-use development, which promotes this policy. Specifically, one of the project objectives is to provide a "village like" "mix of land uses within proximity to existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers." The proposed development would be pedestrian and bicycle-friendly, provide both residential and neighborhood-commercial type uses, and contain landscaped streets and public plazas.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-B.3 (cont.)</i>	The proposed layout of the project would match proposed uses with existing uses along the site perimeter. For example, residential uses would be placed adjacent to residential uses, office uses adjacent to office uses, and commercial uses adjacent to commercial uses. However, the project would also utilize mixed-use development types to bring residential and commercial opportunities together throughout the proposed project area. The project proposes General Plan/land use plan amendments to consistently reflect these mixed uses	
<i>Plan Amendment Process Goal:</i> Approve plan amendments that better implement the General Plan and community plan goals and policies.	The project proposes to change the Community Plan designation to Community Village, which is one of the land use designations in Table LU-4 in the Land Use and Community Planning Element of the General Plan. Promoting villages is a focus of the City of Villages strategy of the General Plan. As shown in this table, the project would be consistent with applicable General Plan and Community Plan goals and policies with City approval of the proposed General Plan/land use plan amendments.	Yes
<i>Plan Amendment Process Goal:</i> Allow for changes that will assist in enhancing and implementing the community's vision.	As discussed under the Carmel Valley Community Plan in this table, the proposed project would be consistent with the framework goals identified in the Community Plan related to the physical, social, and economic balance of planned land uses in the Carmel Valley community. The project would provide the office uses originally envisioned as part of the Employment Center, as well as additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses that would satisfy demand for retail uses within the community and would generate additional jobs and revenue for the City.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-D.1:</i> Require a General Plan and community plan amendment for proposals that involve: a change in community plan adopted land use or density/intensity range; a change in the adopted community plan development phasing schedule; or a change in plan policies, maps, and diagrams.	Because the project proposes a mix of land uses different from the existing Community Plan land use designation and the General Plan designation in Figure LU-2 in the Land Use and Community Planning Element, amendments to the General Plan and Community Plan are required and proposed as part of the project.	Yes
<i>Policy LU-D.2:</i> Require an amendment to the public facilities financing plan concurrently with an amendment to the General Plan and community plan when a proposal results in a demand for public facilities that is different from the adopted community plan and public facilities financing plan.	<p>As discussed in Section 5.11, <i>Public Utilities</i>, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded. With regard to solid waste, a WMP (Draft EIR Appendix M) was prepared for the project. Implementation of the approved WMP would be made a condition of project approval to ensure that impacts related to solid waste would be less than significant.</p> <p>The City of San Diego will evaluate the proposed project for consistency with the “Fiscal Year 2009 Carmel Valley Public Facilities Financing Plan and Facilities Benefit Assessment” (Financing Plan/FBA). The City will ensure that adequate improvements are currently available and/or will be provided to serve the project; that new development will not burden existing infrastructure; and that fair share contributions (if required) are made prior to permit issuance.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-D.3:</i> Evaluate all plan amendment requests through the plan amendment initiation process and present the proposal to the Planning Commission or City Council for consideration.	The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.	Yes
<i>Policy LU-D.12:</i> Evaluate specific issues that were identified through the initiation process, whether the proposed amendment helps achieve the long-term community goals, as well as any additional community-specific amendment evaluation factors.	The City prepared a Notice of Preparation (NOP), dated May 25, 2010 and distributed it to the public. A public scoping meeting was held on June 9, 2010 at the Carmel Valley Recreation Center, located within the community plan area, to solicit public comments on the proposed project. Key issues raised in the NOP comment letters included traffic, land use, neighborhood character, density, and urban decay. This EIR addresses these and other environmental issues and potential environmental impacts of the proposed project. In addition, review by the Carmel Valley Community Planning Board advisory group will occur prior to review by the Planning Commission.	Yes

<p><b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b></p>		
<p><b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b></p>	<p><b>CONSISTENCY EVALUATION</b></p>	<p><b>CONSISTENT (YES/NO)</b></p>
<p><b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b></p>		
<p><b>Land Use and Community Planning Element (cont.)</b></p>		
<p><i>Policy LU-D.13:</i> Address the following standard plan amendment issues prior to the Planning Commission decision at public hearing related to: <b>level and diversity of community support</b>; appropriate size and boundary for the amendment site; <b>provision of additional benefit to the community</b>; implementation of major General Plan and community plan goals, especially as related to the <b>vision, values, and City of Villages Strategy</b>; and provision of public facilities.</p>	<p>Ongoing coordination with community planning groups and community residents has occurred through community planning group presentations, workshops, and public meetings. The intent of these public outreach efforts is to solicit input from key stakeholders. <b>Additional opportunities for community input will be provided during the plan review and environmental review processes.</b></p> <p>As shown in this table, the project would be consistent with all applicable goals, policies, and guidelines presented in the General Plan and <b>Community Plan.</b></p> <p>The project would be consistent with the General Plan City of Villages strategy because (1) it would be consistent with applicable City of Villages strategy policies (upon approval of an amendment to change the General Plan designation from Industrial Employment to Multiple Use), (2) the project site is identified as having moderate village propensity in the General Plan , (3) the project would provide a village center unique to the Carmel Valley community, and (4) the project would be consistent with the General Plan definition of Community Village.</p>	<p>Yes</p>



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

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
Land Use and Community Planning Element (cont.)		
Consistency Goal: (cont.)	<p>The project site's current land use designation in the Community Plan is Employment Center (refer to Figure 5.1-1), which calls for industrial office park uses. The project proposes a CPA to allow for proposed residential and mixed-use land uses on the project site. Should the City approve the proposed CPA, the project site's land use designation would change from Employment Center to the proposed designation of Community Village. Pursuant to Table LU-4 in the Land Use and Community Planning Element of the General Plan, the Community Village designation provides housing in a mixed-use setting and serves the commercial needs of the community, including industrial and business areas. Integration of commercial and residential use is emphasized, and civic uses are an important component. Retail, professional/administrative offices, commercial, recreation facilities, service businesses, and similar types of uses are allowed.</p> <p>The project proposes to rezone the site CVPD-MC, a new zone that would be added to the Carmel Valley PDO. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities that would be consistent with the proposed General Plan/Community Plan designations.</p>	

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Airport Land Use Compatibility Goal:</i> Protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence area as identified in the MCAS Miramar ALUCP.	Yes
<i>Airport Land Use Compatibility Goal:</i> Protection of public use airports and military air installations from the encroachment of incompatible land uses within an airport influence area that could unduly constrain airport operations.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence areas identified in the MCAS Miramar ALUCP.	Yes
<i>Policy LU-G.2:</i> Submit all amendments and updates to the General Plan, community plans, specific plans, airport plans, development regulations and zoning ordinances affected by an airport influence area to the ALUC to ensure that they are consistent with the Airport Land Use Compatibility Plan or have the City Council take steps to overrule the ALUC.	The nearest airport to the project site is MCAS Miramar, located approximately 10 miles to the southeast. The project site is not located within the airport influence area as identified in the MCAS Miramar ALUCP.	Yes
<i>Policy LU-G.5:</i> Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.	The project site is located within the northwest boundary of the Federal Aviation Regulations Part 77 Outer Boundary contour on the ALUCP airspace protection map (refer to Figure 5.1-4). The project site is not, however, within the contour boundaries for Federal Aviation Administration height notification. As such, the project is not subject to ALUCP-designated height limitations.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><i>Policy LU-G.6:</i> Require that all proposed development projects (ministerial and discretionary actions) notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulation Title 14, Part 77.</p> <ul style="list-style-type: none"> <li>a. Require that all proposed development projects that are subject to FAA notification requirement provide documentation that FAA has determined that the project is not a Hazard to Air Navigation prior to project approval.</li> <li>b. Require that the Planning Commission and City Council approve any proposed development that the FAA has determined to be a Hazard to Air Navigation once state and ALUC requirements are satisfied.</li> </ul>	<p>Although the project site is located within the Federal Aviation Regulations Part 77 Outer Boundary contour on the ALUCP airspace protection map, the project site is not within the contour boundaries for FAA height notification, Federal Aviation Regulations Part 77 obstruction surfaces, a High Terrain Zone, or the Airspace Protection Compatibility Area (APCA) in the ALUCP's airspace protection map. As such, the project is not subject to ALUCP-designated height limitations, ALUC notification regarding height, or subject to other regulations specific to the APCA. Implementation of the proposed project is not anticipated to result in structures that pose an airspace obstruction, land uses that create wildlife hazards, particularly related to birds, or land use characteristics that create visual or electronic interference with air navigation.</p>	Yes
<p><i>Balanced Community and Equitable Development Goal:</i> Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.</p>	<p>The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing. The mixed-use development would also provide a range of services within close proximity to the proposed residences which would serve a variety of needs for residents.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><i>Policy LU-H.1:</i> Promote development of balanced communities that take into account community-wide involvement, participation, and needs.</p> <p>a. Plan village development with the involvement of a broad range of neighborhood, business, and recognized community planning groups and consideration of the needs of individual neighborhoods, available resources, and willing partners.</p>	<p>The project proposes a Community Village that would include a mix of land uses that would serve multiple community functions, including residential areas, various commercial and office uses, hotel space, and public space within close proximity to existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers.</p> <p>Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings.</p>	Yes
<p><i>Policy LU-H.2:</i> Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.</p>	<p>Carmel Valley is one of San Diego's more affluent communities and contains a mixture of single-family and multi-family homes. Carmel Valley currently does not have a disproportionate concentration of affordable housing. The project would provide additional multi-family housing in the Carmel Valley community. Although the project would comply with the City's Inclusionary Housing Ordinance, it would not create an imbalance of affordable housing within the Carmel Valley community.</p>	Yes
<p><i>Policy LU-H.3:</i> Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.</p>	<p>The project proposes to construct a Community Village within Carmel Valley with a variety of housing types, including single-level flats and two-story townhomes. The project would comply with the City's Inclusionary Housing Ordinance.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-H.4:</i> Strive for balanced commercial development (see also Economic Prosperity Element, Section B).	The project would provide various commercial uses on site to serve the community, including retail, restaurant, professional office, corporate office, a cinema, and a hotel. These proposed commercial uses would provide a balanced hub of diverse commercial activity intermixed with other uses, including residential and public spaces to create a unique village within the community. This proposed mix of synergistic uses would also be consistent with the General Plan "City of Villages" strategy and the SANDAG Town Center concept.	Yes
<i>Policy LU-H.6:</i> Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	Pedestrian facilities would provide convenient connections between the proposed uses within the project site, as well as adjacent lands. The project would connect to existing pedestrian and bicycle networks and would provide bicycle routes, sidewalks, pathways, plazas, and public spaces for pedestrians and bicyclists. This would include a pedestrian path and stairway connecting to the adjacent commercial office development to the south. Proposed pedestrian facilities would connect to existing sidewalks along Del Mar Heights Road and El Camino Real. In addition, the project would include bicycle racks to support patrons and employee's bicycle transportation. These linkages provided by these components would contribute to the project's internal circulation and connectivity with surrounding areas.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-H.6:</i> Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network. (cont.)	A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. The project would provide a transit stop along El Camino Real. Implementation of this planned transit route by SANDAG and MTS and provision of a transit stop along the project frontage would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes
<i>Policy LU-H.7:</i> Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community (see also LU-A.7).	The project proposes a mixed-use Community Village within Carmel Valley that would provide a variety of land uses on site, including retail, office, residential, hotel, and public spaces. The project would be consistent with community goals of providing a balance of planned land uses within the Carmel Valley community (refer to the section in this table addressing consistency with the Carmel Valley Community Plan).	Yes
<i>Environmental Justice Goal:</i> Ensure a just and equitable society by increasing public outreach and participation in the planning process.	Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings. As part of the public outreach and environmental process for the project, the City prepared a NOP, dated May 25, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, community groups, and governmental agencies. A scoping meeting was held on June 9, 2010 to inform the public about the project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A of this document.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Environmental Justice Goal:</i> Improve mobility options and accessibility in every community.	All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with Americans with Disabilities Act (ADA) requirements. The project would provide internal roadways and pedestrian paths, as well as bicycle facilities that would link internally as well as to surrounding areas, which would promote this goal.	Yes
<i>Environmental Justice Goal:</i> Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities.	Potential public health risks that may be associated with hazardous substances and toxic air emissions from the proposed project are addressed in Sections 5.5, <i>Air Quality</i> , 5.7, <i>Greenhouse Gas Emissions</i> , and 5.13, <i>Health and Safety</i> , of this EIR.	Yes
<i>Policy LU-I.1:</i> Ensure environmental justice in the planning process through meaningful public involvement. <ul style="list-style-type: none"> <li>a. Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.</li> <li>b. Increase public outreach to all segments of the community so that it is informative and detailed in terms of process and options available to the community.</li> <li>c. Consult with California Native American tribes to provide them with an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.</li> </ul>	Ongoing coordination with community planning groups and the community has occurred through community planning group presentations, workshops, and public meetings. As part of the public outreach and environmental process for the project, the City prepared a NOP, dated May 25, 2010 and distributed it to the public including all responsible and trustee agencies, members of the general public, community groups, and governmental agencies. A scoping meeting was held on June 9, 2010 to inform the public about the project and receive comments. Copies of the NOP and comment letters, as well as a summary of issues raised at the scoping meeting, are contained in Appendix A of this document. Additional opportunities for community input will be provided during the environmental review process and associated Planning Commission and City Council hearings.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-I.1:</i> Ensure environmental justice in the planning process through meaningful public involvement. (cont.)	The Native American Heritage Commission (NAHC) also was contacted, and replied with a list of tribes that should be contacted. The NAHC also conducted a search of their Sacred Lands files to determine if any traditional cultural properties or Native American heritage site are located within the project area. No Native American cultural sites are recorded in the project area (refer to NOP response letter from the NAHC in Draft EIR Appendix A).	Yes
<i>Policy LU-I.2:</i> Balance individual needs and wants with the public good.	The project would provide a balance of individual welfare and public good through provision of living, working, and public spaces for individuals and public amenities such as commercial areas, public spaces, and transportation facilities that would be utilized by residents and the general community. The project's conformance with the City's Inclusionary Housing Ordinance would ensure a mix of housing options for a range of income levels. The project also would create additional jobs and tax revenue for the City.	Yes
<i>Policy LU-I.12:</i> Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.	The project proposes to develop a vacant, but graded site that was previously planned for development. The project site is not located within a disadvantaged community, and does not propose features or actions which would unfairly result in undesirable environmental impacts on any geographic or socioeconomic sector of the City. Environmental impacts resulting from the proposed project, and associated mitigation measures, would be specific to and localized at the site. In addition, the project would comply with the City's Inclusionary Housing Ordinance to provide housing options for all socioeconomic populations (including workforce).	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<p><i>Policy LU-I.14:</i> As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc. (See also Appendix C, EP-2).</p>	<p>The project proposes to change the Community Plan designation from Employment Center to Community Village. The project does not propose new or continued industrial uses. Potential public health risks that may be associated with hazardous substances and toxic air emissions from the proposed project are addressed in Sections 5.5, <i>Air Quality</i>, 5.7, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Health and Safety</i>. Construction and operational air emissions generated by the project would not exceed applicable air quality significance thresholds. The project includes design features that would reduce emissions of criteria pollutants in compliance with the strategies in the RAQS and SIP for attaining and maintaining air quality standards. Such design features include, but are not limited to: (1) energy efficiency features that would exceed Title 24 standards; and (2) the project is an infill development that proposes residences, retail, restaurants, and employment uses within the same site and in close proximity to existing infrastructure and development, which could reduce vehicle miles traveled in the region through the provision of employment generating uses closer to residential land uses. Because the project would be consistent with strategies in the RAQS and SIP for attaining and maintaining air quality standards, it would not conflict with the RAQS and SIP.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Land Use and Community Planning Element (cont.)</b>		
<i>Policy LU-I. 16:</i> Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.	The project would comply with the City's Noise Abatement and Control Ordinance, as well as the California Building Code as appropriate. Through compliance with these regulations, no particular group, location of concern, or economic status would experience either disenfranchisement or special treatment in terms of noise abatement as a result of the proposed project.	Yes
<b>Mobility Element</b>		
<i>Walkable Community Goal:</i> A city where walking is a viable travel choice, particularly for trips of less than one-half mile.	The project includes a pedestrian network of sidewalks and walkways that links to surrounding areas. Also, the project includes shorter blocks, open space, and landscaping to promote pedestrian activity. In providing a diversity of uses in a localized area, the project would allow opportunities for pedestrians to reach multiple destinations and could encourage this mode of travel.	Yes
<i>Walkable Community Goal:</i> A safe and comfortable pedestrian environment.	Pedestrian traffic would be separated from vehicular traffic to provide pedestrians with a safe route. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces.	Yes
<i>Walkable Community Goal:</i> A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	As mentioned above, the project includes a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Walkable Community Goal:</i> Greater walkability achieved through pedestrian-friendly street, site and building design.	The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes a Main Street component with pedestrian features, including paseos and wide sidewalks, street level retail and restaurants, walkways, and public spaces to promote the walkability within the development and connectivity to the surrounding area.	Yes
<i>Policy ME-A.1:</i> Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions, including but not limited to those described in the Pedestrian Improvements Toolbox, Table ME-1.	Pedestrian traffic would be separated from vehicular traffic to provide pedestrians with a safe route. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. Several of the pedestrian improvements in Table ME-1 would be provided by the project, such as curb extensions, crosswalks, sidewalks, landscaping, street furnishings, canopy trees, and traffic controls.	Yes
<i>Policy ME-A.2:</i> Design and implement safe pedestrian routes. <ol style="list-style-type: none"> <li>Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.</li> </ol>	<p>The project includes pedestrian-oriented project design features, such as Main Street with wide sidewalks, street level retail and restaurants, walkways, lighting, and public spaces lighting and connectivity of walkways to implement safe pedestrian routes.</p> <p>The project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute “eyes on the street” to discourage crime.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Policy ME-A.2 (cont.)</i> d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment (see also Urban Design Element, Policy UD-A.17). e. Ensure that there are adequate law enforcement, code enforcement, and litter and graffiti control to maintain safe and attractive neighborhoods. f. Provide adequate levels of lighting for pedestrian safety and comfort.	As detailed in Section 5.12, <i>Public Services and Facilities/Recreation</i> , the area has adequate law enforcement to maintain safety.	
<i>Policy ME-A.4:</i> Make sidewalks and street crossings accessible to pedestrians of all abilities. a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards.	The project would include a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces. All aspects of project development, including structures, roadways, and pedestrian walkways, would be designed and constructed in compliance with ADA requirements, and therefore pedestrian facilities would be accessible to pedestrian of all abilities.	Yes
<i>Policy ME-A.6:</i> Work toward achieving a complete, functional and interconnected pedestrian network. a. Ensure that pedestrian facilities such as sidewalks, trails, bridges, pedestrian-oriented and street lighting, ramps, stairways and other facilities are implemented as needed to support pedestrian circulation. 1. Close gaps in the sidewalk network.	As mentioned above, the project would include a pedestrian network, which would provide safe and attractive internal pedestrian walkways and sidewalks that would also connect to the off-site network. Walkways would be landscaped and lighted and would include trash receptacles and seating areas to create safe and accessible pedestrian spaces.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<p><i>Policy ME-A.6:</i> (cont.)</p> <ul style="list-style-type: none"> <li>2. Provide convenient pedestrian connections between land uses, including shortcuts where possible.</li> <li>3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.</li> </ul> <ul style="list-style-type: none"> <li>b. Link sidewalks, pedestrian paths and multi-purpose trails into a continuous region-wide network where possible (see also Recreation Element, Policy RE-D.6).</li> <li>c. Provide and maintain trash and recycling receptacles, and restrooms available to the public where needed.</li> <li>d. Address pedestrian needs as an integral component of community and public facilities financing plan updates and amendments, other planning studies and programs, and the development project review process.</li> <li>e. Routinely accommodate pedestrian facilities and amenities into private and public plans and projects.</li> </ul>		
<p><i>Policy ME-A.7:</i> Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired.</p> <ul style="list-style-type: none"> <li>a. Enhance streets and other public rights-of-way with amenities such as street trees, benches,</li> </ul>	<p>The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes pedestrian features, including a pedestrian-oriented Main Street component with paseos and wide</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<p><i>Policy ME-A.7: (cont.)</i></p> <p>plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 (see also Urban Design Element, Policy UD-A.10).</p> <p>b. Design site plans and structures with pedestrian-oriented features (see also Urban Design Element, Policies UD-A.6, UD-B.4, and UD-C.6).</p> <p>c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.</p> <p>d. Enhance alleys as secure pathways to provide additional pedestrian connections.</p> <p>e. Implement traffic calming measures to improve walkability in accordance with Policy ME-C.5.</p> <p>f. When existing sidewalks are repaired or replaced, take care to retain sidewalk stamps and imprints that are indicators of the age of a particular neighborhood, or that contribute to the historic character of a neighborhood.</p>	<p>sidewalks, street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area. Traffic calming features also would be incorporated into the project design, such as curb extensions, crosswalks, and controlled intersections.</p>	



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Policy ME-A.8:</i> Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	The project proposes a mixed-use Community Village within Carmel Valley that would provide a variety of land uses on site, including retail, office, residential, hotel, and public spaces. In providing a diversity of uses in a localized area, the project would allow opportunities for pedestrians to reach multiple destinations and could encourage this mode of travel.	Yes
<i>Policy ME-B.2:</i> Support the provision of higher-frequency transit service and capital investments to benefit higher-density residential or mixed-use areas; higher-intensity employment areas and activity centers; and community plan-identified neighborhood, community, and urban villages; and transit-oriented development areas.	The project proposes to construct a mixed-use Community Village in the Carmel Valley community. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real to accommodate these planned routes, and would provide one or more shuttle stops within the project site.	Yes
<i>Policy ME-B.3:</i> Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers (see also Urban Design Element, Policy UD-A.9).	The project would provide a transit stop along El Camino Real to accommodate a planned rapid bus route (Route 473) that would serve the community along the El Camino Real and Del Mar Heights Road corridors.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<p><i>Policy ME-B.9:</i> Make transit planning an integral component of long range planning documents and the development review process.</p> <ul style="list-style-type: none"> <li>a. Identify recommended transit routes and stops/stations as a part of the preparation of community plans and community plan amendments, and through the development review process.</li> <li>b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with Land Use and Community Planning Element, Sections A and C.</li> <li>e. Design for walkability in accordance with the Urban Design Element, as pedestrian supportive design also helps create a transit supportive environment.</li> </ul>	<p>The project proposes to construct a mixed-use Community Village in the Carmel Valley community. A rapid bus route is planned to serve the Carmel Valley community. This route (Route 473) would extend between Oceanside and the University Towne Center regional shopping mall via Carmel Valley and would occur along the Del Mar Heights Road and El Camino Real corridors. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The project would provide a transit stop along El Camino Real to accommodate these planned routes.</p> <p>The project concept, in its provision of a variety of uses, promotes walkability by facilitating access to a variety of destinations in one geographic area. Additionally, the project specifically includes pedestrian features, including a pedestrian-oriented Main Street component with wide sidewalks, street furnishings, lighting, landscaping, street-level retail, and public spaces to promote the walkability within the development and connectivity to the surrounding area.</p>	Yes
<p><i>Street and Freeway System Goal:</i> A street and freeway system that balances the needs of multiple users of the public right-of-way.</p>	<p>A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. As discussed in Section 5.2, <i>Transportation/Circulation/Parking</i>, analysis included proposed and recommended design treatments of project roadways for safety, aesthetics, and traffic calming, as well as mitigation in the form of improvements to the existing street system to provide adequate capacity and reduce congestion.</p>	Yes

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
<b>Mobility Element (cont.)</b>		
<i>Policy ME-C.2:</i> Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.	A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. As discussed in Section 5.2, <i>Transportation/Circulation/Parking</i> , analysis included proposed and recommended design treatments of project roadways for safety, aesthetics, and traffic calming, as well as mitigation in the form of improvements to the existing street system to provide adequate capacity and reduce congestion.	Yes
<i>Policy ME-C.3:</i> Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.	The project would include an internal circulation system that includes pedestrian and bicycle features that that would connect internally on-site and to adjacent areas. Site grading would require a total of approximately 30,400 cy of fill and 528,800 cy of cut, resulting in a total net export quantity of approximately 498,400 cy. Most of the proposed cuts are required for underground parking garages. The maximum cut depth would be 49 feet; however, because underground parking garages would “fill” these cut areas, the site’s topography would be similar to existing conditions. In other words, the site has already been modified, and the existing grade would be largely maintained. Accordingly, provision of the proposed circulation network would largely retain existing topographic relationships to surrounding properties. Additionally, the project was designed to blend with the character of the community. The proposed uses of the project site are similar to surrounding uses, and have been sited so that the uses are consistent with the adjacent off-site uses.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Policy ME-C.5:</i> Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include, but are not limited to, those identified on Table ME-2, to increase the safety and enhance the livability of communities.	The project would incorporate traffic calming measures identified in Table ME-2 into the design, including curb extensions, gateway entrance treatments, and signage.	Yes
<i>Policy ME-C.8:</i> Implement Traffic Impact Study Guidelines that address site and community specific issues. <ul style="list-style-type: none"> <li>a. Give consideration to the role of alternative modes of transportation and transportation demand management (TDM) plans in addressing development project traffic impacts.</li> <li>b. Consider the results of site-specific studies or reports that justify vehicle trip reductions (see also ME-E.7).</li> <li>c. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation impacts and determine appropriate mitigation measures from a multi-modal perspective.</li> </ul>	A Traffic Impact Analysis prepared by Urban Systems Associates, Inc. (USAI 2012) analyzed site-specific traffic conditions and evaluated potential transportation impacts and mitigation measures. Measures identified in the report include discussion of improvements to transportation facilities to accommodate the project (see Section 5.2, <i>Transportation/Circulation/Parking</i> ).	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Policy ME-E.1:</i> Support and implement TDM strategies including, but not limited to: alternative modes of transportation, alternative work schedules, and telework.	The proposed mix of land uses and provision of alternative transportation facilities would promote alternative transportation modes, including pedestrian, bicycle, and transit. The project promotes pedestrian and bicycle transportation through the provision of a Main Street component with paseos and wide sidewalks, bicycle routes, bike racks, and public spaces. Transit would be supported by the provision of a transit stop along the El Camino Real project frontage that would accommodate planned rapid bus route 473. One or more shuttle stops would also be provided on site.	Yes
<i>Policy ME-E.3:</i> Emphasize the movement of people rather than vehicles.	The project entails a mixed-use Community Village that would provide various land uses within an integrated development that features a pedestrian-oriented Main Street as the central unifying project element. Internal street design emphasizes pedestrian movement with wide sidewalks, street furnishings, lighting, landscaping, street-level retail and restaurants, and public spaces.	Yes
<i>Policy ME-E.6:</i> Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	The project promotes pedestrian and bicycle transportation modes through the provision of the Main Street component with wide sidewalks, bicycle routes, bike racks, bike lockers, and public spaces. Transit would be supported by the provision of a transit stop along the El Camino Real project frontage that would accommodate planned rapid bus route 473.	Yes

<p><b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b></p>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Bicycling Goal:</i> A city where bicycling is a viable travel choice, particularly for trips of less than five miles.	The project promotes bicycle transportation by providing safe bicycle routes through the site, which also connect to existing off-site bicycle routes. Additionally, bicycle racks and lockers would be provided on site.	Yes
<i>Bicycling Goal:</i> A safe and comprehensive local and regional bikeway network.	The project promotes bicycle transportation by providing safe bicycle routes through the site and connecting to off-site routes.	Yes
<i>Bicycling Goal:</i> Environmental quality, public health and mobility benefits through increased bicycling.	The project promotes bicycle transportation by providing safe bicycle routes through the site, connections to existing off-site bicycle routes, and bicycle parking facilities throughout the project site. The provision of these amenities, combined with the mixed-use nature of the proposed project, serve to encourage area residents and employees to choose bicycling as an efficient and healthy means of accessing the site's proposed amenities.	Yes
<i>Policy ME-F.3:</i> Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.	The project promotes bicycle transportation by providing safe bicycle routes through the site and connecting to off-site routes.	Yes
<i>Policy ME-F.4:</i> Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses. <ul style="list-style-type: none"> <li>a. Continue to require bicycle parking in commercial and multiple unit residential zones.</li> <li>b. Provide bicycle facilities and amenities to help reduce the number of vehicle trips.</li> </ul>	Short-term bicycle parking would be provided via bike racks throughout the project site to accommodate cyclists accessing the site as their trip destination, or utilizing the bicycle routes as part of the larger bikeway network. Long-term bicycle parking and storage would also be provided in residential areas and employment areas to encourage bicycle use on site as an alternative transportation mode for commuting.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
<i>Parking Management Goal:</i> New development with adequate parking through the application of innovative citywide parking regulations.	<p>The proposed project would provide a total of up to 4,089 parking spaces throughout the site upon buildout of the project. Because the project proposes a mix of land uses, peak activity times for some uses, such as office and cinema, are essentially opposite one another as is their demand for parking. Therefore, shared parking among all of the proposed on-site uses except residential would be provided.</p> <p>Parking facilities would include underground garages beneath the site and a multi-level, above ground parking structure. Tandem parking is also proposed for certain office uses to reduce the footprint of parking facilities. The development regulations of the proposed zone (CVPD-MC) stipulate that the minimum number of parking spaces would be established through an approved shared parking analysis. The Shared Parking Analysis concludes that a minimum of 3,881 parking spaces would be required to adequately serve the project at buildout. Because the project proposes to provide a total of 4,089 spaces, the on-site parking supply would be adequate.</p>	Yes
<p><i>Policy ME-G.2:</i> Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.</p> <p>a. Adjust parking rates for development projects to take into consideration access to existing and funded transit with a base mid-day service frequency of ten to fifteen minutes, affordable housing parking needs, shared parking opportunities for mixed-use development, provision of on-site car sharing vehicles and</p>	<p>While project would exceed estimated parking requirements, the land devoted to parking would be reduced through the provision of parking structures. Parking would be provided not only for vehicles, but also for bicycles to encourage the use of this mode of transportation. The proposed mixed-use commercial/residential/office nature of the proposed project provides potential for residents to obtain on-site employment, thereby reducing the parking needs for home versus employment uses. In addition, as office high-use parking hours are often the opposite of residential high-use parking hours, the mixed use</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Mobility Element (cont.)</b>		
parking spaces and implementation of TDM plans. b. Strive to reduce the amount of land devoted to parking through measures such as parking structures, shared parking, mixed-use developments, and managed public parking (see also ME-G.3), while still providing appropriate levels of parking.	nature of the project provides opportunity for shared parking arrangements between future development types.	
<i>Policy ME-G.5:</i> Implement parking strategies that are designed to help reduce the number and length of automobile trips. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include, but are not limited to those described on Table ME-3.	The project type has the potential to reduce automobile trips because it consists of a mixed-use Community Village that would provide various uses within an integrated development. Specific parking strategies that would be incorporated into the project that are listed in Table ME-3 include tandem parking, bicycle parking, shared parking, provision of transit facilities (transit stop), and pedestrian and bicycle facilities.	Yes
<b>Urban Design Element</b>		
<i>General Urban Design Goal:</i> An improved quality of life through safe and secure neighborhoods and public places.	The project includes a variety of uses which would encourage activity in various locations throughout the development and throughout the day. Design features identified in the proposed PPA, including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute “eyes on the street” to provide security.  As detailed in Section 5.12, <i>Public Services and Facilities/Recreation</i> , the area has adequate law enforcement to maintain safety.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>General Urban Design Goal:</i> A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction.	The project would construct a mixed-use Community Village in the Carmel Valley community that would provide a variety of uses within an integrated development. The project would feature a pedestrian-oriented Main Street component with wide sidewalks, street-level retail and restaurants, street furnishings, lighting, and public spaces, including a large public plaza and several paseos that would foster social interaction. The mixture of land uses (residential, retail, hotel, office, public spaces) anchored by Main Street would provide for visual diversity and choice of lifestyle.	Yes
<i>General Urban Design Goal:</i> A city with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.	The project would construct a mixed-use Community Village. The vision statement for the proposed PPA calls for the creation of a “Main Street” for Carmel Valley, linking neighborhoods with daily activities. The plan fundamentals contain a number of principles related to creating a distinct village center for Carmel Valley with an emphasis on the pedestrian experience in a multi-functional environment. The project would provide a connected system of streets and paths; a variety of pedestrian-friendly public and private spaces; smart growth principles; sustainability principles; relationships with the surrounding community; and new opportunities for social interaction and community cohesiveness.	Yes
<i>General Urban Design Goal:</i> Utilization of landscape as an important aesthetic and unifying element throughout the City.	The project would include extensive landscaping in public spaces and along transportation routes that is connected and continuous throughout the development. Landscape design guidelines are contained in the proposed PPA.	Yes
<i>Policy UD-A.4:</i> Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.	Sustainable building methods would be utilized as discussed below under the Conservation Element policies in this table. The proposed project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-A.5:</i> Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.</p> <ul style="list-style-type: none"> <li>a. Relate architecture to San Diego's unique climate and topography.</li> <li>b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well established, distinctive character.</li> <li>c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character.</li> <li>d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.</li> <li>e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest.</li> <li>f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level.</li> </ul>	<p>The project would construct a distinctive mixed-use village center with a variety of uses that are contiguous and compatible with existing adjacent uses. The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development and consider the guidelines in Policy UD-A.5. For example, Main Street, which is the central organizing element of the project, would consist of a pedestrian-oriented linear thoroughfare with ground level retail uses, cafes, public spaces, paseos and wide sidewalks, and streetscape landscaping. The ground level mixed uses along Main Street would include canopies, awnings, or overhangs; transparent storefront windows; architectural treatments (e.g., stone, brick, metal panels); and other building articulation and treatments in accordance with the design guidelines contained in the proposed PPA. Refer to Section 5.3, <i>Visual Effects and Neighborhood Character</i>, for specific details. The design guidelines in the PPA are consistent with this policy and the Urban Design Element.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-A.5: (cont.)</i> g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. i. Maximize natural ventilation, sunlight, and views. j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances. k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.		
<i>Policy UD-A.6: Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.</i> a. Locate buildings on the site so that they reinforce street frontages. b. Relate buildings to existing and planned adjacent uses. c. Ensure that building entries are prominent, visible, and well-located.	The project would construct a distinctive mixed-use village center with a variety of uses that are contiguous and compatible with existing adjacent uses. The project would be anchored by a pedestrian-oriented and pedestrian-scaled Main Street with wide sidewalks, street-level retail and restaurants, landscaping, and connections to public spaces. Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA. Setback requirements would be established by the proposed zone classification that would be consistent with a village center. Parking would largely be	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-A.6 (cont.)</i> d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern. e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.	provided in subsurface garages and above-ground garages some of which would be beneath residential buildings. These parking facilities would largely be screened by project design (i.e., subsurface and screened by proposed buildings). Parking garage entrances would be located within the site interior. Design guidelines for proposed parking facilities are contained in the proposed PPA	
<i>Policy UD-A.8:</i> Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available. c. Use landscape to support storm water management goals for filtration, percolation and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood.	The proposed PPA contains landscape design guidelines that call for sustainable landscaping practices and techniques promoting water conservation and energy efficiency. Landscaping would be designed to enhance structures and public spaces, including outdoor plaza space, pedestrian walkways, and bicycle routes and would be designed, installed and maintained in accordance with Policy UD-A.8. Extensive landscaping is proposed as part of the project. Proposed landscaping is discussed in Section 3.2.4. Landscaping would be provided throughout the project site, including along the proposed roadways, plazas, courtyards, pedestrian walkways, and the site perimeter. The conceptual landscape plan for the proposed project is shown in Figures 3-3a through 3-3g, <i>Conceptual Landscape Plan</i> .	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-A.8: (cont.)</i> f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas.		

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-A.8: (cont.)</i></p> <ul style="list-style-type: none"> <li>k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies</li> <li>l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.</li> </ul>		
<p><i>Policy UD-A.9:</i> Incorporate existing and proposed transit stops or stations into project design (see also Mobility Element, Policies ME-B.3 and ME-B.9).</p> <ul style="list-style-type: none"> <li>a. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character (see also Land Use Element, Policy LU-I.11).</li> <li>b. Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network (see also Land Use Element, Policy LU-I.10)</li> </ul>	<p>The project would provide a transit stop along the El Camino Real project frontage. The transit stop would accommodate planned transit operations in the Carmel Valley community. The transit stop would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community. The design of the proposed transit stop would be compatible with the overall design guidelines contained in the proposed PPA, while meeting the standards of the transit service provider.</p>	Yes
<p><i>Policy UD-A.10:</i> Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element (see also Mobility Element, Sections A, B, C, and F).</p>	<p>Proposed internal streets would be designed to encourage pedestrian and bicycle use on site and to connect to existing networks. The internal circulation network also would provide connections to a proposed transit stop along the El Camino Real project frontage.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-A.11.</i> Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G).</p> <ul style="list-style-type: none"> <li>a. Design safe, functional, and aesthetically pleasing parking structures.</li> <li>b. Design structures to be of a height and mass that are compatible with the surrounding area.</li> <li>c. Use building materials, detailing, and landscape that complement the surrounding neighborhood.</li> <li>d. Provide well-defined, dedicated pedestrian entrances.</li> <li>e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.</li> <li>f. Pursue development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure and create an active streetscape. Where ground floor commercial is proposed, provide a tall, largely transparent ground floor along pedestrian active streets.</li> <li>g. Encourage the use of attendants, gates, natural lighting, or surveillance equipment in parking structures to promote safety and security</li> </ul>	<p>The project would reduce the amount of land dedicated to parking through the provision of parking structures in place of surface lots. Parking would predominantly be provided in subsurface garages. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades. These structures would be planned, sited, and designed in accordance with the design guidelines contained in the proposed PPA, which are consistent with Policy UD-A.11.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-A.12:</i> Reduce the amount and visual impact of surface parking lots.	The project would reduce the amount of land dedicated to parking through the provision of parking structures in place of surface lots. Parking would predominantly be provided in subsurface garages that would not be visible from surrounding areas. The proposed above-ground parking structure would be wrapped with adjacent buildings to provide visual screening of the parking structure facades.	Yes
<i>Policy UD-A.13:</i> Provide lighting from a variety of sources at appropriate intensities and qualities for safety. <ul style="list-style-type: none"> <li>a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility.</li> <li>b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.</li> <li>c. Use lighting to convey a sense of safety while minimizing glare and contrast</li> <li>d. Use vandal-resistant light fixtures that complement the neighborhood and character.</li> <li>e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.</li> </ul>	Lighting would be provided in various settings for safety and aesthetic purposes. Lighting would be provided along internal roadways for vehicular circulation, as well as along pedestrian walkways and bicycle routes for transportation-related safety. Lighting would also be provided in commercial areas and public spaces at night-time to contribute to the general ambiance of those spaces. Additionally, lighting would be provided as a Crime Prevention Through Environmental Design (CPTED) measure to reduce cover for potential criminal activity. Lighting for all of these purposes would be intentionally directed such that the intended area is illuminated but spillover lighting into sensitive areas (e.g., residences) is reduced. These lighting practices would be in conformance with Policy UD-A.13.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-A.14:</i> Design project signage to effectively utilize sign area and complement the character of the structure and setting.</p> <ul style="list-style-type: none"> <li>a. Architecturally integrate signage into project design.</li> <li>b. Include pedestrian-oriented signs to acquaint users to various aspects of a development. Place signs to direct vehicular and pedestrian circulation.</li> <li>c. Post signs to provide directions and rules of conduct where appropriate behavior control</li> <li>d. Design signs to minimize negative visual impacts.</li> <li>e. Address community-specific signage issues in community plans, where needed.</li> </ul>	<p>The project would integrate signage as appropriate for vehicular and bicycle circulation, as well as for pedestrians who move about the site's interior to facilitate access of amenities. Additional signage also would occur at the proposed retail and office uses. Project signage would comply with the Carmel Valley Signage Guidelines.</p>	Yes
<p><i>Policy UD-A.16:</i> Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm.</p> <ul style="list-style-type: none"> <li>b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventers, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a</li> </ul>	<p>Proposed utilities and traffic-related facilities and infrastructure would connect to existing systems, but would be constructed on site along with the rest of the proposed development. Systems would therefore be located strategically to serve the proposed uses and to be of minimal visual intrusion.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-A.16: (cont.)</i> landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fence-like elements. c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.		
<i>UD-A.17 Policies:</i> Incorporate Crime Prevention Through Environmental Design measures, as necessary, to reduce incidences of fear and crime, and design safer environments. a. Design projects to encourage visible space and “eyes on the street” security that will serve as a means to discourage and deter crime through the location of physical features, activities and people to maximize visibility. b. Define clear boundaries between public, semi-public/private, and private spaces. c. Promote regulations, programs, and practices that result in the proper maintenance of the measures employed for CPTED surveillance, access control, and territoriality.	The project design includes a variety of uses which would encourage activity in various locations throughout the site and throughout the day. Design features including materials, lighting, and structures would be utilized to define and differentiate public, semi-public/private, and private spaces. The presence of users with various degrees of ownership in these public and private spaces would contribute “eyes on the street” to discourage crime.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>UD-A.17 Policies (cont.)</i> d. Consider pedestrian scale lighting and indirect techniques to provide adequate security but not glare and flood-light conditions.		
<i>Distinctive Neighborhood/Residential Design Goal:</i> A city of distinctive neighborhoods.	The project proposes to construct a distinctive mixed-use village center within the Carmel Valley community on a 23.6-acre graded and vacant site in a high-activity area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The site's location at this transition point lends itself to function as a distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street.	Yes
<i>Distinctive Neighborhood/Residential Design Goal:</i> Innovative design for a variety of housing types to meet the needs of the population.	The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes. These housing types would be designed to integrate with the overall project and the surrounding area and consistent with the design guidelines contained in the proposed PPA.	Yes
<i>Distinctive Neighborhood/Residential Design Goal:</i> Pedestrian connections linking residential areas, commercial areas, parks and open spaces.	The project would include a pedestrian network that would provide defined connections among the proposed mixed uses via internal pedestrian walkways and sidewalks. These pedestrian facilities would also connect to the off-site network providing access to nearby residential and commercial areas, as well as parks, schools, the recreation center, and library.	Yes

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
<b>Urban Design Element (cont.)</b>		
<p><i>Residential Design Policies</i>  <i>Policy UD-B.1:</i> Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.</p> <ul style="list-style-type: none"> <li>a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development.</li> <li>b. Design new construction to respect the pedestrian orientation of neighborhoods.</li> <li>c. Provide innovative designs for a variety of housing types to meet the needs of the population.</li> </ul>	<p>The proposed project would be visually compatible with surrounding uses. Proposed uses would be contiguous and compatible with existing adjacent uses. While some buildings would be taller than buildings in the surrounding area, incorporation of the design guidelines contained in the proposed PPA would ensure that the architectural style of proposed buildings would include articulation and various design elements to provide visual diversity and reduce massing. The street-level mixed uses along Main Street would include awnings, store windows, and other building articulation. These architectural features, combined with the proposed street-level uses and landscaping, would create a pedestrian-scaled environment along Main Street that would connect to sidewalks and roadways to integrate the site with the surrounding community. Other elements that would reduce visual scale and bulk include the large central public plaza (between the office buildings and Main Street), public paseos among on-site buildings, tree-lined internal roadways, a passive park, and pedestrian paths. These features would provide landscaped open spaces between on-site structures and visual screening to reduce massing effects. Off-site shading effects would be limited to approximately 10 patios at residences within the East Bluff residential development to the north across Del Mar Heights Road for a couple of hours during winter, which would not substantially interfere with these outdoor useable areas (refer to Section 5.3, <i>Visual Effects and Neighborhood Character</i>).</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Residential Design Policies (cont.)</i> <i>Policy UD-B.1: (cont.)</i>	<p>The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes. These housing types would be designed to integrate with the overall project and the surrounding area and consistent with the design guidelines contained in the proposed PPA.</p> <p>The project would comply with the City's Inclusionary Housing Ordinance to provide a diversity of housing options to a variety of users, consistent with Policy UD-B.2. While the project would not provide single-family residences on site, it is located in a community with abundant opportunities for single-family residency and would therefore contribute to the community-wide diversity of housing options.</p>	
<i>Policy UD-B.2: Achieve a mix of housing types within single developments (see also Land Use and Community Planning Element, Section H, and Housing Element).</i> a. Incorporate a variety of unit types in multifamily projects.	<p>The project would include a variety of multi-family housing types, such as single-level flats and two-story townhomes.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-B.4:</i> Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.</p> <ul style="list-style-type: none"> <li>a. Locate buildings on the site so that they reinforce street frontages.</li> <li>b. Relate buildings to existing and planned adjacent uses.</li> <li>c. Provide ground level entries and ensure that building entries are prominent and visible.</li> <li>d. Maintain existing setback patterns, except where community plans call for redevelopment to change the existing pattern.</li> <li>e. Locate transparent features such as porches, stoops, balconies, and windows facing the street to promote a sense of community.</li> <li>f. Encourage side- and rear-loaded garages. Where not possible, reduce the prominence of the garage through architectural features and varying planes.</li> <li>g. Minimize the number of curb-cuts along residential streets.</li> </ul>	<p>Architectural and landscape features associated with proposed buildings would be incorporated into the project in accordance with the design guidelines contained in the proposed PPA. Where buildings front Del Mar Heights Road, El Camino Real, High Bluff Drive, and proposed internal roads, the street frontage would include landscaping and sidewalks to create interest for pedestrians and other users of the right-of-way.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<p><i>Policy UD-B.8:</i> Provide useable open space for play, recreation, and social or cultural activities in multi-family as well as single-family projects.</p> <ul style="list-style-type: none"> <li>a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves.</li> <li>b. Design outdoor space as “outdoor rooms” and avoid undifferentiated, empty spaces.</li> <li>c. Locate small parks and play areas in centrally accessible locations.</li> </ul>	<p>The project would provide a series of public, semi-public, and private outdoor spaces. Residents would have access to the smaller recreational spaces available to their buildings, but would also have the option of utilizing the public spaces such as the walkways and central plaza for active or passive leisure activities.</p> <p>Based on General Plan standards for population-based parks, the project would create a need for approximately 4.7 acres of useable park land based on General Plan standards to serve the proposed population. At buildout, the Carmel Valley community will have a surplus of approximately 4.8 acres of useable population-based parks. Consequently, adequate parks exist to serve the project. . The project will be conditioned to pay applicable Facility Benefit Assessment (FBA) to fund its park obligations.</p>	Yes
<p><i>Mixed-Use Villages/Commercial Areas Goal:</i> Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.</p>	<p>The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.</p>	Yes
<p><i>Mixed-Use Villages/Commercial Areas Goal:</i> Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.</p>	<p>The project would construct a mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. A transit stop also would be provided along the El Camino Real project frontage that would accommodate planned transit in the community.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Mixed-Use Villages/Commercial Areas Goal:</i> Neighborhood commercial shopping areas that serve as walkable centers of activity.	The project would include street-level, pedestrian-oriented shopping areas lining the proposed Main Street.	Yes
<i>Mixed-Use Villages/Commercial Areas Goal:</i> Attractive and functional commercial corridors which link communities and provide goods and services.	The proposed project would include a commercial retail corridor along the proposed Main that would provide various goods and services to the community.	Yes
<i>Policy UD-C.1:</i> In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages. <ul style="list-style-type: none"> <li>a. Encourage both vertical (stacked) and horizontal (side-by-side) mixed-use development.</li> <li>b. Achieve a mix of housing types, by pursuing innovative designs to meet the needs of a broad range of households.</li> <li>c. Encourage placement of active uses, such as retailers, restaurants, cultural facilities and amenities, and other various services, on the ground floor of buildings in areas where the greatest levels of pedestrian activity are sought.</li> <li>d. Encourage the provision of approximately ten percent of a project's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Public space may be provided in the form of plazas, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services (see also UD-C.5 and UD-E.1).</li> </ul>	<p>The project proposes a mixed-use village center in the Carmel Valley community on a graded and vacant site in a high-activity area at a transition point between land uses. Multi-family residential development exists to the north, commercial office uses are located to the west and south, and retail uses exist to the east. The site's location at this transition point lends itself to function as a distinctive, unifying, mixed-use village center with a defined pedestrian-oriented Main Street. The project would be anchored by Main Street that would be lined with street-level retail, restaurants, landscaping, and public spaces. Residential uses would consist of various multi-family types, such as single-level flats and two-story townhomes. Office buildings also would be constructed. Vertical integration would occur by placing residential units, hotel rooms, and office space above retail (along Main Street) to encourage a variety of users to intermix in a given space and promote its use at various times throughout the day. The mix of uses and pedestrian-oriented design would contribute to a vibrant, active village center.</p> <p>The project proposes to rezone the site with a new zone classification (CVPD-MC) to accommodate the proposed mixed-uses</p>	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-C.1: (cont.)</i> <ol style="list-style-type: none"> <li>1. When public space is provided in the form of public parks in accordance with Recreation Element, Policy RE-A.9, and the public park space may be used to meet population-based park requirements.</li> <li>2. Where multiple property owners are involved in a village development, develop incentives or other mechanisms to help provide well-located public spaces.</li> <li>e. Utilize existing or create new Land Development Code zone packages or other regulations as needed for mixed-use development.               <ol style="list-style-type: none"> <li>1. Provide standards that address the particular design issues related to mixed-use projects, such as parking, noise attenuation and security measures, and minimize negative impacts on the community.</li> <li>2. Provide standards that address bulk, mass, articulation, height, and transition issues such as the interface with surrounding or adjacent development and uses, and minimize negative impacts on the community.</li> </ol> </li> <li>f. Encourage location of mixed-use projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context.</li> </ol>	<p>The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for building articulation and façade treatments to reduce massing. Refer to Section 5.3, <i>Visual Effects and Neighborhood Character</i>, for specific details.</p>	

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-C.2:</i> Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.	The project proposes to construct a designated mixed-use village center on a graded and vacant site in a high-activity area at a transition point between land uses. Proposed uses would be contiguous and compatible with existing off-site uses. The project would be anchored by a pedestrian-oriented Main Street as its unifying element that would include connections throughout the site and to surrounding sidewalks, roadways, bicycle routes, and activity centers. The PPA contains design guidelines that reinforce pedestrian-friendly design and building orientation.	Yes
<i>Policy UD-C.3:</i> Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development. <ul style="list-style-type: none"> <li>a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers.</li> </ul>	The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development.	Yes
<i>Policy UD-C.4:</i> Create pedestrian-friendly village centers (see also Mobility Element, Sections A and C). <ul style="list-style-type: none"> <li>a. Respect pedestrian-orientation by creating entries directly to the street and active uses at street level.</li> <li>b. Design or redesign buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level</li> </ul>	The project would construct a designated mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. Wide sidewalks, landscaping, street furnishings, and lighting would be provided along Main Street. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-C.4: (cont.)</i> <ul style="list-style-type: none"> <li>c. Orient buildings in village centers to commercial local streets, or to internal project drives that are designed to function like a public street, in order to create a pedestrian-oriented shopping experience, including provision of on-street parking.</li> <li>d. Provide pathways that offer direct connections from the street to building entrances.</li> <li>e. Break up the exterior façades of large retail establishment structures into distinct building masses distinguished by offsetting planes, rooflines and overhangs or other means.</li> <li>f. Where feasible, use small buildings in key locations to create a human scale environment in large retail centers. Incorporate separate individual main entrances directly leading to the outside from individual stores.</li> </ul>	<p>Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA.</p> <p>The project also would include an internal pedestrian network that would connect proposed uses with Main Street, as well as off-site uses.</p> <p>The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for building articulation and façade treatments to reduce massing.</p>	
<i>Policy UD-C.5: Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces).</i> <ul style="list-style-type: none"> <li>a. Establish build-to lines to frame and define village center public space and pedestrian streets.</li> <li>b. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include</li> </ul>	<p>The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. The plaza would be constructed in the first development phase. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-C.5: (cont.)</i> reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities and limitations. c. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space.		
<i>Policy UD-C.6:</i> Design project circulation systems for walkability. b. Design a grid or modified-grid internal project street system, with sidewalks and curbs, as the organizing framework for development in village centers. e. Use pedestrian amenities, such as curb extensions and textured paving, to delineate key pedestrian crossings. f. Design new connections, and remove any barriers to pedestrian and bicycle circulation in order to enable people to walk or bike, rather than drive, to neighboring destinations (see also Mobility Element, Sections A and F). h. Share and manage commercial, residential, and public parking facilities where possible to manage parking for greater efficiency (see also Mobility Element, Section G).	<p>The project includes a pedestrian-oriented Main Street with wide sidewalks and curbs edging both sides and lined with street-level retail, restaurants, landscaping, and public spaces. Curb extension, enhanced paving, and crosswalks would be provided at internal intersections. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center. The project also would include an internal pedestrian and bicycle network that would connect proposed uses with Main Street, as well as off-site facilities and uses.</p> <p>Shared parking opportunities among the proposed on-site uses would be provided.</p> <p>The project would provide a transit stop along El Camino Real to accommodate a planned rapid bus route (Route 473) that would serve the community along the El Camino Real and Del Mar Heights Road corridors.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-C.6:</i> (cont.) i. Incorporate design features that facilitate transit service along existing or proposed routes, such as bus pullout areas, covered transit stops, and multi-modal pathways through projects to transit stops		
<i>Policy UD-C.7:</i> Enhance the public streetscape for greater walkability and neighborhood aesthetics (see also UD-A.10 and Section F.). b. Establish build-to lines, or maximum permitted setbacks on designated streets. c. Design or redesign buildings to include architecturally interesting elements, pedestrian--friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level. d. Implement pedestrian facilities and amenities in the public right-of-way including wider sidewalks, street trees, pedestrian-scaled lighting and signs, landscape, and street furniture. e. Relate the ground floor of buildings to the street in a manner that adds to the pedestrian experience while providing an appropriate level of privacy and security f. Design or redesign the primary entrances of buildings to open onto the public street.	<p>The project would construct a designated mixed-use village center in Carmel Valley anchored by a pedestrian-oriented Main Street lined with street-level retail, restaurants, a cinema, and public spaces. Wide sidewalks, landscaping, street furnishings, and lighting would be provided along Main Street. Main Street would function as the unifying element of the project and proposed uses and roadways would be centered about this pedestrian-scaled activity center.</p> <p>The proposed PPA contains architectural design guidelines that would be incorporated into buildings that are constructed as part of the phased development. These design guidelines call for articulation and treatments intended to emphasize a pedestrian scale.</p> <p>Main Street would include wide sidewalks, street trees, lighting, signage, landscaping, and street furnishings.</p> <p>Building entries also would be pedestrian-scaled in accordance with the design guidelines contained in the proposed PPA.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Public Spaces and Civic Architecture Goal:</i> Significant public gathering spaces in every community.	The project consists of a mixed-use development with a large public plaza along the proposed Main Street component for public gatherings. Other public spaces would be provided throughout the project site, such as paseos and smaller plazas.	Yes
<i>Policy UD-E.1:</i> Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces). <ul style="list-style-type: none"> <li>a. Locate public spaces in prominent, recognizable, and accessible locations.</li> <li>b. Design outdoor open areas as “outdoor rooms,” developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures.</li> <li>c. Develop each public space with a unique character, specific to its site and use.</li> <li>d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits.</li> <li>e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space.</li> <li>f. Use landscape, hardscape, and public art to improve the quality of public spaces.</li> </ul>	The project proposes a large public plaza to provide a community gathering space. The plaza would be easily accessed by community members who may park in one of the parking lots or structures, or internally accessible from the pedestrian and bicycle facilities. The public spaces would be designed with materials, landscaping, and various elements to define them as public and to accommodate multiple public activities.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Urban Design Element (cont.)</b>		
<i>Policy UD-E.1 (cont.)</i> g. Encourage the active management and programming of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space. j. Address maintenance and programming.		
<b>Economic Prosperity Element</b>		
<i>Commercial Land Use Goal:</i> Commercial development which uses land efficiently, offers flexibility to changing resident and business shopping needs, and assures maximum feasible environmental quality.	The proposed commercial uses have been designed to use land efficiently and in a pedestrian-friendly manner by mixing commercial/retail developments on the ground level and residential, hotel, and office uses on upper levels within the same structure.	Yes
<i>Commercial Land Use Goal:</i> Economically healthy neighborhood and community commercial areas that are easily accessible to residents.	The project would provide commercial uses that would serve on-site residents and employees, as well as the surrounding community. Convenient and defined access to the commercial uses would be provided via the internal roadway, pedestrian, and bicycle network that would connect to off-site facilities. Based on the Retail Market Analysis conducted for the project (Kosmont 2012a), there will continue to be additional demand for retail uses within the Trade Area even with full buildout of the project. The new retail uses proposed by the project would not adversely impact existing businesses nor lead to urban decay (refer to Issue 4 in this section for additional analysis of urban decay). Additionally, the project would generate more revenue and permanent jobs compared to the development of only the	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Economic Prosperity Element (cont.)</b>		
<i>Commercial Land Use Goal (cont.)</i>	office uses under the existing Community Plan designation. Specifically, the proposed project is estimated to result in annual net revenues of approximately \$1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of \$25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	
<i>Commercial Land Use Goal:</i> New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.	The project includes commercial uses that would contribute to the economic vitality of the community and provide opportunities for new commercial businesses.	Yes
<i>Commercial Land Use Goal:</i> A city with land appropriately designated to sustain a robust commercial base.	The project proposes to re-designate the site to Community Village. This proposed designation would support development of commercial uses to promote a robust commercial base within the community. As discussed above, there will continue to be additional demand for retail uses within the community even with full buildout of the project (Kosmont 2012a), and the proposed project is estimated to result in annual net revenues of approximately \$1.86 million, creation of 8,311 construction jobs, and creation of 1,785 permanent jobs compared to net revenues of \$25,000, creation of 3,011 construction jobs, and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	Yes
<i>Policy EP-B.2:</i> Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.	The commercial elements of the project would provide a concentrated hub of commercial retail uses intermixed with other uses, including residential and office uses and public spaces to create a unique shopping district within the community.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Economic Prosperity Element (cont.)</b>		
<i>Policy EP-B.3:</i> Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.	The project proposes a mixed-use Community Village with supporting commercial retail and office uses.	Yes
<i>Policy EP-B.4:</i> Concentrate commercial service sector office development in the Subregional Employment Areas around transit stations, and in Neighborhood, Community, and Urban Villages.	The project would provide professional and corporate office uses within a designated Community Village.	Yes
<i>Policy EP-B.9:</i> Design new community commercial centers with consideration for: traffic patterns; compatibility with surrounding land uses; site planning that reinforces pedestrian movement to and through the site; superior architecture and landscape design; and sustainable design.	The project proposes a mixed-use Community Village with supporting commercial retail and office uses that would be contiguous and compatible with existing commercial development in the surrounding neighborhood. The project would be centered around a pedestrian-oriented Main Street that	Yes
<i>Policy EP-B.9: (cont.)</i>	would be connected to on- and off-site uses via pedestrian, bicycle, and roadway facilities. The project would incorporate architectural and landscaping styles, features, and treatments that would reinforce the village center concept while remaining compatible with the existing visual environmental in accordance with the design guidelines contained in the proposed PPA. The proposed project would incorporate several sustainable design features, which are identified in Section 3.2.7 in this EIR.	
<i>Employment Development Goal:</i> A city with an increase in the number of quality jobs for local residents, including middle income employment opportunities and jobs with career ladders.	The project would provide a number of job opportunities for local residents in a range of sectors, including retail and service in the commercial and hotel areas to middle income professional employment in the designated office areas. Any of these employment opportunities may offer advancement opportunities. The proposed project is estimated to create 8,311 construction jobs and 1,785 permanent jobs compared to 3,011 construction jobs and 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	Yes

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

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Policy PF-C.1:</i> Require development proposals to fully address impacts to public facilities and services. <ul style="list-style-type: none"> <li>a. Identify the demand for public facilities and services resulting from discretionary projects.</li> <li>b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects.</li> <li>c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development.</li> <li>d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.</li> </ul>	Sections 5.11, <i>Public Utilities</i> , and 5.12, <i>Public Services and Facilities/Recreation</i> , identify the demand generated by the project for utilities and services and outline specific improvements and/or financing which would be provided by the project. These facilities would assure that current levels of service are maintained or improved.	Yes
<i>Policy PF-C.2:</i> Require a fiscal impact analysis to identify operations and maintenance costs with a community plan amendment proposal of potential fiscal significance.	A fiscal impact analysis was completed for the project in compliance with Policy PF-C.2.	Yes
<i>Policy PF-C.3:</i> Satisfy a portion of the requirements of PF-C.1 through physical improvements, when a nexus exists, that will benefit the affected community planning area when projects necessitate a community plan amendment due to increased densities.	As discussed above, the project would implement improvements and financing measures that would assure that current service levels are maintained or improved for public utilities, services and facilities, in compliance with the City's timing and sequencing requirements. Additional discussion is contained in Sections 5.11, , <i>Public Utilities</i> , and 5.12, <i>Public Services and Facilities/Recreation</i> , of this EIR.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><i>Fire-Rescue Goal:</i> Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.</p>	<p>The project site is located within the City Fire-Rescue Department service area. The closest fire station to the project site is Station 24, located at the intersection of Del Mar Heights Road and Hartfield Avenue approximately 0.3 mile to the northeast of the site. There are eight additional fire stations within an approximately 10-mile radius of the project site that could provide backup services. The San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project. A Fire Access Plan has been prepared for the project (Figure 5.2-9) and has been reviewed by City Fire-Rescue Department staff.</p>	Yes
<p><i>Policy PF-D.1:</i> Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.</p> <ul style="list-style-type: none"> <li>▪ Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.</li> <li>▪ Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.</li> <li>▪ Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.</li> </ul>	<p>As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Policy PF-D.1: (cont.)</i> <ul style="list-style-type: none"> <li>Total response time for deployment and arrival of a unit with advanced life support capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time</li> </ul>		
<i>Policy PF-D.2:</i> Deploy to advance life support emergency responses Emergency Medical Services (EMS) personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows: <ul style="list-style-type: none"> <li>Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator should be within four minutes to 90 percent of the incidents; and</li> <li>Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.</li> </ul>	As indicated above, the San Diego Fire-Rescue Department currently considers its existing facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Policy PF-D.5:</i> Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services. a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.	As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes
<i>Policy PF-D.6:</i> Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.	As indicated above, the San Diego Fire-Rescue Department currently considers its facilities and staffing in the project area sufficient to serve the needs of the City, including the proposed project.	Yes
<i>Police Goal:</i> Safe, peaceful, and orderly communities.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
<i>Police Goal:</i> Police services that respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
<i>Policy PF-E.1:</i> Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime.	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><i>Policy PF-E.2:</i> Maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:</p> <ul style="list-style-type: none"> <li>▪ Priority E Calls (imminent threat to life) within seven minutes.</li> <li>▪ Priority 1 Calls (serious crimes in progress) within 12 minutes.</li> <li>▪ Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.</li> <li>▪ Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.</li> <li>▪ Priority 4 Calls (minor requests for police service) within 90 minutes.</li> </ul>	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
<p><i>Policy PF-E.7:</i> Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.</p> <p>a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer.</p>	The San Diego Police Department's current facilities and staffing are considered to be sufficient to handle demand for police services to the project area.	Yes
<p><i>Wastewater Goal:</i> Environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater.</p>	The project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.11, <i>Public Utilities</i> , the existing collection system has capacity to accommodate the proposed project.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Wastewater Goal:</i> A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.	As discussed in Section 5.10, <i>Hydrology/Water Quality</i> , the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
<i>Policy PF-F.6:</i> Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.	The project would tie into the adjacent wastewater system and would be comply with all applicable City standards concerning wastewater collection. As discussed in Section 5.11, <i>Public Utilities</i> , the existing collection system has capacity to accommodate the proposed project.	Yes
<i>Stormwater Infrastructure Goal:</i> Protection of beneficial water resources through pollution prevention and interception efforts.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes
<i>Policy PF-G.1:</i> Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes
<i>Policy PF-G.2:</i> Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies.	As discussed in Section 5.10, <i>Hydrology/Water Quality</i> , the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
<i>Policy PF-G.3:</i> Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures.	All storm water conveyance systems, structures and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and all other regulatory mandates to protect water quality.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Policy PF-G.5:</i> Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	As discussed in Section 5.10, <i>Hydrology/Water Quality</i> , the project would include infrastructure and Best Management Practices (BMPs) to reduce runoff pollutants in compliance with storm water regulations.	Yes
<i>Policy PF-H.2:</i> Provide and maintain essential water storage, treatment, supply facilities, and infrastructure to serve existing and future development.	As discussed in Section 5.11, <i>Public Utilities</i> , the proposed project would be consistent with water supply/demand projections and applicable water supply regulations. The proposed project would connect to existing water lines adjacent to the project site. Specifically, a new 12-inch diameter water loop would extend from an existing 16-inch diameter main in El Camino Real and an existing 12-inch water main in Del Mar Heights Road would be relocated within the right-of-way. The project would not require any off-site pipeline upsizing.  Wastewater service would be adequately provided by existing City wastewater facilities and would not require off-site pipeline upsizing or new wastewater facilities. On-site water and wastewater infrastructure would be designed and sized to meet the project's water needs in conformance with City standards.	Yes
<i>Waste Management Goal:</i> Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The project would implement the Waste Management Plan (WMP) prepared for the project (Leppert Engineering 2011a) to reduce waste deposited in landfills. Section 5.11, <i>Public Utilities</i> , contains additional waste management details.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><i>Policy PF-I.2:</i> Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9).</p> <ul style="list-style-type: none"> <li>d. Maximize the separation of recyclable and compostable materials.</li> <li>f. Reduce and recycle Construction and Demolition (C&amp;D) debris. Strive for recycling of 100 percent of inert C&amp;D materials and a minimum of 50 percent by weight of all other material.</li> <li>g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate.</li> <li>l. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility.</li> </ul>	<p>The project would implement the project WMP (Leppert Engineering 2011a) to reduce waste deposited in landfills. Section 5.11, <i>Public Utilities</i>, contains additional waste management details.</p>	Yes
<p><i>Public Utilities Goal:</i> Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.</p>	<p>Because the project would develop a vacant piece of land, the public utilities connecting to it would be carefully integrated into the existing and planned urban landscape in consultation with utility and service providers. Existing infrastructure was sized and constructed to accommodate buildout conditions of the Carmel Valley community. The project would connect to existing pipelines and utility systems within Del Mar Heights Road and El Camino Real. No upsizing of off-site pipelines would be required.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<p><i>Policy PF-M.4:</i> Cooperatively plan for and design new or expanded public utilities and associated facilities (e.g., telecommunications infrastructure, planned energy generation facilities, gas compressor stations, gas transmission lines, electrical substations and other large scale gas and electrical facilities) to maximize environmental and community benefits.</p> <ul style="list-style-type: none"> <li>b. Provide adequate buffering and maintained landscaping between utility facilities and residential and non-residential uses, including the use of non-building areas and/or rear setbacks.</li> <li>c. Maximize land use and community benefit by locating compatible/appropriate uses within utility easements/right-of-ways (e.g., passive parkland, natural open space, wildlife movement, urban gardens, plant nurseries, parking, access roads, and trails). Trails can be allowed in these easement/right-of-ways, provided proper indemnification, funding and maintenance is set forth in a written agreement between the public utility, the City, and project developer.</li> <li>d. For projects, in particular large-scale developments (such as those requiring redevelopment plans, community plan updates, general plan amendments), consult and coordinate with all appropriate public utilities early on to determine the type, size, and location of facilities that are needed to accommodate the project's increased demand.</li> <li>g. Coordinate projects in the public right-of-way with all utility providers.</li> </ul>	<p>The project would connect to the existing utility infrastructure. As discussed in Section 5.11, <i>Public Utilities</i>, impacts related to potable water supplies or sewer facilities would be less than significant. This means that the City would be able to provide the project with water and sewer services. The project would include construction of on-site water and sewer pipelines and drainage facilities; however, no off-site facilities would need to be upgraded or expanded.</p> <p>In addition, all utility providers would be coordinated with prior to utilities-related work within public streets.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Public Facilities, Services, and Safety Element (cont.)</b>		
<i>Seismic Safety Goal:</i> Development that avoids inappropriate land uses in identified seismic risk areas.	No faults or seismic ruptures exist on site or in the immediate project vicinity. Proposed project development would be designed and constructed in accordance with the CBC.	Yes
<i>Policy PF-Q.1:</i> Protect public health and safety through the application of effective seismic, geologic and structural considerations. <ul style="list-style-type: none"> <li>a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.</li> <li>c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.</li> <li>g. Adhere to state laws pertaining to seismic and geologic hazards.</li> </ul>	As discussed in Section 8.0, <i>Effects Found Not to be Significant</i> , seismic risks would be less than significant considering the project would comply with CBC and other applicable City building standards.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Recreation Element</b>		
<p><i>Policy RE-A.8:</i> Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Table RE-2, Parks Guidelines).</p> <ul style="list-style-type: none"> <li>a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines).</li> <li>b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.</li> <li>c. Include military family housing populations when calculating population-based park requirements.</li> </ul>	<p>The project would provide public spaces, bicycle routes, and pedestrian walkways for recreational cycling and walking activities. In addition, the project would include lawn area for active and passive recreational use. The City bases the need for park land on population-based park requirements, calculated based on SANDAG's forecasted density factor of 2.74 persons per household unit (2010). According to the forecasted density factor, the 608 units would generate approximately 1,666 residents. At the General Plan standard of 2.8 acres per 1,000 residents, buildout of the proposed residential component of the project (608 units) would generate the need for approximately 4.7 acres of useable park land. Adequate public parks currently exist to serve the proposed project population increase. The project also would be conditioned to pay applicable Facility Benefit Assessment (FBA) fees to fund its park obligations. In addition to the FBA fees, the project would provide approximately 7.6 acres of useable open space areas within the project site to serve on-site residents, employees, and patrons.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element</b>		
<i>Climate Change and Sustainable Development Goals:</i> <ul style="list-style-type: none"> <li>▪ To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management.</li> <li>▪ To be prepared for, and able to adapt to adverse climate change impacts.</li> <li>▪ To become a city that is an international model of sustainable development and conservation.</li> </ul>	<p>The proposed project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR, to reduce the project's carbon footprint. Additionally, the project promotes alternative transportation modes, including walking, bicycling, and transit through its mixed-use project type as a village center, provision of an internal pedestrian/bicycle network, and provision of a transit stop and one or more shuttle stops within the project site.</p> <p>In addition, the project was registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system in August 2007. In January 2011, the project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute. LEED®-certified buildings are designed to lower operating costs, reduce waste, conserve energy and water, and reduce greenhouse gas emissions.</p>	Yes
<i>Policy CE-A.5:</i> Employ sustainable or “green” building techniques for the construction and operation of buildings. <ul style="list-style-type: none"> <li>a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new</li> </ul>	<p>As discussed above, the project would incorporate sustainable design features, which are identified in Section 3.2.7 in this EIR. The project also achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification.</p>	Yes

Table 5.1-1 (cont.) CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY OF SAN DIEGO GENERAL PLAN (cont.)		
<b>Conservation Element (cont.)</b>		
<p><i>Policy CE-A.5 (cont.)</i> commercial buildings. This can be accomplished through factors including, but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;</li> <li>▪ Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;</li> <li>▪ Employing self generation of energy using renewable technologies;</li> <li>▪ Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;</li> <li>▪ Reducing levels of non-essential lighting, heating and cooling; and</li> <li>▪ Using energy efficient appliances and lighting.</li> </ul> <p>b. Provide technical services for “green” buildings in partnership with other agencies and organizations.</p>		

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<p><i>Policy CE-A.7:</i> Construct and operate buildings using materials, methods, and mechanical and electrical systems that ensure a healthful indoor air quality. Avoid contamination by carcinogens, volatile organic compounds, fungi, molds, bacteria, and other known toxins.</p> <ul style="list-style-type: none"> <li>a. Eliminate the use of chlorofluorocarbon-based refrigerants in newly constructed facilities and major building renovations and retrofits for all heating, ventilation, air conditioning, and refrigerant-based building systems.</li> <li>b. Reduce the quantity of indoor air contaminants that are odorous or potentially irritating to protect installers and occupants' health and comfort. Where feasible, select low-emitting adhesives, paints, coatings, carpet systems, composite wood, agri-fiber products, and others.</li> </ul>	<p>The proposed sustainable design features and requirements to achieve the LEED® certification would contribute to a more healthy indoor air quality.</p>	Yes
<p><i>Policy CE-A.8:</i> Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.</p>	<p>As specified in Section 5.11, <i>Public Utilities</i>, the project would implement a WMP which would effectively reduce construction waste.</p>	Yes
<p><i>Policy CE-A.9:</i> Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:</p> <ul style="list-style-type: none"> <li>▪ Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;</li> </ul>	<p>The project would implement a WMP which would effectively reduce the construction and demolition waste.</p> <p>As specified in Section 5.7, <i>Greenhouse Gas Emissions</i>, the project would use local recycled construction materials where possible.</p>	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<i>Policy CE-A.9: (cont.)</i> <ul style="list-style-type: none"> <li>▪ Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; Removing code obstacles to using recycled materials in buildings and for construction;</li> <li>▪ Removing code obstacles to using recycled materials in buildings and for construction; and</li> <li>▪ Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2).</li> </ul>		
<i>Policy CE-A.10:</i> Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas. <ol style="list-style-type: none"> <li>a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.</li> <li>b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.</li> </ol>	In compliance with the City's Recycling Ordinance, the project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure a collection service be provided for project operation.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<p><i>Policy CE-A.11:</i> Implement sustainable landscape design and maintenance.</p> <ol style="list-style-type: none"> <li>Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.</li> <li>Encourage composting efforts through education, incentives, and other activities.</li> <li>Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).</li> <li>Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.</li> <li>Reduce use of lawn types that require high levels of irrigation.</li> <li>Strive to incorporate existing mature trees and native vegetation into site designs.</li> <li>Minimize the use of landscape equipment powered by fossil fuels.</li> <li>Implement water conservation measures in site/building design and landscaping.</li> <li>Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).</li> </ol>	<p>All landscape and irrigation would conform to the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to American Nursery &amp; Landscape Association (ANLA) standards. Additionally, drought-tolerant plant materials would be incorporated into the landscape plan. Other design features related to sustainable landscape design are as follows:</p> <ul style="list-style-type: none"> <li>Utilize shade trees that reduce the urban heat island effect;</li> <li>Utilize low water use plant palette that puts project water use well under the state-mandated maximum applied water allowance;</li> <li>Create a very "walkable" design that will encourage users to stay on-site, instead of making car trips to come and go;</li> <li>Incorporate convenient bicycle parking that will encourage less vehicular trips; and</li> <li>Utilize irrigation water-conserving state-of-the-art devices, such as master valve/flow sensing devices and high-flow shut-off devices; "smart" irrigation controllers that are tied to real-time weather station data.</li> </ul>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<p><i>Policy CE-A.12:</i> Reduce the San Diego Urban Heat Island, through actions such as:</p> <ul style="list-style-type: none"> <li>▪ Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;</li> <li>▪ Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and</li> <li>▪ Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).</li> </ul>	<p>The project includes project design features to minimize potential “Urban Heat Island Effects,” including use of cool roofs and paving materials and provision of tree-lined, shaded streets.</p>	<p>Yes</p>
<p><i>Policy CE-D.5:</i> Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process.</p>	<p>A Water Supply Assessment (WSA) was prepared for the project as part of the development review process that evaluated if there is sufficient water supply to serve existing demands, projected demands of the project, and future water demands within the PUD’s service area in normal and dry year forecasts during a 20-year projection. The proposed project would be consistent with water supply/demand projections and applicable water supply regulations. There will be sufficient water supply over a 20-year planning horizon to meet the projected demands of the project, as well as other existing and planned development projects.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<p><i>Policy CE-E.2:</i> Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.</p> <ul style="list-style-type: none"> <li>a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design.</li> <li>b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas.</li> <li>c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.</li> <li>d. Increase the use of vegetation in drainage design.</li> <li>e. Maintain landscape design standards that minimize the use of pesticides and herbicides.</li> <li>f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts.</li> <li>g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.</li> <li>h. Enforce maintenance requirements in development permit conditions.</li> </ul>	<p>Section 5.10, <i>Hydrology/Water Quality</i>, details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.</p>	<p>Yes</p>

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<i>Policy CE-E.3:</i> Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. <ul style="list-style-type: none"> <li>a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances.</li> <li>b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction.</li> </ul>	Section 5.10, <i>Hydrology/Water Quality</i> , details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.	Yes
<i>Policy CE-E.6:</i> Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system. <ul style="list-style-type: none"> <li>a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations.</li> <li>b. Review plans for new development and redevelopment for connections to the storm drain system.</li> <li>c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.</li> </ul>	Section 5.10, <i>Hydrology/Water Quality</i> , details BMPs that would be implemented during project construction and operation to minimize impacts to water flows and storm water.	Yes
<i>Policy CE-F.4:</i> Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.	The project would provide landscaping and green space interspersed with the developed areas that would contribute to provide visual interest while providing absorption of carbon dioxide and other air pollutants absorbing services.	Yes

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

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<i>Policy CE-I.4: (cont.)</i>	Development Manual and other applicable City and regional standards. All plant material would be grouped according to similar water use and maintenance requirements, and conform to ANLA standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would utilize controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water.	
<i>Policy CE-I.7: Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.</i>	<p>The project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, including the use of materials that exceed Title 24 standards to reduce thermal loss and energy demand, as feasible.</p> <p>Energy efficiency is incorporated into the project design through project design features such as the following:</p> <ul style="list-style-type: none"> <li>▪ Achieving LEED® Silver Certification;</li> <li>▪ Use of ‘cool’ roofs and paving materials;</li> <li>▪ Location within walking distance of schools, retail, restaurants, and other services;</li> <li>▪ Bicycle, pedestrian and transit-friendly design;</li> <li>▪ Tree-lined, shaded streets, to reduce the carbon footprint of the site;</li> <li>▪ Employ strategies to reduce its irrigation water use by at least 50 percent compared to a standard project;</li> <li>▪ Office buildings will target reducing their water use by 40 percent compared to standard office buildings;</li> </ul>	

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Conservation Element (cont.)</b>		
<i>Policy CE-I.7:</i> Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use. (cont.)	Inclusion of comprehensive recycling plan that includes composting, a hazardous waste drop-off point, and easy access to recycling bins; <ul style="list-style-type: none"> <li>▪ Potential to possibly install renewable energy power production on site, such as solar photovoltaic panels or fuel cell technology (feasibility to be determined during the final design of the project); and</li> <li>▪ Buildings on the site anticipated to use at least 10 percent less energy than comparable buildings.</li> </ul>	
<i>Urban Forestry Goal:</i> Protection and expansion of a sustainable urban forest.	The project would provide landscaping throughout the project site to expand the urban forest in the project vicinity.	Yes
<i>Policy CE-J.1:</i> Develop, nurture, and protect a sustainable urban/community forest. Seek resources and take actions needed to plant, care for, and protect trees in the public right-of way and parks and those of significant importance in our communities. <ul style="list-style-type: none"> <li>b. Plant large canopy shade trees, where appropriate and with consideration of habitat and water conservation goals, in order to maximize environmental benefits.</li> <li>c. Seek to retain significant and mature trees.</li> <li>d. Provide forest linkages to connect and enhance public parks, plazas, recreation and open space areas (see also Mobility Element, Policies ME-A.6 and ME-A.7, and Recreation Element, Policy RE-D.6).</li> </ul>	The project includes landscaping that would expand “urban forest” goals through the provision of various tree types that would be maintained through maturity. The project would retain some existing mature trees along the site perimeter. Trees preserved and planted on site would provide interconnected linkages throughout the site and to the landscaped right-of-way which would enhance the public spaces and absorb some emissions generated on site and in the vicinity.	Yes
<i>Policy CE-J.4:</i> Continue to require the planting of trees through the development permit process. <ul style="list-style-type: none"> <li>a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental impacts as appropriate.</li> </ul>	Street trees would be planted as part of the project in accordance with the City’s Land Development Code - Landscape Regulations and Land Development Manual – Landscape Standards.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element</b>		
<i>Noise and Land Use Compatibility Goal:</i> Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.	An Acoustical Report (HELIX 2012a) was prepared for the project to assess potential noise –land use compatibility impacts resulting from the project.	Yes
<i>Policy NE-A.2:</i> Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses.	An Acoustical Report was completed for the project (HELIX 2012a) to analyze potential impacts and identify mitigation measures to minimize those impacts. The Acoustical Report determined that the proposed development would not adversely impact nearby sensitive receptors (including existing homes). Potential impacts to on-site residential and hotel uses during and following construction would be minimized through site design and mitigation measures as outlined in Section 5.4, <i>Noise</i> .	Yes
<i>Policy NE-A.3:</i> Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.	Section 5.4, <i>Noise</i> , identifies potential noise – land use compatibility impacts and identifies mitigation measures to reduce associated impacts.	Yes
<i>Policy NE-A.4:</i> Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	An Acoustical Report (HELIX 2012a) was prepared for the project to assess potential noise –land use compatibility impacts resulting from the project.	

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element (cont.)</b>		
<i>Motor Vehicle Traffic Noise Goal:</i> Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.	Project traffic noise would potentially expose proposed on-site residences and offices to interior noise levels above the traffic noise significance thresholds, resulting in a potentially significant traffic noise impact. Mitigation is identified in Section 5.4, <i>Noise</i> , which would reduce this impact such that traffic noise would not be excessive to on-site occupants. Traffic noise impacts to off-site uses (including existing residences) resulting from the proposed project would be less than significant.	Yes
<i>Policy NE-B.3:</i> Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.	Where appropriate and feasible, the project would utilize setbacks, landscaping, and architectural design to minimize noise impacts. Mitigation for potentially significant noise impacts resulting from the project is identified in Section 5.4, <i>Noise</i> .	Yes
<i>Policy NE-B.4:</i> Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.	The project would provide pedestrian and bicycle facilities and a transit stop which would encourage the use of alternatives modes of transportation.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element (cont.)</b>		
<i>Policy NE-B.5:</i> Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.	The proposed project would comply with City requirements to implement a haul route for project construction phases. The contractor will identify a haul route in consultation with the City once a disposal site is determined. Haul trucks would likely access the site from El Camino Real. The export location would likely be a construction site in need of fill material that would be identified prior to start of project grading. If the export site is not within the immediate community, then the proposed haul route would be I-5 (north or south) by way of Del Mar Heights Road. 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.	Yes
<i>Policy NE-B.7:</i> Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.	Where appropriate and feasible, the project would utilize setbacks, landscaping, and architectural design to minimize noise impacts. No permanent noise walls or barriers are proposed. Refer to Section 5.4, <i>Noise</i> , for additional details.	Yes
<i>Commercial and Mixed-Use Activity Noise Goal:</i> Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.	As discussed in Section 5.4, <i>Noise</i> , proposed on-site uses could generate noise exposing proposed residences or hotel uses to levels above noise thresholds. Mitigation for potentially significant noise impacts resulting from the project is identified in Section 5.4, <i>Noise</i> .	Yes
<i>Policy NE-E.1:</i> Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. The Acoustical Report (HELIX 2012a) concluded that the proposed project would not adversely impact nearby sensitive receptors (including existing homes).	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element (cont.)</b>		
<i>Policy NE-E.2:</i> Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
<i>Policy NE-E.3:</i> Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
<i>Policy NE-E.4:</i> Encourage commercial/entertainment uses to utilize operational measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
<i>Policy NE-E.5:</i> Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes
<i>Policy NE-E.6:</i> Encourage disclosure of potential noise problems for mixed-use and residential developments adjacent to commercial/entertainment uses at the time of sale. This would include notification of noise from related activities such as music, delivery vehicles, pedestrian and vehicular traffic, and other urban noise that may affect them.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element (cont.)</b>		
<i>Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal:</i> Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related, and public noise.	The project would be required to comply with the City's Noise Ordinance, which regulates and limits excessive noise from these sources.	Yes
<i>Policy NE-G.1:</i> Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.	Construction hours would be limited to the hours and days indicated in the City of San Diego Municipal Code. As discussed in Section 5.4, <i>Noise</i> , a temporary noise barrier would be required during construction of Phase 3 (Mitigation Measure 5.4-4). With the implementation of this noise barrier, construction noise impacts would not exceed the City construction noise ordinances. Refuse collection trucks would access the site during daytime hours and operations of parking lot sweepers would be regulated in the Conditions, Covenants, and Restrictions of the homeowners' association for the project.	Yes
<i>Policy NE-G.2:</i> Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.	During project operation, on-site uses would comply with the City of San Diego's Noise Ordinance which would prevent excessive public noises, particularly in areas adjacent to residences and hotels.	Yes
<i>Policy NE-H.1:</i> Coordinate special events with event promoters and organizers to minimize the effects of noise on adjacent residential uses to the degree feasible.	Special events scheduled to occur at the project site would be subject to allowable noise levels in the City's Special Event Ordinance, particularly adjacent to noise-sensitive land uses.	Yes
<i>Typical Noise Attenuation Methods Goal:</i> Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Noise Element (cont.)</b>		
<i>Policy NE-I.1:</i> Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibility Plans.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process. The project would also be required to comply with Title 24 noise requirements, which would also ensure interior noise levels would not exceed allowable thresholds.	Yes
<i>Policy NE-I.2:</i> Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.	Section 5.4, <i>Noise</i> , identifies mitigation measures that, once implemented, would minimize exposure of on-site noise sensitive land uses such as residences and hotels, to excessive commercial and other mixed-use related noise. Specific attenuation measures would be identified during the building permit and design process. The project would also be required to comply with Title 24 noise requirements, which would also ensure interior noise levels would not exceed allowable thresholds.	Yes
<b>Housing Element</b>		
<i>Goal 1:</i> Ensure the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth over the next Housing Element cycle, FY 2005 - FY 2010	The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing. The mixed-use development would also provide a range of services within close proximity to the proposed residences which would serve a variety of needs for residents.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Housing Element (cont.)</b>		
<i>Provision of Adequate Site Inventory Objective, Policy 2:</i> Through community plan updates, plan amendments, action plans and other community-oriented planning documents, the City shall continue to identify areas appropriate for both single-family and multifamily development, as well as already developed areas where existing development patterns should either be maintained or altered.	The project proposes General Plan/Land Use Plan amendments to change land uses at the project site from industrial employment to mixed-use, which includes 608 multi-family residential units. The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses. Consideration of the proposed General Plan/Land Use Plan amendments by the City demonstrates consistency with this policy.	Yes
<i>New Construction Objective, Policy 14:</i> The City shall foster affordable development and community balance by continuing to implement an inclusionary housing program aimed at increasing the supply of rental and for-sale units available to low- and moderate-income residents.	The project would comply with the City's Inclusionary Housing Ordinance. The multi-family housing proposed on site would make more efficient use of land and allow lower per unit housing costs than traditional detached single-family housing.	Yes
<i>Goal 2:</i> Maintain at a High Level and Upgrade, where Necessary, the Quality, Safety and Livability of San Diego's Housing Stock, with Emphasis on Preservation of San Diego's Affordable Housing Stock.	The project would provide new, high-quality housing stock and comply with the City's Inclusionary Housing Ordinance.	Yes
<i>Goal 4:</i> Provide Affordable Housing Opportunities, Both for Low-Income Renters and Low- to Moderate-Income Homebuyers.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Housing Element (cont.)</b>		
<i>Affordable Homeownership Opportunities Objective, Policy 2:</i> The City shall promote alternative forms of housing which offer opportunities for economies of scale and shared facilities and services. Such housing can be particularly appealing to single parents and families where both parents have full-time jobs. Both single parents and two-income parents are becoming increasingly dominant household types.	The provision of multi-family housing would provide homeownership opportunities for those unable to afford or who prefer not to live in single-family houses. The provision of shared outdoor spaces and recreational facilities would be an example of the economies of scale available to residents of the proposed project.	Yes
<i>Goal 5:</i> Facilitate Compliance With All Applicable Federal, State and Local Laws and Regulations; Promote Achievement of Balanced Community Goals; Promote Conservation of Nonrenewable Energy Resources; and Promote Consistency With the Remainder of the General Plan and Other Major Citywide Planning Efforts.	The project would comply with the City's Inclusionary Housing Ordinance, which would contribute to the Housing Element goal of a balanced community (i.e., diversity of population with respect to income, race, and ethnicity throughout the City). The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, <i>Energy</i> , and Section 5.7, <i>Greenhouse Gas Emissions</i> ). Finally, the project would be consistent with relevant General Plan policies, as demonstrated in this table.	Yes
<i>Affordable Housing Goals and Community Balance Objective, Policy 2:</i> An inclusionary housing requirement shall be in effect throughout the City to help ensure that affordable housing opportunities are spread throughout the City.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes
<i>Affordable Housing Goals and Community Balance Objective, Policy 4:</i> The City's highest housing priority shall be to provide housing for very low- and low-income families and special needs populations. A secondary priority is to provide housing opportunities for moderate-income households including first-time home buying opportunities.	The project would comply with the City's Inclusionary Housing Ordinance.	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Housing Element (cont.)</b>		
<p><i>Affordable Housing Goals and Community Balance Objective, Policy 5:</i> The City shall seek to locate higher-density housing principally along transit corridors, near employment opportunities and in proximity to village areas identified elsewhere in community plans.</p>	<p>The proposed CPA was initiated by the Planning Commission at their July 14, 2009 meeting by a vote of 8-0. The motion approved the staff recommendation with the specific direction to evaluate a mixed-use development for the project site including a residential component and evaluate interconnectivity with the adjacent shopping center and other surrounding uses.</p> <p>The project site is proposed to be designated as a village site and developed as a Community Village. The project proposes a mixed-use community village in Carmel Valley that would include higher-density multi-family housing, as well as office, hotel, and retail uses that would provide additional employment opportunities in the community. Transit is also planned to serve the project area with a rapid bus route along the Del Mar Heights Road and El Camino Real corridors.</p>	Yes
<p><i>QUANTIFIED OBJECTIVE: Energy Conservation Objective:</i></p> <p>Maintain the goal of reducing by two percent total utility consumption per customer, although total energy demand is expected to increase during the period due to population growth.</p> <p>Water Utilities Department: Water Conservation will increase to five percent by 2010 over current levels according to the City of San Diego's Strategic Plan for Water Supply.</p>	<p>See discussion of "Sustainable Energy Goals" in the General Plan Conservation Element, above. The proposed project has been registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system.</p> <p>The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, <i>Energy</i>, and Section 5.7, <i>Greenhouse Gas Emissions</i>).</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Housing Element (cont.)</b>		
<p><i>QUANTIFIED OBJECTIVE: Energy Conservation Objective (cont.)</i></p> <p>Promote increased energy conservation in 20 housing development projects annually by encouraging developers to exceed California Title 24 standards. As an incentive, plan check status will be expedited for sustainable housing developments per Council Policy 900-14- Sustainable Building Policy.</p> <p>Encourage initiatives to increase the use of renewable resources, such as photovoltaic/solar electric systems and solar water heating, with a goal of builders/developers offering solar options in 50 percent of new single-family housing unit developments by FY 2010.</p> <p>Encourage initiatives to increase the use of solar water heating in multifamily developments with a goal of increasing use of solar water heating to 50 percent of new multi-family housing unit developments by FY 2010.</p> <p><i>Policy 1:</i> The City shall support the San Diego Gas and Electric (SDG&amp;E) programs to promote energy conservation.</p> <p><i>Policy 2:</i> The City shall support the Water Utilities Department's programs to promote water conservation.</p> <p><i>Policy 3:</i> The City shall support state energy efficiency requirements in new housing and encourage the installation of energy saving devices in pre-1975 housing.</p>	<p>The proposed project has been registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system. The project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification. Use of green building practices results in energy and cost savings over the life of the project. LEED® is a rating system devised by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and encourage market transformation towards sustainable design.</p>	

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

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF SAN DIEGO GENERAL PLAN (cont.)</b>		
<b>Housing Element (cont.)</b>		
<i>Policy 7:</i> The City shall support and encourage high performance design standards in new construction and redevelopment to promote increased energy conservation.	<p>The project would promote conservation of renewable energy resources through incorporation of sustainable design features (listed in Section 3.2.7) and energy conservation efforts (refer to Section 5.6, <i>Energy</i>, and Section 5.7, <i>Greenhouse Gas Emissions</i>).</p> <p>The project also achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute for its LEED® certification.</p>	Yes
<b>CARMEL VALLEY COMMUNITY PLAN</b>		
<b>Overall Goals</b>		
<b>Goal 1:</b> To establish a physical, social, and economically balanced community.	<p>The project is identified in the Community Plan as part of the Employment Center and with the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. Based on the current land use and zoning designations, approximately 510,000 sf of office uses could be developed on site. The proposed project would construct a mix of hotel, retail, residential, public spaces, and office uses. The provision of these additional uses along with the office uses identified in the Community Plan would promote the economic balance of planned land uses in Carmel Valley because (1) the proposed retail uses would help satisfy the unmet need for retail uses within the community (Kosmont 2012a); (2) the project would not cause substantial closures of businesses leading to urban decay; and (3) the project would generate more revenue than the office use that</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Overall Goals (cont.)</b>		
<b>Goal 1 (cont.)</b>	could be developed under the existing Community Plan designation. The project also would contribute to a physically and socially balanced community since it would provide the office uses originally envisioned as part of the Employment Center, as well additional uses that are contiguous and compatible with existing adjacent uses. Additionally, the proposed mixed-use project and the variety of uses that it would provide would result in a more internally well balanced use compared to a single use on the project site.	
<b>Goal 2:</b> To establish self-containment and feeling of community identify among the future residences of North City West	One of the goals of the project is to provide a sense of community, and this is achieved through comprehensive planning, which includes provision of a large plaza for public gathering and social interaction, and by providing an integrated development.	Yes
<b>Goal 3:</b> To preserve the natural environment. (Per the community plan, this includes biological open space, geology/soils, mineral resources, and agricultural resources)	The project site was previously graded and is vacant. The site does not contain significant biological open space, hazardous geology features, agricultural resources, or mineral resources.	Yes
<b>Goal 4:</b> To establish a balanced transportation system to be used as a tool for shaping the urban environment.	The proposed project would contribute part of a balanced transportation system to the community through the provision of pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. The proposed pedestrian and bicycle network would connect existing bicycle routes along Del Mar Heights Road and a bike path along High Bluff Drive. Project entries would connect with Del Mar Heights Road and	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Overall Goals (cont.)</b>		
<b>Goal 4: (cont.)</b>	El Camino Real and traffic signals would be installed at the entries off Del Mar Heights Road. Other traffic improvements are proposed as mitigation and are identified in Section 5.2, <i>Transportation/Circulation/Parking</i> . Additionally, the project would provide a transit stop along the El Camino Real project frontage that would accommodate planned transit service in the Carmel Valley community.	
<b>Goal 5:</b> To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.	The proposed PPA identifies proposed phasing for development of the project site, as well as developer-required contributions to public facilities and services, and compliance with the approved Public Facilities Financing Plan for Carmel Valley.	Yes
<b>Housing and Residential Land Use Element</b>		
<i>Objective 1:</i> Enforcement of a balanced community housing program consistent with Council Policy 600-19, requiring developers to provide a comprehensive selection of dwelling unit types and price ranges.	Residential areas would provide a variety of housing options with a range of densities and housing types. The project would comply with the City's Inclusionary Housing Ordinance. The provision of multi-family housing would provide homeownership opportunities for those unable to afford or who prefer not to live in single-family houses.	Yes
<i>Objective 2:</i> The community must be designed as a total physical-social-economic unit.	The project would not upset the balance of planned land uses in Carmel Valley. The project would provide the office uses originally envisioned as part of the Employment Center, as well additional uses that are contiguous and compatible with existing adjacent uses. Economically, it would provide additional retail uses necessary to satisfy projected demand for retail uses within the community (Kosmont 2012a). The project would not cause a chain reaction of store closures and urban decay. The project also would generate additional revenue for the City.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Housing and Residential Land Use Element (cont.)</b>		
<i>Objective 3:</i> All developments, particularly residential, must be carefully sited. The planned residential development concept... will go a long way towards improving diversity of unit types through allowing more flexibility in design, and thereby fostering community identity.	Residential areas would provide a variety of housing options with a range of densities and housing types, arranged to form quasi-public and private open spaces, passages and courtyards, facilitate community interaction, and offer views of public open spaces.	Yes
<i>Objective 4:</i> In order to promote a balanced transportation network, the residential aspect of the plan must take into consideration the need to provide for separate pedestrian and bicycle systems. Such pedestrian and bicycle systems should utilize open space areas and connect the various activity nodes of the community such as the town center, schools, parks, and the neighborhood commercial complexes.	The proposed project would contribute part of a balanced transportation system to the community through the provision of pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities.	Yes
<i>Objective 5:</i> Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project's consistency with the Precise Plan is discussed later in this table.	Yes
<b>Commercial Land Use Element</b>		
<i>Objective 3:</i> In order to promote preservation of the natural environment, commercial development must be designed and constructed as part of an overall planned commercial development.	<p>The project is identified in the Community Plan as part of the Employment Center and with the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. The project would construct office uses that were originally envisioned for the project site as part of the Employment Center, as well additional commercial uses (i.e., retail and restaurant) that are contiguous and compatible with existing adjacent uses.</p> <p>The project site is graded and vacant, and does not contain any substantial scenic resources, natural landforms, or biological resources. The project would reduce the amount of land dedicated to parking through the provision of parking structures</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Commercial Land Use Element (cont.)</b>		
<i>Objective 3: (cont.)</i>	<p>in place of surface lots. These structures would be planned, sited, and designed in accordance with the guidelines specified in Policies UD-A.11 and UD-A.12 to enhance functionality and minimize visual impacts.</p> <p>The proposed street trees and other project landscaping also would be a visual feature that would help to integrate the site with the surrounding area. The configuration and types of proposed street trees along the Del Mar Heights Road and El Camino Real frontages would be compatible with existing streetside landscaping in the community. Likewise, proposed on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.</p>	
<i>Objective 5:</i> Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project is proposing to amend the Precise Plan. The project's consistency with the Precise Plan is discussed later in this table.	Yes
<b>Industrial-Office Park Land Use Element</b>		
<i>Objective 1:</i> Diverse job opportunities must be achieved within the industrial-office park.	The project would provide a number of job opportunities for local residents in a range of sectors, including retail and service in the commercial and hotel areas to middle income professional employment in the designated office areas. The proposed project is estimated to create 1,785 permanent jobs compared to 1,182 permanent jobs associated with the office use alone (Kosmont 2012b).	Yes
<i>Objective 4:</i> Development of a transportation system linking to the community is necessary.	The proposed project would provide connections to the existing transportation network. Vehicular access would be provided from Del Mar Heights Road and El Camino Real. Internal roads would traverse the site and connect to these existing roadways. The project also would provide pedestrian and	Yes



<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Industrial-Office Park Land Use (cont.)</b>		
<i>Objective 4 (cont.)</i>	bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities.	
<i>Objective 5:</i> Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading.	The Carmel Valley Employment Center Precise Plan was approved in 1981 and amended in 1987. The project is proposing to amend the Precise Plan. The project's consistency with the Precise Plan is discussed later in this table.	Yes
<b>Park, Recreation and Open Space Element</b>		
<i>Objective 1:</i> A variety of park and recreational facilities will be necessary.	The project would provide public spaces, including a large plaza for public gatherings and social interaction, as well as a number of smaller plazas, paseos, and public outdoor spaces for both active and passive recreational use by residents and the community. In addition, the project proposes bicycle routes and pedestrian walkways for recreational cycling and walking activities. These active and passive recreational spaces would provide aesthetic resources as well as links to the greater open space networks throughout Carmel Valley.	Yes
<b>Circulation (Transportation) Element</b>		
<i>Objective 2:</i> Transportation systems must be designed to complement the planning concept and land use.	The project does not propose any public roads or other linear transportation facilities that would disrupt or divide the community. Internal private roads, pedestrian walkways, and bicycle routes would be constructed on site and would connect to the existing transportation network.	Yes
<i>Objective 3:</i> Transportation facilities should be regarded as an integral part of the landscape in which they are sited.	The project does not propose any new public roads or other linear transportation facilities that would not respect the community's natural landform. The project site is graded with relatively level building pads. Internal private roads, pedestrian	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Circulation (Transportation) Element (cont.)</b>		
<i>Objective 3: (cont.)</i>	walkways, and bicycle routes would be constructed and would connect to the existing transportation network. Proposed streetside and on-site landscaping would include types and arrangements that are similar to surrounding landscape treatments and patterns.	
<i>Objective 4: Dependence on the private automobile as the dominant mode of transportation must be reduced by developing and integrated system of pedestrian, bicycle, local transit and automobile facilities.</i>	The proposed project would provide pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. Additionally, a rapid transit route (473) is planned to serve the community in the future. The project would provide a transit stop along the El Camino Real project frontage that would accommodate the planned transit service. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes
<i>Objective 5: The precise plan for each development unit must include a complete circulation system which relates to the North City West [Carmel Valley] circulation systems.</i>	The Carmel Valley Employment Center Precise Plan includes a circulation system that is part of the larger Carmel Valley system. The proposed PPA identifies mobility and the circulation system within the project site and how it ties into the Carmel Valley system.	Yes
<b>Public Services and Facilities Element</b>		
<i>Objective 1: Provision of public services and facilities of high quality are necessary.</i>	Sections 5.11, <i>Public Utilities</i> , and 5.12, <i>Public Services and Facilities/Recreation</i> , identify the demand generated by the project for utilities and services and outline specific improvements and financing which would be provided by the project. These improvements and financing measures would assure that current levels of service are maintained.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Public Services and Facilities Element (cont.)</b>		
<i>Objective 2:</i> Excellence in the design of all public facilities will be required.	The proposed PPA identifies developer-required contributions to public facilities and services, and compliance with the approved Public Facilities Financing Plan for Carmel Valley.	Yes
<i>Objective 3:</i> In order to preserve the natural environment, the environmental analysis of specific projects must be based upon the implementation of the intent of the new communities concept.	The project has been designed to integrate with the existing master-planned community. The project site was previously graded with building pads as part of the mass grading for the Carmel Valley Employment Center. With the exception of the project site, the entire Employment Center area has been developed with offices and business park campuses. Because the project site is graded and vacant, it does not contain any substantial scenic resources, natural landforms, or biological resources.	Yes
<i>Objective 4:</i> The location of bus stops and facilities which serve such a transportation network should complement the development of these areas as nodes of activity which are accessible to all forms of transportation.	The proposed project would provide pedestrian and bicycle systems connecting various activity nodes, transportation corridors that internally link the project and connect to off-site networks throughout the community and encourage pedestrian activity through site design and a diversity of public spaces and activities. Additionally, a bus rapid transit route (473) is planned to serve the community in the future. The project would provide a transit stop along the El Camino Real project frontage that would accommodate planned transit service. Implementation of this planned transit route would provide transit services along the project site frontage that would be accessible for future on-site residents, employees, and patrons, as well as transit users in the community.	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY COMMUNITY PLAN (cont.)</b>		
<b>Public Services and Facilities Element (cont.)</b>		
<i>Objective 5:</i> Assessment districts or other property owner financed methods must be established for public facilities prior to proceeding with subdivision maps, zone changes or grading.	Sections 5.11, <i>Public Utilities</i> , and 5.12, <i>Public Services and Facilities/Recreation</i> , identify the demand generated by the project for utilities and services and outline specific improvements and financing which would be provided by the project in compliance with the approved Carmel Valley Public Facilities Financing Plan and Facilities Benefit Assessment.	Yes
<b>CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN</b>		
<i>Park, Recreation, and Open Space:</i> Open space designated in the precise plan will be maintained as follows: <ol style="list-style-type: none"> <li>The Property Owners Association will maintain the open space adjacent to the I-5, the SDG&amp;E power easement, and the median and entry areas of Street “A”.</li> <li>The maintenance district will maintain the street medians of Del Mar Heights Road, El Camino Real, and the detention basin, if required.</li> <li>The property owners will maintain the parkway areas included in or adjacent to their properties.</li> </ol>	The Precise Plan designates the street frontage along High Bluff Drive (Street “A” in the Precise Plan) and the pedestrian/bike path within the SDG&E easement as open space. The project would construct a pedestrian/bicycle gateway at the northwest corner of the project site at the Del Mar Heights/High Bluff Drive intersection, which would connect to the pedestrian/bike path. Ongoing maintenance of these open space areas would continue to occur in accordance with this policy.	Yes
<i>Plan Implementation 2:</i> Grading has been designed based on the concept of multi-terraced sites with low embankments of varying slope. The land forms will be comprised of smooth flowing slopes and terraces that have been derived from the existing terrain. Erosion control will be accomplished through a system of individual site controls and overall systems concurrent with the best ecological practices.	<p>Consistent with the Precise Plan, the project site has been graded with a series of terraced areas and low embankments. The proposed project would provide all necessary improvements and maintenance or would participate in an assessment district, as appropriate.</p> <p>Project implementation would not result in any significant construction or post-construction water quality impacts, including with regard to erosion. Refer to Section 5.10, <i>Hydrology/Water Quality</i>, Issues 3 and 4 analysis for details on erosion and erosion/sedimentation control methods.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)</b>		
<p><i>Design Element Guidelines</i></p> <p>A. Industrial Office Park Design Concepts and Environmental Criteria</p> <ul style="list-style-type: none"> <li>▪ Provide over one-half of the available jobs within the community</li> </ul> <p>Prominent and visible location dictates that the design and construction be accomplished in the best manner possible. Individual buildings should be designed to fit into park-like surroundings, with particular attention paid to the appearance of the facility and its scale. Considerations should include the amount of coverage, placement of parking, landscaping, screening of all service areas, and the provision for small recreation facilities for employees.</p>	<p>The proposed project would provide various office areas that would contribute to employment opportunities in the community. The proposed project is estimated to create 8,311 construction jobs and 1,785 permanent jobs (Kosmont 2012b). Therefore, the project would help meet this Precise Plan guideline that over one-half of the available jobs within the community should be provided by industrial offices.</p>	Yes
	<p>Office buildings and associated parking would be integrated into the development would incorporate architectural and landscape treatments similar to the rest of the development, pursuant to the design guidelines contained in the proposed PPA.</p>	
<p><i>General Landscape Development Guidelines</i></p> <p>A. Parkway (Streetscape setbacks)</p> <ol style="list-style-type: none"> <li>1. The entire area between the street curb and the setback line should be landscaped except for vehicle access driveways and pedestrian paths.</li> <li>2. Whenever possible, design this area in the form of undulating free-form berms or sloped planting areas.</li> <li>3. A low plane of undercover is desired in this area to maintain uniformity and openness.</li> <li>4. Trees should conform to the Master Landscape Plan and Plant list (see page 41 of the Precise Plan)</li> <li>5. Primary streetscape setback trees should conform to the Master Landscape Plan and Plant list (see page 41 of the Precise Plan).</li> <li>6. Tree-to-Landscape Ratio: There should be one specimen tree for every 400 square feet of landscaped setback area.</li> </ol>	<p>Landscaping in streetscape setbacks, along roadway medians and at the employment center entry adjacent to the project site (Del Mar Heights/High Bluff Drive) would be provided in accordance with the landscape design guidelines contained in the proposed PPA, which are consistent with the General Landscape Development Guidelines of the Precise Plan. The proposed landscape treatments along the project frontages of Del Mar Heights Road and El Camino Real would be consistent with these guidelines to provide a landscaped buffer (refer to the Conceptual Landscape Plan in Figures 3-3a through 3-3g).</p> <p>The on-site drainage systems and street lighting would also be in compliance with the existing General Landscape Development Guidelines of the Precise Plan, and where applicable, as proposed for amendment.</p>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)</b>		
<p><i>General Landscape Development Guidelines (cont.)</i></p> <p>7. Planting Design: A meandering natural look of tree groves is desired. Trees should be arranged in groves as much as possible to maintain visual access to commercial frontages.</p> <p>C. Employment Center Entry Areas</p> <p>8. Entrances should be landscaped per the Master Landscape Plan and Plant list (see page 41 of the Precise Plan).</p> <p>a. The landscape concept intended for the Employment Center is an open park-like character. It is fundamental that this theme have the greatest impact at the two entry areas.</p> <p>b. A deep setback of ground cover is intended at both primary entrances. Tree groves and signage should be held back a significant distance from entry corners to emphasize a broad open character and to create a sense of spaciousness.</p> <p>E. Easement Open Space</p> <p>1. A refined native look is desired for this area and should be landscaped per the Master Landscape Plan and Plant list (see page 41 of the Precise Plan).</p> <p>2. Planting Design: A meandering natural look is encouraged with an emphasis placed on the use of plants with a variety of height, form, and texture.</p>	<p>The project would construct a project gateway at the northwest corner of the project site at the Del Mar Heights/High Bluff Drive intersection, which is one of the identified “Employment Center Entry Areas” in the Precise Plan and part of the SDG&amp;E easement. Consistent with these guidelines, this proposed gateway would provide a defined entry to the project and larger employment center with street trees and plantings, along with a paseo, enhanced pavement, and project signage well setback from the intersection. Trees and other landscaping would be informally placed. Refer to refer to the Conceptual Landscape Plan in Figures 3-3a through 3-3g.</p>	

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)</b>		
<i>Individual Site Design Guidelines, Site Planning Guidelines, Form and Scale Guidelines, and Roofscape Guidelines</i> Guidelines established in addition to the requirement of the MIP Zone by the City of San Diego.	The project proposes a PPA (and other land use plan amendments) and Rezone to allow for the proposed mix of residential, commercial, and office uses. Therefore, individual site design guidelines contained in the existing Precise Plan may not apply to the land use mix proposed by the project. The project would conform to applicable site design guidelines of the proposed CVPD-MC zone classification.	Yes
<i>Materials and Colors Guidelines</i> The preferred materials and colors are those which convey permanence, substance, timelessness and restraint.	Materials and colors used in the project would adhere to the general materials and colors guidelines and would be further defined in the design guidelines of the proposed PPA.	Yes
<i>Energy Guidelines</i> <ul style="list-style-type: none"> <li>It is expected that most users/owners will go beyond the minimum energy-conservation/alternative energy source requirements.</li> <li>Aspects of building design affected by energy-conscious design are siting/orientation, landscaping, mechanical equipment, building envelop, fenestration, shading, etc.</li> <li>The equipment associated with energy-related design must be incorporated as an integral part of the architectural design. Therefore, energy consciousness and technology must be part of the original design concept.</li> </ul>	The project would integrate various sustainable building techniques for the construction and operation of the buildings which would decrease energy use, including the use of materials that exceed Title 24 standards to reduce thermal loss and energy demand, as feasible.  Energy efficiency is incorporated into the project design through project design features such as the following: <ul style="list-style-type: none"> <li>Achieving LEED® Silver Certification;</li> <li>Use of ‘cool’ roofs and paving materials;</li> <li>Location within walking distance of schools, retail, restaurants, and other services;</li> <li>Bicycle, pedestrian and transit-friendly design;</li> <li>Tree-lined, shaded streets, to reduce the carbon footprint of the site;</li> <li>Employ strategies to reduce its irrigation water use by at least 50 percent compared to a standard project;</li> <li>Office buildings will target reducing their water use by 40 percent compared to standard office buildings;</li> </ul>	Yes

<b>Table 5.1-1 (cont.)</b> <b>CITY OF SAN DIEGO LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS, AND POLICIES</b>	<b>CONSISTENCY EVALUATION</b>	<b>CONSISTENT (YES/NO)</b>
<b>CARMEL VALLEY EMPLOYMENT CENTER PRECISE PLAN (cont.)</b>		
	<i>Energy guidelines (cont.)</i> <ul style="list-style-type: none"> <li>▪ Inclusion of comprehensive recycling plan that includes composting, a hazardous waste drop-off point, and easy access to recycling bins;</li> <li>▪ Potential to possibly install renewable energy power production on site, such as solar photovoltaic panels or fuel cell technology (feasibility to be determined during the final design of the project); and</li> <li>▪ Buildings on the site anticipated to use at least 10 percent less energy than comparable buildings.</li> </ul>	