RECIRCULATED PROJECT ALTERNATIVES
TO THE DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE ONE PASEO PROJECT
PROJECT No. 193036
SCH No. 201051073

During the public review period for the Draft Environmental Impact Report (EIR), a number of comments were received regarding alternatives. A number of these comments expressed concern that that the Draft EIR did not consider reduced versions of the proposed project. In response to these comments, this document describes three new alternatives, and evaluates them against the proposed project described in the Draft EIR. A comparison of the significant impacts associated with the proposed project with each of the three new alternatives is presented in Table 12-1.

Two of the alternatives, referred to as "Reduced Main Street" and "Reduced Mixed-use" contain the same land use components as the proposed project, but would eliminate the hotel. The Reduced Main Street Alternative would reduce the overall development to a floor area ratio (FAR) of 1.4 while the Reduced Mixed-use Alternative would reduce the FAR to 0.8. As discussed below and indicated in Table 12-1, the Reduced Main Street Alternative meets most of the basic objectives of the project applicant, and is considered a feasible alternative. As a result, a discussion of mitigation measures is included as part of the analysis of the Reduced Main Street Alternative. For reasons discussed below, the Reduced Mixed-use Alternative is not considered feasible as it would not meet the "main street" development concept. Thus, no discussion of mitigation is included for this alternative.

The third new alternative, referred to as "Specialty Food Market Retail", is included to represent a retail use that would generate traffic at daily volumes which would be comparable to development of the property under the existing land use designations and zoning. For reasons discussed below, the Specialty Food Market Retail Alternative is not considered feasible as it would not meet the "main street" development concept. Thus, no discussion of mitigation is included.

These new alternatives are being circulated for additional 45-day public review which will extend from October 24, 2013 to December 10, 2013. In accordance with Section 15088.5(f)(2), comments from the public during this recirculation review period must be limited to the three new alternatives. The Final EIR will include responses to comments received on the three alternatives as well as responses to comments received during the original public review period for the Draft EIR.

Table 12-1
COMPARISON OF SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT WITH NEW ALTERNATIVES

Environmental Subject	Significant Impact	Proposed Project	Reduced Main Street	Reduced Mixed-Use	Specialty Food Market Retail
Biological Resources	Nesting birds	SM	SM (=)	SM (=)	NS
Health and Safety	Hazardous Materials	SM	SM (=)	SM (=)	SM (-)
Historical Resources	Historical Resources	SM	SM (=)	SM (=)	SM (-)
Noise	Traffic Noise	SM	SM (-)	SM (-)	NS
	On-site stationary noise generation	SM	SM (-)	SM (-)	NS
	On-site stationary noise receivers	SM	SM (-)	SM (-)	NS
Paleontology	Fossils	SM	SM (=)	SM (=)	NS
Traffic/Circulation/ Parking	Roadway segments	SNM	SNM (-)	SNM (-)	SNM (-)
	Intersections	SNM	SNM (-)	SNM (-)	SNM (-)
	Freeway Segments	NS	NS	NS	NS
	Freeway ramp meters	SNM	SNM (-)	SNM (-)	SNM (-)
Visual Effects and Community Character	Neighborhood Character	SNM	SNM (-)	SNM (-)	NS
Meets most of basic project objectives?-		Yes	Yes	No	No
Reduces impacts of the proposed project?		N/A	Yes	Yes	Yes

NS: Not significant
SM: Significant but mitigated
SNM: Significant and not mitigated
-: Impact severity reduced relative to the proposed project
+: Impact severity increased relative to the proposed project
=: Impact severity similar to the proposed project

12.9 REDUCED MAIN STREET ALTERNATIVE

12.9.1 Description

Land Use

This alternative would include all of the land use components of the proposed project, as described in Section 3.0 of the DEIR, with the exception of the hotel. In addition, it would include a 1.1-acre passive recreation area at the corner of Del Mar Heights Road and High Bluff Drive. Figure 12.9-1 illustrates the major elements of this alternative. Table 12.9.1 illustrates the land uses and corresponding phasing associated with the Reduced Main Street Alternative. Table 12.9-1 identifies the square footage in terms of gross leasable area (GLA). In general, GLA is equivalent to gross floor area (GFA), which is used by the City to determine the Floor Area Ratio (FAR). The City uses FAR to determine a development's consistency with the requirements of the zone, as defined in the Land Development Code (LDC). The square footages of the Reduced Main Street Alternative in terms of GFA are presented in Table 12.9-2.

The primary difference between GFA and GLA is how parking structures are counted. Parking structures are included in GFA but not GLA. As a result, the traffic analysis for the proposed project as well as this alternative is based on GLA for determining traffic generated by commercial office and retail space to provide the most accurate representation of the potential traffic impacts.

Table 12.9-1
Development Summary of the Reduced Main Street Alternative
(Gross Leasable Area)

	Commercial Retail (Square Feet)		Commercial Office (Square Feet)		Multi-family Residential (Dwelling Units)	
Phase/Block	**Retail**	**Cinema[1]**	**Corporate[2]**	**Professional[3]**		**Total**
Phase 1						
Block D	70,100	48,000	221,000	21,000	---	360,100
Block E	30,254	---	242,000	---	---	272,254
Subtotal	*100,354*	*48,000*	*463,000*	*21,000*	---	*632,354*
Phase 2						
Block A	47,535	---	---	---	165	47,535 + 165 MF units
Subtotal	*47,535*	---	---	---	*165*	*47,535 + 165 MF units*
Phase 3						
Block B	38,000	---	---	---	337	38,000 + 337 MF units
Block C	12,611	---	---	---	106	12,611 + 106 MF units
Subtotal	*50,611*	---	---	---	*443*	*50,611 + 443 MF units*
Total	**198,500**	**48,000**	**463,000[4]**	**21,000[5]**	**608**	**730,500 + 608 MF units**

[1] Cinema consists of up to 1,200 seats with 400 seats in Phase 1 & 2 and 800 seats in Phase 3.
[2] Includes multi-tenant and corporate office uses.
[3] Indicates multi-tenant office uses located on Main Street.
[4] GFA = 471,000 square feet.
[5] GFA =21,480 square feet.

Table 12.9-2
Development Summary of the Reduced Main Street Alternative
(Gross Floor Area)

Commercial Retail (Square Feet)		Commercial Office (Square Feet)		150-room Hotel (sf)	Multi-Family Residential (Dwelling Units)		Total	
Retail	Cinema	Corporate[1]	Professional[2]		Units	sf	sf	FAR
198,500	48,000	471,000	21,840	0	608	714,729	1,454,069	1.4

[1] Includes multi-tenant and corporate office uses.
[2] Indicates multi-tenant office uses located on Main Street.

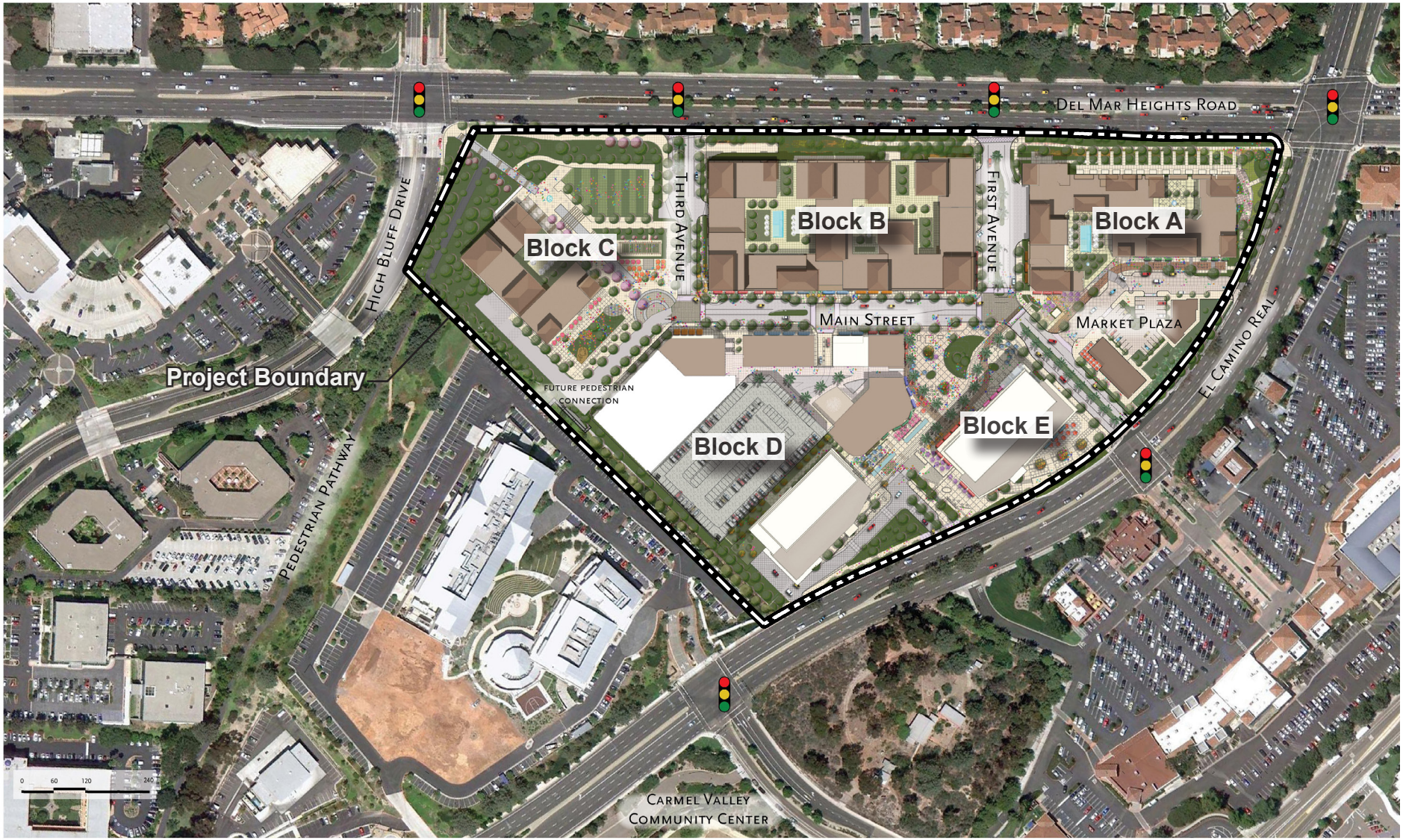
In comparison with the proposed project, the Reduced Main Street Alternative would reduce the overall GLA by approximately nine percent (75,500 sf) from 806,000 sf to 730,500 sf. As illustrated in Table 12.9-2, the overall GFA would be reduced by 403,371 (22 percent) from 1,857,440 sf to 1,454,069 sf. The reduction in GFA would reduce the 1.8 FAR associated with the proposed project to 1.4.

As shown in Table 12.9-3, the most substantial land use differences between the Reduced Main Street Alternative and the proposed project include elimination of the proposed 150-room, 100,000 square-foot hotel, and a nearly 22 percent reduction in the commercial GFA, including the hotel, from 930,000 GFA to 714,729 GFA. The reduction in the total commercial square footage would include a 14 percent reduction in the amount of office space and a 10 percent reduction in the amount of retail. Although the size of the cinema would decrease by 2,000 sf, it would still include 1,200 seats. Although the number of residential units would remain at 608 multi-family units, the overall square footage devoted to residential uses would be reduced by approximately 215,000 GFA.

Table 12.9-3
Comparison of Reduced Main Street Alternative with Proposed Project
(Gross Floor Area)

	Commercial Retail (Square Feet)		Commercial Office (Square Feet)		150-room Hotel	Multi-Family Residential (Dwelling Units)		Total	
Scenario	Retail	Cinema	Corporate[1]	Professional[2]	(sf)	Units	sf	sf	FAR
Proposed Project	220,000	50,000	535,600	21,840	100,000	608	930,000	1,857,440	1.8
Reduced Main Street Alternative	198,500	48,000	471,000	21,840	0	608	714,729	1,454,069	1.4
Net Change	**-21,500**	**-2,000**	**-64,600**	**0**	**-100,000**	**0**	**-215,271**	**-403,371**	**-0.4**

[1] Includes multi-tenant and corporate office uses.
[2] Indicates multi-tenant office uses located on Main Street.



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Illustrative Plan - Reduced Main Street Alternative

ONE PASEO

Figure 12.9-1

In addition to the reductions in the density and intensity, this alternative would reduce the number of stories associated with many of the buildings in comparison with the proposed project (see discussion of visual effects and neighborhood character in Section 12.9.2 for more information on building heights). Under this alternative, the buildings would range between one and nine stories: only two buildings would reach the nine-story maximum. Within Block A, the single residential building would range between three and four stories; the two retail buildings would consist of one story. Within Block B, the two residential buildings would be comprised of five stories. Within Block C, the single residential building would be comprised of six stories; the single retail building would consist of one story. The office building in Block D would include nine stories; the four, mixed-use buildings would range between two and four stories. The office building in Block E would consist of nine stories.

Parking

The Reduced Main Street Alternative would provide approximately 3,688 parking spaces throughout the site upon buildout of the project. Parking facilities would include underground garages beneath the site, a multi-level, above-ground parking structure, and some surface parking. As with the proposed project, shared parking opportunities would be provided among all the proposed on-site uses except residential. Residents of the project would have reserved parking spaces, but all other uses would share parking spaces. Table 12.9-4 summarizes proposed on-site parking per phase and block.

Table 12.9-4
Parking Summary

Phase/Block	Number of Parking Spaces
Phase 1	
Block D	1,198
Block E	1,000
Subtotal	*2,198*
Phase 2	
Block A	481
Subtotal	*481*
Phase 3	
Block B	736
Block C	273
Block D	--
Subtotal	*1,009*
Total	**3,688**

Source: Walker Parking Study 2012

Circulation/Access

Vehicular Circulation

Access into the Reduced Main Street Alternative would occur at the same locations as with the proposed project. As with the proposed project, access to Del Mar Heights Road would be via proposed First and Third Avenues, while access from El Camino Real would be via proposed Market Street (originally called One Paseo). In addition to these primary access points, two driveways off El Camino Real would connect with on-site parking structures and dropoff/loading areas. Traffic signals would be installed at First Avenue and Third Avenue. The internal street system would also be essentially unchanged from the proposed project. As illustrated in Figure 12.9-1, the Reduced Main Street Alternative also proposes internal private drives, including First Avenue and Third Avenue that would extend from Del Mar Heights Road, and Market Street and Market Plaza that would extend from El Camino Real.

Pedestrian/Bicycle Circulation

As with the proposed project, the Reduced Main Street Alternative would provide for pedestrian and bicycle access. Pedestrian circulation would be encouraged throughout the site by a network of paseos, sidewalks, pathways, plazas, and public spaces. Class III bicycle routes would be provided along Third Avenue, Main Street, First Avenue, and Market Street. These bicycle routes would connect to existing Class II bicycle lanes along Del Mar Heights Road and El Camino Real. The Reduced Main Street Alternative also would include on-site bicycle racks.

Landscape and Open Space

The open space included with the Reduced Main Street Alternative would amount to 10.7 acres, of which 6.6 acres would be useable; the remaining 4.1 acres of open space would be comprised of ground level open space which is not technically considered usable because traffic noise levels are anticipated to exceed 65 CNEL. Of the 6.6 acres of usable open space, 1.5 acres would be devoted to recreational use including a 1.1-acre passive recreation area and a nearby 0.4-acre children's play area; both areas would be privately owned, but open and available for public use. These 1.5 acres of public recreation area would be a project feature, and would be provided above and beyond the project's satisfaction of the population-based park requirement. Additional open space available to the public would include greenbelts along Del Mar Heights Road and El Camino Real as well as plazas, paseos, gardens, and pocket parks.

The 1.1-acre passive recreation park would consist of an open turf area in the northwest corner of the proposed project which would connect with the greenbelt along Del Mar Heights Road. The park is intended for passive forms of recreation including picnicking, sunbathing, and reading. It would also accommodate informal athletic activities such as playing catch and throwing frisbee.

Utilities

Utility services would be provided in the same manner as described for the proposed project.

Off-site Improvements

As with the proposed project, the Reduced Main Street Alternative would include the following off-site improvements:

- Regrading and landscaping of a parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection;
- Construction of a ramp and stairway between the project site (Block C) and the adjacent commercial office development to the south;
- Possible temporary grading along the southern property line for the proposed parking garage in Block D;
- Utility realignments and extensions along the project frontage of the Del Mar Heights Road and El Camino Real rights-of-way;
- Installation of traffic signals at the intersections of Third Avenue and First Avenue with Del Mar Heights Road as well as the intersection of Carmel Creek Road and Del Mar Trail;
- Extension of the westbound right-turn lane from Del Mar Heights Road to the northbound on-ramp of I-5;
- Improvements to the intersection of Del Mar Heights Road and High Bluff Drive including roadway widening and restriping;
- Construction of an eastbound right-turn lane at the intersection of Del Mar Heights Road and El Camino Real; and
- Reconfiguration of the medians within the Del Mar Heights Road and El Camino Real rights-of-way along the project frontage.

Grading

The Reduced Main Street Alternative would require less grading than the proposed project. The total amount of cut would be reduced from 528,000 cubic yards (cy) to 481,500 cy while the amount of fill would be decreased from 30,400 cy to 28,900 cy. As a result of the reduced grading, the offsite export would be reduced from 498,400 cy to 452,600 cy.

Sustainable Design Features

The Reduced Main Street Alternative would include the same sustainable design features as the proposed project, as described on page 3-11 of the Draft EIR

Discretionary Actions

The same discretionary actions associated with the proposed project (as depicted in Table 3-5 of the Draft EIR) would be necessary to implement the Reduced Main Street Alternative.

12.9.2 Environmental Analysis

Transportation/Circulation/Parking

A traffic analysis was conducted to evaluate the traffic impacts of the Reduced Main Street Alternative. The analysis evaluated the reduced intensity and density using the same assumptions as the traffic study completed for the proposed project. This analysis is included in Appendix C.1 of the Draft EIR.

The analysis in Appendix C.1 determined that this alternative would generate 23,854 ADT at buildout, with 1,377 AM peak hour trips and 2,568 PM peak hour trips. Although the Phase 1, and the combination of Phases 1 and 2 of this alternative would generate more trips than the proposed project, at buildout, this alternative would represent a net ADT reduction of approximately 10.5 percent, with an 12.4-percent reduction in AM peak hour trips and a 12.5-percent reduction in PM peak hour trips. Table 12.9-5 compares the peak hour traffic conditions related to the Reduced Main Street Alternative with the proposed project.

Table 12.9-5
Traffic Generation Comparison of Reduced Main Street Alternative with Proposed Project

	ADT		
Scenario	Total	AM Peak Hour (In/Out)	PM Peak Hour (In/Out)
Proposed Project	26,961	1,538 (1,057/481	2,932 (1,231/1,701)
Reduced Main Street Alternative	23,854	1,377 (944/433)	2,568 1,111/1,457
Difference	-3,107	-161 (-113/-48)	-364 (-120/-245)

Existing Plus Project

In the Existing Plus Project condition, potentially significant direct impacts would occur along four roadway segments and one intersection under this alternative with implementation of Phases 1 – 3 (as shown in Attachments 32 and 34 in Appendix C.1):

Segments

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

Intersections

- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Freeways

As with the proposed project, impacts to freeway segments and metered freeway ramps would be less than significant under this alternative in the existing plus project condition scenario.

Near-term With Project

As with the proposed project, in the Near-term With Project condition with all three development phases, potentially significant direct impacts would occur along four roadway segments and four intersections under the this alternative (as shown in Attachments 50 and 52 in Appendix C.1):

Segments

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

Intersections

- Del Mar Heights Road/I-5 NB ramps in the PM peak hour;
- Del Mar Heights Road/High Bluff Drive in the PM peak hour;
- Del Mar Heights Road/El Camino Real in the PM peak hour; and
- Carmel Creek Road/Del Mar Trail in the AM peak hour.

Freeways

As with the project, impacts to freeway segments and metered freeway ramps would be less than significant under this alternative in the near-term condition scenario.

Long-term Cumulative (Year 2030) With Project

As with the proposed project, in the Long-term Cumulative (Year 2030) With Project condition, potentially significant cumulative impacts would occur along three roadway segments, five intersections, and two freeway ramp meters under this alternative (as shown in Attachments 56, 58 and 59 in Appendix C.1):

Segments

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

Intersections

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

Freeways

As with the Proposed Project, the addition of traffic from the Reduced Main Street Alternative to traffic on I-5 and SR-56 would not result in significant freeway segment impacts.

As with the Proposed Project, the addition of traffic from the Reduced Main Street Alternative would have a significant impact to the following ramp meters.

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

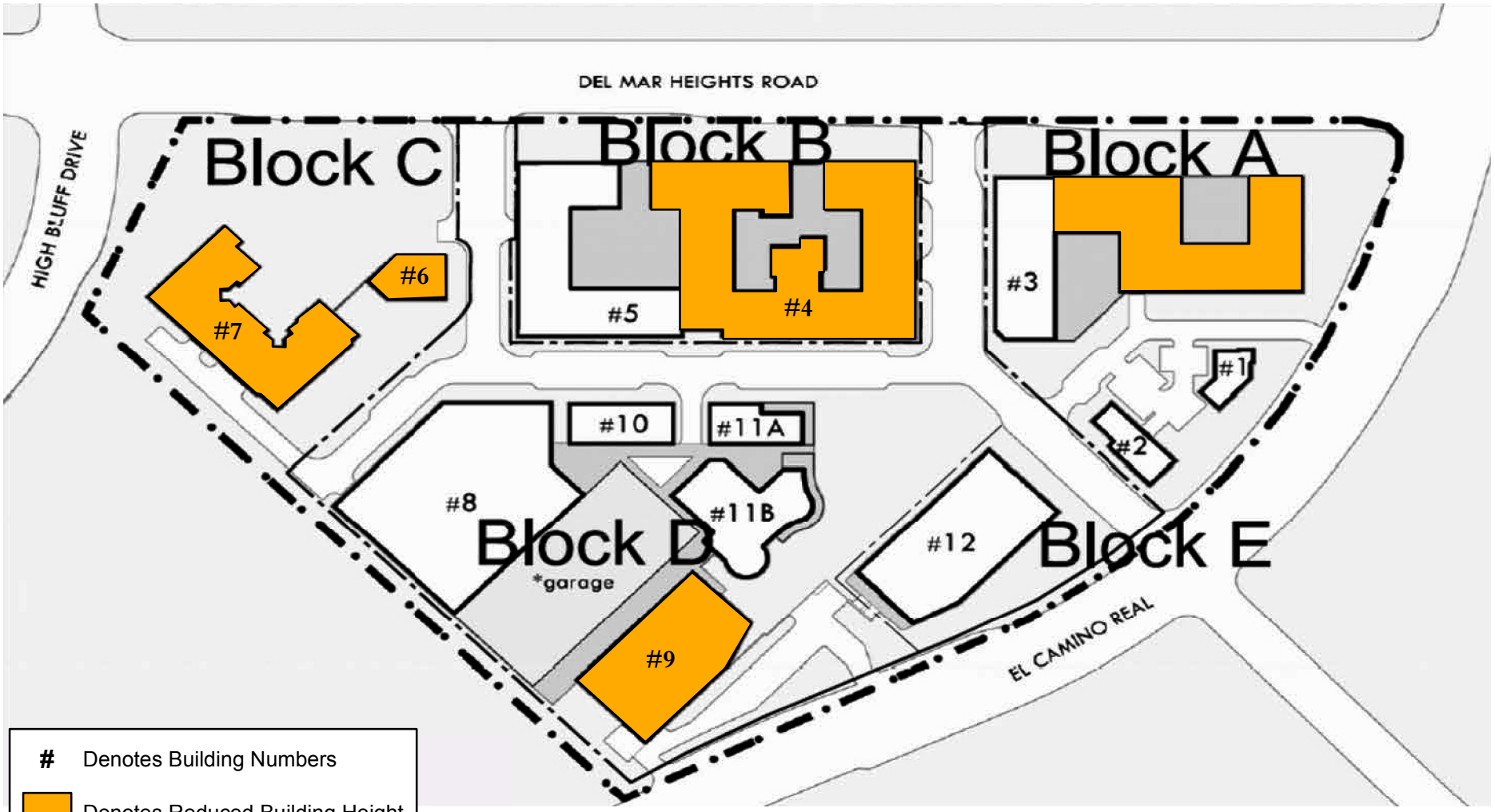
In summary, the Reduced Main Street Alternative would impact the same transportation facilities as the proposed project. As with the proposed project, the mitigation measures identified in Table 5.2-12 of the Draft EIR would reduce traffic impacts, but not to less than significant.

Visual Effects and Neighborhood Character

This alternative would reduce the overall bulk and scale and building height in comparison with the proposed project. In addition to the overall 22 percent reduction in GFA, none of the proposed buildings would exceed a height of nine stories versus a maximum of eleven stories in the proposed project.

Overall, five of the buildings included in the proposed project would be reduced in height. Table 12.9-6 illustrates the change in height of these five buildings in terms of the number of stories as well as the overall building height. The height is measured from the lowest point of the building that would be visible above grade and includes roof-top equipment. The location of the buildings associated with the Reduced Main Street Alternative is depicted in Figure 12.9-2; the buildings which would be reduced in height are highlighted in orange.

As illustrated in Table 12.9-6, the building heights would be reduced by as much as 40 feet, in the case of Building 7. In addition to a height reduction, several building footprints would be reduced in area with the Reduced Main Street Alternative. The footprint of Building 6 would be substantially reduced to accommodate the proposed park, and Building 11 would be split into two separate buildings (11A and 11B).



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Building Locations - Reduced Main Street Alternative

ONE PASEO

Figure 12.9-2

Table 12.9-6
Building Height Changes with Reduced Main Street Alternative in Comparison with the Proposed Project

Building No.	Total Stories			Total Height[1,2] (feet)		
	Proposed Project	Reduced Main Street	Net Change	Proposed Project	Reduced Main Street	Net Change
3	5	4 to 5	-1	77	67-35	-10 to -25
4	7	5	-2	100	90	-10
6	5	1	-4	72	30	-42
7	10	6	-4	125	85	-40
9	11	9	-2	199	170	-29

[1] Height is based on the lowest point of the building above grade and includes roof-top mechanical equipment.
[2] Heights for Buildings 3, 4, 6 and 7 are based on conceptual plans prepared for the purposes of environmental analysis. Final building heights may vary, but would not exceed the height limits imposed by the applicable zone.

As illustrated in Table 12.9-6, Building 7 on Block C would be reduced from ten to six stories. The other originally proposed five-story residential building (Building 6) would be replaced by a one-story retail building. The rest of Block C would be devoted to open space including a 1.1-acre passive recreational area.

The hotel (Building 4) would be converted to residential in Block B. Buildings 3 and 4 would be reduced by one to two stories from the proposed project, and would not exceed five stories. Furthermore, due to topography considerations, the number of stories visible from Del Mar Heights Road in Blocks A, B and C would not exceed four.

One of the office buildings (Building 9) in Block D would be reduced from 11 to nine stories.

Overall, the Reduced Main Street Alternative would contain seven buildings which would range between 1 and 4 stories, three buildings which would range between 5 and 6 stories, and two buildings which would have 9 stories.

The greenbelt along Del Mar Heights Road would be increased on Block C (see Figure 12.9-1) with the proposed 1.1-acre recreation area, and generally enhanced between the street and the residential component of the proposed development. For example, the residential development in Block A, fronting Del Mar Heights Road, would include ground-floor entrances facing the street to create a more residential neighborhood appearance when viewed from Del Mar Heights Road (see Figure 12.9-1).

Despite the revisions to some of the buildings, the building heights and intensity of use associated with the Reduced Main Street Alternative, as a whole, would be out of character with the bulk and scale of the surrounding neighborhood. Therefore, as with the proposed project, this alternative would have a significant impact on neighborhood character. As with the proposed project, feasible mitigation measures are not available to reduce this impact to below a level of significance

Noise

On-site Noise Sources

As with the proposed project, on-site noise sources would be associated with the proposed retail activities and construction activities.

The retail uses associated with this alternative would include stationary noise sources related to restaurants (such as kitchen fans, amplified music systems, or refrigeration condensers), larger retail uses, and a public plaza. Consequently, this alternative would include the use of delivery trucks and HVAC equipment. Although the precise nature and placement of these uses, as with the proposed project, remain unknown and does not allow specific modeling with respect to onsite development, these uses could expose on-site residents to noise levels in excess of City noise criteria (pursuant to the Section 59.5.0401of the City of San Diego Noise Ordinance). Application of Mitigation Measures 5.4-1 and 5.4-3, defined for the proposed project, would provide adequate mitigation for the potential impacts from onsite retail activities under this alternative.

In addition, this alternative could potentially result in on-site construction noise impacts, if constructed in phases. If construction activities would occur after the proposed residences are occupied, then construction noise impacts to on-site residents would be potentially significant. Thus, construction noise impacts under this alternative would be similar to the proposed project. Application of Mitigation Measure 5.4-4, defined for the proposed project, would provide adequate mitigation for the potential impacts from onsite construction activities under this alternative.

Off-site Noise Sources

As with the proposed project, this alternative would include land uses that would be sensitive to noise associated with construction and operation of the proposed development as well as traffic noise. Noise-sensitive receptors would include habitable rooms within residential units, usable public and private outdoor recreation areas, and office buildings. Greenbelt areas and residential front porches are not considered noise sensitive because they are not occupied for prolonged periods of time.

As with the proposed project, traffic noise along Del Mar Heights Road and El Camino Real would exceed 65 CNEL. As a result, proposed residences and office uses along these roadways would be adversely impacted by traffic noise. Unlike the proposed project, this alternative would include public and private usable outdoor areas that would be exposed to unacceptable traffic noise. Usable public areas would include the recreation area in the northwest corner of Block C. Private usable areas would include a pool area between Buildings 4 and 5 in Block B and a second-floor gathering area in Building 3 of Block A.

While Mitigation Measures 5.4-2, associated with the proposed project, would assure that traffic noise would not significantly impact habitable residential and office areas associated with this alternative, it would not assure acceptable noise levels in the public and private usable open

space. The following noise mitigation measure would be required to assure that the public and private recreation uses along Del Mar Heights Road associated with the Reduced Main Street Alternative would not be exposed to unacceptable noise levels.

Mitigation Measure 12.9-1: Prior to issuance of building permits, a noise analysis shall be completed to determine the location and construction materials for noise attenuation features shown on the development plans needed to protect usable recreation areas from noise levels in excess of 65 CNEL. Barriers shall consist of a single, solid sound wall with a height based on the finished grade of the noise source. The sound attenuation barrier shall be solid and constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, with no cracks or gaps through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it may be tongue and groove and must be at least one-inch thick or have a surface density of at least 3.5 pounds per square foot. Glass or clear plastic may be used on the upper portion. Sheet metal of 18-gauge (minimum) may be used, if it meets the other criteria, and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any doors or gates shall be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above.

Paleontological Resources

As with the proposed project, grading required for the Reduced Main Street Alternative could encroach into geologic formations containing significant paleontological resources. Therefore, this alternative could also result significant paleontological resource impacts. As with the proposed project, application of Mitigation Measure 5.8-1 would avoid in potentially significant impacts to paleontological resources.

Biological Resources

As with the proposed project, the Reduced Main Street Alternative would remove mature trees along Del Mar Heights Road, which could provide suitable nesting habitat for raptors resulting in potentially significant impacts. Thus, this alternative would result in the same impacts to biological resources as the proposed project. As with the proposed project, application of Mitigation Measure 5.9-1 would avoid potentially significant impacts to biological resources.

Health and Safety

Similar to the proposed project, construction of the Reduced Main Street Alternative would involve the use or storage of construction-related hazardous materials (i.e., fuels and oils), which could result in a significant health and safety risk to off-site receptors in the event of an accidental spill. However, implementation of Mitigation Measures 5.13-1 and 5.13-2, associated with the proposed project, would reduce potentially significant health and safety impacts from this alternative a level less than significant.

Long-term operations associated with uses under this alternative would not be expected to involve large amounts or types of hazardous materials. Limited amounts of chemicals for routine maintenance (i.e., cleaners, paints, chlorine, and pesticides for landscape maintenance)

may be stored on site. The routine handling and transport of these and other materials may represent a safety hazard for people working in the project area. However, the routine use and handling of hazardous materials would be regulated by local, state, and federal standards. Thus, as with the proposed project, health and safety impacts would not be significant.

Historical Resources

Although containing a lower density, the Reduced Main Street Alternative is expected to involve grading which could encroach into buried historical resources which may exist on the site. Thus, as with the proposed project, this alternative could result in a significant impact on buried historical resources. As with the proposed project, application of Mitigation Measure 5.14-1 would avoid potentially significant impacts to historical resources.

12.9.3 Conclusion

Implementation of the Reduced Main Street Alternative would reduce, but not altogether eliminate, significant impacts associated with the proposed project. The most notable changes would be related to traffic and neighborhood character.

While the reduction in development intensity would be accompanied by a reduction in building heights and mass, the reduced scale of the Reduced Main Street Alternative would still result in significant neighborhood character impacts.

Similarly, while the number of trips would be reduced with this alternative, it would result in the same significant impacts to the roadways and intersections as the proposed project.

Significant impacts related to noise, biological resources, paleontological resources, and health and safety would remain under this alternative. However, as with the proposed project, implementation of identified mitigation measures would reduce these impacts to less than significant.

The Reduced Main Street Alternative would meet the basic objectives of the proposed project including the advancement of sustainable development principals, and is considered a feasible alternative.

12.10 REDUCED MIXED-USE ALTERNATIVE

12.10.1 Description

The Reduced Mixed-use Alternative would retain all of the land use components of the proposed project, with the exception of the hotel. However, this alternative would further reduce the amount of commercial development. Unlike the Reduced Main Street Alternative, this alternative would reduce the number of residential units. As illustrated in Table 12.10.1, this alternative would consist of 140,000 sf (GFA) of retail, 267,800 sf (GFA) of commercial office, and 304 multi-family residential units. This alternative would not include the 1.5 acres of open space accessible to the public which would be included in the Reduced Main Street Alternative.

The overall GFA of this alternative would be reduced by 1.04 million sf (50 percent) from 1,857,440 sf to 817,800 sf. The FAR would be reduced from 1.8 to 0.8. The square footages of the Reduced Mixed-use Alternative in comparison with the proposed project are illustrated in Table 12.10-1.

Table 12.10-1
Comparison of Reduced Mixed-use Alternative with Proposed Project
(Gross Floor Area)

	Commercial Retail (Square Feet)		Commercial Office (Square Feet)		150-room Hotel	Multi-Family Residential (Dwelling Units) Total		Total	
	Retail	**Cinema**	**Corporate[1]**	**Professional[2]**	**(sf)**	**Units**	**sf**	**sf**	**FAR**
Proposed Project	220,000	50,000	535,600	21,840	100,000	608	930,000	1,857,440	1.8
Reduced Mixed-use Alternative	110,000	30,000	267,800	0	0	304	410,000	817,800	0.8
Net Change	**-110,000**	**-20,000**	**-267,800**	**-21,840**	**-100,000**	**-304**	**-520,000**	**-1,039,640**	**-1.0**

[1] Includes multi-tenant and corporate office uses.
[2] Indicates multi-tenant office uses located on Main Street.

Although the land use elements of this alternative would be generally similar to those associated with the proposed project, with the exception of the hotel, the design characteristics of the development would change. The significant reduction in retail would preclude the ability to locate residential development over retail uses on the ground floor, which would eliminate the vertical mix of uses included in the proposed project.

The Reduced Mixed-use Alternative would not have commercial and residential uses located within the same buildings and, thus, would have a different character than the proposed project. The retail area would resemble a traditional neighborhood shopping center, with single-story strip retail or stand-alone buildings serviced by surface parking lots, rather than gathering spaces distributed on the interior of the project.

The reduction in retail would eliminate the critical mass necessary to implement the "Main Street" concept. The proposed project, as well as the Reduced Main Street Alternative, contemplate a retail tenant and merchandise mix consistent with lifestyle centers, which are generally defined as a retail development between 150,000 - 500,000 square feet that includes upscale national-chain specialty stores with dining and entertainment in an outdoor setting. Such high-quality specialty retailers typically locate in projects with similar quality retailers and require a volume of shoppers to sustain their operations not generated by smaller, neighborhood-oriented shopping centers. The 50 percent reduction in retail proposed by the Reduced Mixed-use Alternative would not generate the number of shoppers necessary to sustain and attract the desired class of retailers.

Similar to the proposed project, General Plan, Community Plan, and Precise Plan amendments and a Rezone would be required.

The Reduced Mixed-use Alternative is intended to reduce traffic and neighborhood character impacts while retaining the basic elements of the proposed project, with the exception of the hotel, albeit at a reduced scale. Thus, this alternative would reduce the commercial uses and residential uses associated with the proposed project by 50 percent; however, such reductions would be at the expense of the vibrant critical mass created with the vertical mixed-use.

12.10.2 Environmental Analysis

Transportation/Circulation/Parking

The traffic effects of the Reduced Mixed-use Alternative were evaluated in a separate analysis included in Appendix C.2 of the Draft EIR (USAI 2013).

The Reduced Mixed-use Alternative would generate 11,001 ADT with 676 AM peak hour trips and 1,144 PM peak hour trips. This represents a net ADT reduction of approximately 59 percent, including a 56-percent reduction in AM peak hour trips, and a 61-percent reduction in PM peak hour trips compared to the proposed project. Existing Plus Project, Near-term With Project, and Long-term Cumulative (Year 2030) With Project conditions are discussed below. Table 12.10-2 compares the peak hour traffic conditions related to the Reduced Mixed-use Alternative with the proposed project and would, therefore, also require the mitigation of signalization in the near-term.

Table 12.10-2
Traffic Generation Comparison of Reduced Mixed-Use Alternative with Proposed Project

	ADT		
Scenario	**Total**	**AM Peak Hour (In/Out)**	**PM Peak Hour (In/Out)**
Proposed Project	26,961	1,538 (1,057/481	2,932 (1,231/1,701)
Reduced Mixed-use Alternative	11,001	676 (480/196)	1,444 (493/651)
Difference	-15,960	-862 (-577/-285)	-1,788 (738/-1,050)

As indicated below, the Reduced Mixed-use Alternative would reduce traffic volumes, and result in a proportionate reduction in the congestion related to project traffic. The Reduced Mixed-use Alternative would have significant impacts on the same segments, intersections and freeway ramps as the proposed project in the long-term scenario. However, in the existing and near-term conditions with this alternative, the Reduced Mixed-use Alternative would avoid the significant impact associated with the proposed project on the Del Mar Heights Road bridge, between the I-5 NB and SB ramps. In addition, although Del Mar Heights Road, between the I-5 NB ramp

and High Bluff Drive, would continue to be significantly impacted by the Reduced Mixed-use Alternative, the LOS would be E rather than F (with the proposed project) in the existing and near-term scenarios. As with the proposed project, the LOS on this road segment would be F with the Reduced Mixed-use Alternative in the long-term condition. The significant impact of the proposed project on the Carmel Creek Road/Del Mar Trail intersection in the existing plus project condition would be avoided. However, the Reduced Mixed-use Alternative would have a significant impact on this intersection in the near-term and buildout condition like the proposed project.

Existing Plus Project

In the Existing Plus Project condition, potentially significant direct impacts would occur along three roadway segments and one intersection under the Reduced Mixed-use Alternative with implementation of Phases 1 – 3 (as shown in Attachments 3 and 8 in Appendix C.2):

Segments

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

Intersections

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

Freeways

As with the proposed project, impacts to freeway segments and metered freeway ramps would be less than significant under the Reduced Mixed-use Alternative in the existing plus project scenario.

In comparison to the proposed project, this alternative would avoid the significant impact (assuming all three phases) on the Del Mar Heights Road bridge, between the freeway ramps in the existing plus project condition scenario. The Reduced Mixed-use Alternative would continue to significantly impact the segment of Del Mar Heights Road, between the I-5 NB onramp and High Bluff Drive, but the LOS would be E rather than F. The LOS on segments of El Camino Real, between Via de la Valle and San Dieguito Road, and on Via de la Valle, between San Andres Drive and El Camino Real, would operate at LOS F as with the proposed project.

Although the delay would decrease in comparison with the proposed project, the Reduced Mixed-use Alternative would significantly impact the same intersection as the proposed project in the near-term scenario.

Near-term With Project

In the Near-term With Project condition, potentially significant direct impacts would occur along three roadway segments and four intersections under the Reduced Mixed-use Alternative (as shown in Attachments 5 and 10 in Appendix C.2):

Segments

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

Intersections

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

Freeways

As with the project, impacts to freeway segments and metered freeway ramps would be less than significant under the Reduced Mixed-use Alternative in the near-term condition scenario.

In comparison to the proposed project, this alternative would avoid the significant impact (assuming implementation of all three phases) on the Del Mar Heights Road bridge, between the freeway ramps in near-term condition. The Mixed-use Alternative would continue to significantly impact the segment of Del Mar Heights Road, between the I-5 NB onramp and High Bluff Drive, but the LOS would be E rather than F. The LOS on segments of El Camino Real, between Via de la Valle and San Dieguito Road, and on Via de la Valle, between San Andres Drive and El Camino Real, would operate at LOS F, as with the proposed project.

Although the delay would decrease in comparison with the proposed project, the Reduced Mixed-use Alternative would significantly impact the same four intersections as the proposed project in the near-term scenario.

Long-term Cumulative (Year 2030) With Project

In the Long-term Cumulative (Year 2030) With Project condition, potentially significant cumulative impacts would occur along three roadway segments, five intersections, and two freeway ramp meters under the Reduced Mixed-use Alternative (as shown in Attachments 6, 11 and 12 in Appendix C.2):

Segments

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

Intersections

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

Freeways

As with the Proposed Project, the addition of traffic from the Reduced Mixed-use Alternative to traffic on I-5 and SR-56 would not result in significant segment impacts.

As with the Proposed Project, the addition of traffic from the Reduced Mixed-use Alternative would have a significant impact to the following ramp meters.

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

The Reduced Mixed-use Alternative would impact the same transportation facilities as the proposed project.

Visual Effects and Neighborhood Character

Development under the Reduced Mixed-use Alternative would represent an approximately 50-percent reduction in GFA. Further, building heights under this alternative would likely be reduced to a maximum of six stories associated with the office development. Despite these reductions, this alternative would exceed existing development regulations (specifically the 0.5 FAR), and would, like the proposed project, require a Rezone and amendments to the General Plan, Community Plan, and Precise Plan. This alternative would exceed the currently permitted FAR to a lesser degree than the proposed project, and would be more similar in overall development intensity to existing development in the immediate vicinity of the project site.

With a maximum height of 6 stories, the buildings would create less height differential with surrounding development than the Proposed Project. However, the buildings would still exceed the existing 2- to 4-story office buildings to the south and west by as much as 4 stories. The 6-story buildings would exceed the height of the one- to two-story commercial and multi-family residential buildings to the east and north by as much as 5 stories. Thus, like the proposed project, development of the site pursuant to the Reduced Mixed-use Alternative would conflict

with lower-scale commercial and residential development proximate to the project site, and result in a significant impact on neighborhood character.

Noise

On-site Noise Sources

As with the proposed project, on-site noise sources would be associated with the proposed retail activities and construction activities.

The retail uses associated with this alternative would include stationary noise sources associated with restaurants (such as restaurant kitchen fans, amplified music systems, or refrigeration condensers), larger retail uses, and a public plaza. Consequently, this alternative would involve delivery trucks and HVAC which could expose on-site residents to noise levels in excess of City noise criteria (pursuant to the Section 59.5.0401of the City of San Diego Noise Ordinance).

In addition, this alternative could potentially result in on-site construction noise impacts, if constructed in phases. If construction activities would occur after the proposed residences are occupied, then construction noise impacts to on-site residents would be potentially significant. Thus, construction noise impacts under this alternative would be similar to the proposed project.

Off-site Noise Sources

As with the proposed project, this alternative would include land uses that would be sensitive to noise associated with construction and operation of the proposed development as well as traffic noise. Noise-sensitive receptors would include habitable rooms within residential units, usable public and private outdoor recreation areas, and office buildings.

As with the proposed project, traffic noise along Del Mar Heights Road and El Camino Real would exceed 65 CNEL. As a result, proposed residences, usable open space and office uses along these roadways could be adversely impacted by traffic noise.

Paleontological Resources

As with the proposed project, grading required for the Reduced Mixed-use Alternative could encroach into geologic formations containing significant paleontological resources. Therefore, the Reduced Mixed-use Alternative would also result significant paleontological resource impacts.

Biological Resources

As with the proposed project, the Reduced Mixed-use Alternative would remove mature trees along Del Mar Heights Road, which could provide suitable nesting habitat for raptors resulting in potentially significant impacts. Thus, the Reduced Mixed-use Alternative would result in the same impacts to biological resources as the proposed project.

Health and Safety

Similar to the proposed project, construction of the Reduced Mixed-use Alternative would involve the use or storage of construction-related hazardous materials (i.e., fuels and oils), which could have a significant impact on off-site receptors in the event of an accidental spill.

Long-term operations associated with uses under this alternative do not typically involve large amounts or types of hazardous materials. Limited amounts of chemicals for routine maintenance (i.e., cleaners, paints, chlorine, and pesticides for landscape maintenance) may be stored on site. The routine handling and transport of these and other materials may represent a safety hazard for people working in the project area. However, the routine use and handling of hazardous materials would be regulated by local, state, and federal standards. Associated impacts would be the same as the proposed project (less than significant).

Historical Resources

Although containing a lower density, the Reduced Mixed-use Alternative is expected to involve grading which could encroach into buried historical resources which may exist on the site. Thus, as with the proposed project, the Reduced Mixed-use Alternative could result in a significant impact on buried historical resources.

12.10.3 Conclusion

Implementation of the Reduced Mixed-use Alternative would reduce but, not eliminate, significant impacts associated with the proposed project. The most notable reduction in impacts would be related to traffic. The other impact reduction would be related to visual effects and neighborhood character.

Although this alternative would not eliminate the significant traffic impacts in the horizon year, it would reduce the magnitude of the traffic impacts in the interim. In the existing and near-term condition, the Reduced Mixed-use Alternative would avoid the significant impact associated with the proposed project on the Del Mar Heights Road bridge, between the I-5 NB and SB ramps. In addition, although Del Mar Heights Road, between the I-5 NB ramp and High Bluff Drive, would continue to be significantly impacted by the Reduced Mixed-use Alternative, the LOS would be E rather than F (with the proposed project) in the existing and near-term scenarios. However, as with the proposed project, the LOS on this segment would be F with the Reduced Mixed-use Alternative in the long-term condition. In the existing plus project condition, this alternative would avoid the impact to the Carmel Creek Road/Del Mar Trail intersection.

While the reduction in development intensity would be accompanied by a reduction in building heights and mass, the scale of the Reduced Mixed-use Alternative would lessen significant neighborhood character impacts, yet they would remain significant and unmitigated.

Significant impacts related to noise, biological resources, paleontological resources, and health and safety would remain under this alternative.

As outlined above, the significant reduction in retail square footage would result in a more traditional suburban shopping center design, and preclude the vertically integrated "Main Street" concept envisioned by the proposed project. The Reduced Mixed-use Alternative would not create a vibrant, pedestrian-oriented gathering place which would promote social interaction, nor would this alternative provide the "village" amenities and experience offered by the proposed project. This alternative would not advance sustainable development principles, and would instead result in an automobile-oriented destination inconsistent with the project objectives and smart-growth development goals. As a result, this alternative is not considered feasible.

12.11 SPECIALTY FOOD MARKET RETAIL ALTERNATIVE

12.11.1 Description

This alternative would include commercial uses which would not generate more than the 6,500 ADT, which would be generated by development of the property as an employment center, consistent with the current land use and zoning designations of the Community Plan, Precise Plan, and the Carmel Valley PDO (see Section 12.5). Given the community's expressed interest in a specialty food market, this alternative includes construction of a specialty food market in combination with retail stores. The specialty food market is anticipated to be 30,000 sf. Applying the City's traffic generation rate for a food market (150 trips per 1,000 sf), the specialty food market would be expected to generate 4,500 ADT. After subtracting the 4,500 ADT related to the specialty food market from the goal of 6,500 ADT, 2,000 ADT would remain for additional retail development on the site. Based on the City's traffic generation rate for retail of 40 trips per 1,000 sf, an estimated 50,000 sf of retail is included in this alternative. Thus, the Specialty Food Market and Retail Alternative includes a 30,000-sf food market, and 50,000 sf of retail uses, such as restaurants, banks, convenience stores, and other neighborhood stores, totaling 80,000 sf for an FAR of 0.08.

Based on its similarity to the retail uses associated with the nearby Del Mar Highlands Town Center, it is assumed that the retail development would be constructed at the eastern end of the project site, and take access from El Camino Real, opposite the main entry to Del Mar Highlands Town Center. The specialty food market would likely be a stand-alone, one-story building. Convenience stores, banks, cleaners, etc, would be grouped into one or more single-story buildings. Larger restaurants would be expected to be constructed as stand-alone, one-story buildings. The retail uses would share landscaped, surface parking lots surrounding the stores. The retail development and associated parking lots would occupy an area of approximately 10 acres; leaving approximately 13 acres of the project site vacant.

12.11.2 Environmental Analysis

Transportation/Circulation/Parking

According to calculations completed by USAI (Appendix C.3), the Specialty Food Market Retail Alternative would generate 6,500 ADT. Compared to the proposed project, the Specialty Food Market Retail Alternative would result in an approximately 76-percent reduction in daily traffic trips. Traffic impacts resulting from this alternative under Existing Plus Project, Near-term With

Project, and Long-term Cumulative (Year 2030) With Project conditions are discussed below. Table 12.11-1 compares the peak hour traffic conditions related to the Specialty Food Market Retail Alternative with the proposed project.

Table 12.11-1
Traffic Generation Comparison of Specialty Food Market Retail Alternative with Proposed Project

	ADT		
Scenario	**Total**	**AM Peak Hour (In/Out)**	**PM Peak Hour (In/Out)**
Proposed Project	26,961	1,538 (1,057/481)	2,932 (1,231/1,701)
Specialty Food Market Retail Alternative	6,500	240 (162/78)	630 (315/315)
Difference	-20,461	-1,298 (-895/-403)	-2,302 (916/1,386)

Existing Plus Project

In the Existing Plus Project condition, potentially significant direct impacts would occur along two roadway segments under the Specialty Food Market Retail Alternative (refer to Attachments 2 and 3 in Appendix Q of the TIA included as Appendix C of the Draft EIR):

Segments

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

Intersections

No intersections would be significantly impacted.

Freeways

As with the project, impacts to freeway segments and metered freeway ramps would be less than significant under the Specialty Food Market Retail Alternative in the existing plus project condition.

In comparison to the proposed project, this alternative would avoid the impact of the proposed project on Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive. In addition, it would avoid the impact of the proposed project on three other local intersections.

Near-term With Project

In the Near-term condition, potentially significant direct impacts would occur along three roadway segments and three intersections under the Specialty Food Market Retail Alternative (refer to Attachments 4 and 5 in Appendix Q of the TIA included as Appendix C of the Draft EIR):

Segments

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

Intersections

- Del Mar Heights Road/I-5 NB ramps (LOS E in the PM peak hour);
- Del Mar Heights Road/High Bluff Drive (LOS E in the PM peak hour); and
- Del Mar Heights Road/El Camino Real (LOS E in the PM peak hour).

Freeways

As with the proposed project, impacts to freeway segments and metered freeway ramps would be less than significant under the Specialty Food Market Retail Alternative in the near-term condition.

In comparison to the proposed project, this alternative would avoid impacts of the proposed project on El Camino Real/SR 56 EB on-ramp and the Carmel Creek Road/Del Mar Trail intersection.

Long-term Cumulative (Year 2030) With Project

In the Long-term Cumulative (Year 2030) With Project condition, potentially significant direct impacts would occur along two roadway segments, five intersections, and two freeway ramp meters under the Specialty Food Market Retail Alternative (refer to Attachments 6, 7, and 8 in Appendix Q of the TIA included as Appendix C of the Draft EIR):

Segments

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

Intersections

- Del Mar Heights Road/I-5 NB Ramps (LOS F in the AM and PM peak hours);
- Del Mar Heights Road/High Bluff Drive (LOS E in the AM peak hour and LOS F in the PM peak hour);

- Del Mar Heights Road/El Camino Real (LOS F in the PM peak hour); and
- El Camino Real/SR 56 EB on-ramp (LOS F in the PM peak hour);.

Freeways

As with the Proposed Project, the addition of traffic from the Specialty Food Market Retail Alternative to traffic on I-5 and SR-56 would not result in significant segment impacts.

As with the Proposed Project, the addition of traffic from the Specialty Food Market Retail Alternative would have a significant impact to the following ramp meters.

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

The Specialty Food Market Retail Alternative would avoid the impact of the proposed project on Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive and the Carmel Creek Road/Del Mar Trail intersection.

Visual Effects and Neighborhood Character

The Specialty Food Market Retail Alternative would avoid significant impacts related to visual effects and neighborhood character. A food market and related retail would have a character similar to Del Mar Highlands Town Center to the east, and the single-story buildings associated with this alternative would be comparable to, or lower than, the buildings which are located adjacent to the project site. However, this alternative would have a negative visual impact resulting from retaining the central and westerly portions of the property in their current state. As discussed in Section 2.2.1 of the DEIR, this area has been mass graded in the past, and is generally void of vegetation, with the exception of weeds and street trees along Del Mar Heights Road. Thus, this alternative would retain the majority of the property in its current low aesthetic-quality condition.

Noise

This alternative would avoid significant noise impacts. As retail development is not sensitive to traffic noise, the Specialty Food Market Retail Alternative would avoid the significant noise impacts related to the proposed project. Although the retail uses would generate HVAC noise, there would be no noise sensitive land uses on the project site which could be adversely affected. Similarly, no noise sensitive uses occur adjacent development.

Paleontological Resources

Minimal grading would be expected to be required to construct a food market and related retail on the site. Thus, the Specialty Food Market Retail Alternative would result in less than significant paleontological resource impacts, and would avoid potentially significant impacts to paleontological resources resulting from the proposed project.

Biological Resources

With the smaller development footprint, it is likely that the Specialty Food Market Retail Alternative would be able to retain most, if not all, of the trees which would be impacted by the proposed project. Thus, the Specialty Food Market Retail Alternative would likely avoid potential significant impacts to nesting birds.

Health and Safety

Similar to the proposed project, construction of the Specialty Food Market Retail Alternative would involve the use or storage of construction-related hazardous materials (i.e., fuels and oils), which could pose a risk to off-site receptors in the event of an accidental spill. Long-term operations may also involve the transport, use, or storage of hazardous materials, but limited amounts of chemicals for routine maintenance (i.e., cleaners, paints, and pesticides for landscape maintenance) may be stored on site. Thus, health and safety impacts would be comparable to the proposed project.

Historical Resources

Because parking would be provided on surface lots, and deep exactions for footings or utilities would be unlikely, grading to construct the Specialty Food Market Retail Alternative would be limited to the areas already disturbed by past grading. Excavation for utilities may occur in some areas undisturbed by past grading, but the overall potential to encounter unknown subsurface historical resources is considered low. Thus, the Specialty Food Market Retail Alternative would result in less than significant impacts related to historical resources, and would avoid potentially significant impacts identified for the proposed project.

12.11.3 Conclusion

Implementation of the Specialty Food Market Retail Alternative would reduce or avoid significant impacts associated with the proposed project. Most notably, this alternative would avoid impacts to some of the roadway segments and intersections impacted by the proposed project. In addition, this alternative would avoid the neighborhood character impacts related to the proposed project by limiting building heights to one story, and reducing the square footage of buildings from 930,000 sf to 80,000 sf. Due to the limited footprint and grading requirements, this alternative would also avoid significant impacts related to biological, historical, and paleontological resources. As retail uses are not considered sensitive receptors, traffic noise impacts would be avoided by this alternative.

This alternative would not meet the basic objectives of the project. It would fail to develop a mixed-use project to serve the community, provide additional housing types in Carmel Valley, provide a place for public gathering and social interaction, or promote sustainable development principles and smart growth. Furthermore, the remaining 13 acres would be potentially subject to further development, in accordance with the Carmel Valley PDO. Thus, this alternative is considered infeasible.

12.12 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the discussion above, the No Development Alternative would be the environmentally-preferred alternative. This alternative would avoid all impacts associated with the proposed project.

The Specialty Food Market Retail Alternative is the environmentally superior alternative among the action alternatives because it would result in the least impact with respect to traffic (resulting in a 76-percent reduction in daily traffic trips over the proposed project), and avoid significant impacts related to visual effects and neighborhood character, biological resources, historical resources, paleontological resources, health and safety, and noise. Despite the reduction in impacts, significant traffic impacts would still occur under this alternative.