



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: September 6, 2013

PUBLIC NOTICE OF A
DRAFT ENVIRONMENTAL IMPACT REPORT

SAP No.: 24001819

The City of San Diego Development Services Department has prepared a draft Environmental Impact Report (EIR) for the following project and is inviting your comments regarding the adequacy of the document. The draft ENVIRONMENTAL IMPACT REPORT and associated technical appendices have been placed on the City of San Diego web-site at <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>. **Your comments must be received by October 21, 2013**, to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **Martha Blake, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line.

General Project Information:

- Project Name: CARROLL CANYON COMMERCIAL CENTER
- Project No. 240716 / SCH No. 2012081029
- Community Plan Area: SCRIPPS MIRAMAR RANCH
- Council District: 5

Subject: CARROLL CANYON COMMERCIAL CENTER. GENERAL PLAN AMENDMENT and COMMUNITY PLAN AMENDMENT to change the current land use designation from Industrial Park to Commercial, REZONE from IP-2-1 to CR-2-1, VESTING TENTATIVE MAP, PLANNED DEVELOPMENT PERMIT, SITE DEVELOPMENT PERMIT, and NEIGHBORHOOD DEVELOPMENT PERMIT to demolish two existing 76,241-square foot office buildings and associated facilities and to redevelop the project site with approximately 144,621 square feet of commercial retail space to include shops, financial institution(s), sit-down restaurant(s), fast service restaurant(s) and a parking structure. The 9.52-acre project site is located at 9850 Carroll Canyon Road within the Scripps Miramar Ranch Community Plan area. (LEGAL DESCRIPTION: A Portion of Parcel 1 of Parcel Map 4337, filed in the Office of the County Recorder of San Diego County, California). The site is not included on any Government Code listing of hazardous waste sites.

Applicant: Sudberry Properties

Recommended Finding: The draft EIR concludes that the project would result in significant environmental impacts to the following areas: **Land Use, Visual Quality/Neighborhood Character, Air Quality, Global Climate Change, Energy, Geologic Conditions, Hydrology and Water Quality, Health and Safety, Public Services and Facilities, and Public Utilities.**

Availability in Alternative Format: To request this Notice, the draft EIR, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Martha Blake at (619) 446-5375. The draft EIR and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies of either the Compact Disk (CD), a hard-copy of the draft EIR, or the separately bound technical appendices, they can be purchased for an additional cost. **For information regarding public meetings/hearings on this project, contact Jeannette Temple at (619) 557-7908.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on September 6, 2013.

Cathy Winterrowd
Assistant Deputy Director
Development Services Department



Advance Planning &
Engineering Division
(619) 446-5460

ENVIRONMENTAL IMPACT REPORT

Project No. 240716
SCH No. 2012081029

SUBJECT: CARROLL CANYON COMMERCIAL CENTER. GENERAL PLAN AMENDMENT and COMMUNITY PLAN AMENDMENT to change the current land use designation from Industrial Park to Commercial, REZONE from IP-2-1 to CR-2-1, VESTING TENTATIVE MAP, PLANNED DEVELOPMENT PERMIT, SITE DEVELOPMENT PERMIT, and NEIGHBORHOOD DEVELOPMENT PERMIT to demolish two existing 76,241-square foot office buildings and associated facilities and to redevelop the project site with approximately 144,621 square feet of commercial retail space to include shops, financial institution(s), sit-down restaurant(s), fast service restaurant(s) and a parking structure. The 9.52-acre project site is located at 9850 Carroll Canyon Road within the Scripps Miramar Ranch Community Plan area. (LEGAL DESCRIPTION: A Portion of Parcel 1 of Parcel Map 4337, filed in the Office of the County Recorder of San Diego County, California). Applicant: Sudberry Properties.

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121). As further described in the attached EIR, the City has determined that the project would have a significant environmental effect in the following areas: **Transportation/Traffic Circulation (direct and cumulative), Biological Resources (indirect), Noise (indirect relative to Biology), and Paleontological Resources (direct).**

It is further demonstrated in the attached EIR that the project would not result in a significant environmental effect in the following areas: **Land Use, Visual Quality/Neighborhood Character, Air Quality, Global Climate Change, Energy, Geologic Conditions, Hydrology and Water Quality, Health and Safety, Public Services and Facilities, and Public Utilities.**

Mitigation measures are proposed (Section 5.0) to reduce all Project impacts to below a level of significance. The attached EIR and Technical Appendices document the basis for the above Determination.

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures relative to **Transportation/Traffic Circulation, Biological Resources, and Paleontological Resources** are identified within each issue area discussion in Section 5.0, Environmental Analysis, of the EIR to reduce environmental impacts. The mitigation measures are also fully contained in Section 11.0, Mitigation Monitoring and Reporting Program, of the EIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS

Based on the requirement that alternatives be considered that may reduce significant impacts associated with the proposed project, the EIR considers the following Project Alternatives which are further detailed in the Executive Summary and Section 10.0 of the EIR:

1. No Project/No Build
2. No Project/Business-Light Industrial Park Alternative
3. Reduced Intensity Alternative

Under CEQA Guideline Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. Because the EIR identifies either of the No Project Alternatives as the environmental superior to the proposed project, the Reduced Intensity Alternative is selected as environmentally superior alternative. The Reduced Intensity Alternative results in reductions in the level of impacts associated with Transportation/Traffic Circulation, due to less traffic generated by that alternative. However, the Reduced Intensity Alternative would not accomplish most of the project's main goals and objectives.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Advanced Planning & Engineering Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the Draft Environmental Impact Report (EIR). No response is necessary and the letters are attached at the end of the EIR.
- () Comments addressing the accuracy or completeness of the Draft Environmental Impact Report (EIR) were received during the public input period. The letters and responses are located immediately after the Table of Contents.


Cathy Winterrowd
Assistant Deputy Director
Development Services Department

September 6, 2013

Date of Draft Report

Date of Final Report

Analyst: Blake

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

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

FEDERAL

MCAS Miramar (13)

STATE OF CALIFORNIA

Caltrans District 11 (31)

California Department of Fish and Game, South Coast Region (32)

Department of Toxics and Substances (39)

Regional Water Quality Control Board Region 9 (44)

State Clearinghouse (46A)

California Transportation Commission (51)

California Transportation Commission (51A)

California Transportation Commission (51B)

CITY OF SAN DIEGO

Mayor's Office (91)

Councilmember Lightner, District 1 (MS 10A)

Councilmember Faulconer District 2 (MS 10A)

Councilmember Gloria, District 3 (MS 10A)

Councilmember Cole, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Zapf, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Alvarez, District 8 (MS 10A)
Councilmember Emerald, District 9 (MS 10A)
Development Services
 EAS
 Transportation Development
 Engineering
 Fire
 Planning Review
 Landscaping
 Geology
 Long-Range Planning
 Plan Airports
 Facilities Financing
 DPM
Public Utilities Department
 Water/Wastewater
 Long Range Planning & Water Resources
Warren Lovell, San Diego Police Department (MS 776)
Larry Trame, San Diego-Fire and Rescue Department (MS603)
Library, Government Documents (81)
Central Library (81A)
Scripps Miramar Branch Library (81FF)
Lisa Wood, Environmental Services Department (93A)
Tom Tomlinson, Facilities Financing (93B)
City Attorney (93C)

OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS

San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
San Diego County Archaeological Society, Inc. (218)
Beeler Canyon Conservancy (436)
Scripps Miramar Ranch Planning Group (437)
Alliant International University (438)
Miramar Ranch North Planning Committee (439)
Scripps Ranch Civic Association (440)
Acquisitions, Walter Library USIS (441)



CARROLL CANYON COMMERCIAL CENTER

DRAFT ENVIRONMENTAL IMPACT REPORT

SEPTEMBER 2013

SCH NO. 2012081029
PTS NO. 240716

CARROLL CANYON COMMERCIAL CENTER

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LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-----------------|--|
| AB | Assembly Bill |
| ac | acre |
| ADD | Assistant Deputy Director |
| ADT | Average Daily Traffic |
| AEOZ | Airport Environs Overlay Zone |
| AF | acre-feet |
| AFY | acre-feet per year |
| AHM | Acutley Hazardous Materials |
| AIA | Airport Influence Area |
| ALS | advanced life support |
| ALUC | Airport Land Use Commission |
| ALUC Plan/ALCUP | Airport Land Use Compatibility Plan |
| AM/a.m. | morning |
| AMSL | above mean sea level |
| APCD | Air Pollution Control District |
| ARB | Air Resources Board |
| ASHRAE | American Society of Heating, Refrigerating, and Air-Conditioning Engineers |
| | |
| BAT | Best Available Technology Economically Achievable |
| BAU | business as usual |
| BCT | Best Conventional Pollutant Control Technology |
| BEIGIS | Biogenic Emissions Inventory Geographic Information System |
| BI | Building Inspector |
| BMP(s) | Best Management Practice(s) |
| | |
| CA | California |
| CAA | Federal Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| CAC | California Administrative Code |
| CAFE | Federal Corporate Average Fuel Economy standard |
| CalEEMod | California Emission Estimator Model |
| CalEPA | California EPA |
| Caltrans | California Department of Transportation |
| CAPCOA | California Air Pollution Control Officers Association |
| CBC | California Building Code |
| CCAP | California Climate Action Plan |
| CCR | California Code of Regulations |
| CDFG | California Department of Fish and Game |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEFS | California Emission Forecasting System |
| CPFS | criteria pollutant forecast system |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-------------------|--|
| CEIDARS | California Emission Inventory Development and Reporting System |
| CEQA | California Environmental Quality Act |
| CFC | chlorofluorocarbons |
| CFS/cfs | cubic feet per second |
| CGS | California Geologic Survey |
| CH ₄ | methane |
| CMP | Congestion Management Plan |
| CNEL | community noise equivalent level |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ e | CO ₂ equivalent |
| CNPS | California Native Plant Society |
| CR-2-1 | City of San Diego Commercial – Regional zone |
| CSVR | Consultant Site Visit Record |
| | |
| dB | decibel |
| dB(A) | A-weighted decibel |
| DEH | County Department of Environmental Health |
| ° | degrees, as in degrees Fahrenheit |
| DIF | Development Impact Fee |
| DSD | City of San Diego Development Services Department |
| | |
| EAS | City of San Diego Environmental Analysis Section |
| EDU | equivalent dwelling unit |
| EIR | Environmental Impact Report |
| EPA | Environmental Protection Agency |
| ESD | Environmental Services Department |
| ESL | Environmentally Sensitive Lands |
| et seq. | and the following |
| | |
| FAA | Federal Aviation Administration |
| FBA | Facilities Benefit Assessment |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| ft. | feet |
| FSC | Forest Stewardship Council |
| | |
| g | grams |
| g/bhp-hr | grams of particulate matter per brake horsepower hour |
| GCC | global climate change |
| GCP | General Construction Permit |
| GHG | greenhouse gas |
| g/l | gram per liter |
| GWP | global warming potential |
| | |
| HAPs | Hazardous Air Pollutants |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-------------------|---|
| HCFC | hydrochlorofluorocarbons |
| HCM | Highway Capacity Manual |
| HFC | hydrofluorocarbon |
| HFE | hydrofluorinated ethers |
| HMMD | Hazardous Materials Management Division |
| Hr/hr | hour |
| H ₂ S | hydrogen sulfide |
| H&SC | California Health and Safety Code |
| HUD | Federal Department of Housing and Urban Development |
| HVAC | heating, ventilation, and air conditioning |
| HVAC&R | heating, ventilation, air conditioning, and refrigerating |
| I- | Interstate, as in I-15 |
| IAQ | indoor air quality |
| IEPR | Integrated Energy Policy Report |
| Inc. | incorporated |
| IPCC | United Nations Intergovernmental Panel on Climate Change |
| IPM | Integrated Pest Management |
| IP-2-1 | City of San Diego Industrial Park zone |
| ISO | California Independent System Operator |
| IWRP | Integrated Water Resources Plan |
| K | Kindergarten |
| kg | kilogram |
| kV | kilovolt |
| kWh | kilowatt hour |
| lb/lbs | pound/pounds |
| LCFS | Low Carbon Fuel Standard |
| LDC | City of San Diego Land Development Code |
| LDR | Land Development Review |
| LEED | Leadership in Energy and Environmental Design |
| Leq | equivalent continuous sound level |
| LID | Low Impact Development |
| LOS | level of service |
| MCAS Miramar | Marine Corps Air Station Miramar |
| mgd | million gallons per day |
| µg/m ³ | micrograms per cubic meter |
| mg/m ³ | milligrams per cubic meter |
| MHPA | Multi Habitat Planning Area |
| Min/min | minute |
| M-IP | City of San Diego Manufacturing – Industrial Park zone |
| MMC | Mitigation Monitoring Coordination |
| MMRP | Mitigation Monitoring and Reporting Program |
| MMT | million metric tons |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|---------------------|---|
| MMTCO _{2e} | million metric tons equivalent CO ₂ |
| mph | miles per hour |
| MSCP | Multiple Species Conservation Program |
| MT | metric tons |
| MMT | million metric tons |
| MW | megawatt |
| MWh | megawatt hour |
| MWD | Metropolitan Water District of Southern California |
| MWWD | Metropolitan Wastewater Department |
| | |
| NAAQS | National Ambient Air Quality Standards |
| NB/nb | northbound |
| NF ₃ | nitrogen trifluoride |
| NOC | Notice of Completion |
| NOI | Notice of Intent |
| NOP | Notice of Preparation |
| No. | number |
| NO | nitrogen oxide |
| NO _x | oxides of nitrogen |
| NO ₂ | nitrogen dioxide |
| NPDES | National Pollution Discharge Elimination System |
| N ₂ O | nitrous oxide |
| | |
| O ₃ | ozone |
| OCA | off-site consequences analysis |
| OPR | The Governor's Office of Planning and Research |
| | |
| Pb | lead |
| PCD | Planned Commercial Development |
| PDFs | Project Design Features |
| PDP | Planned Development Permit |
| PFC | perfluorocarbon |
| PFFP | Public Facilities Financing Program |
| PID | Planned Industrial Development |
| PM/p.m. | afternoon |
| PM _{2.5} | particulate matter less than 2.5 microns in diameter |
| PM ₁₀ | particulate matter of 10 microns in diameter or smaller |
| ppm | parts per million |
| PRC | Public Resources Code |
| PVC | polyvinyl chloride |
| | |
| RAQS | Regional Air Quality Strategy |
| RCP | reinforced concrete pipe |
| RE | Resident Engineer |
| RMPP | Risk Management and Prevention Plan |
| ROG | Reactive Organic Gas |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-----------------|---|
| RPS | California's Renewable Portfolio Standard |
| RSA | Regionally Significant Arterial |
| RTP | Regional Transportation Plan |
| RUWMP | Regional Urban Water Management Plan |
| RWQCB | Regional Water Quality Control Board |
| SANDAG | San Diego Association of Governments |
| SB | Senate Bill |
| SB/sb | southbound |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCH | State Clearinghouse |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego Air Pollution Control District |
| SDCGHGI | San Diego County Greenhouse Gas Inventory |
| SDCRAA | San Diego County Regional Airport Authority |
| SDCWA | San Diego County Water Authority |
| SDFD | San Diego Fire-Rescue Department |
| SDG&E | San Diego Gas and Electric |
| SDPD | San Diego Police Department |
| sec. | second(s) |
| SF ₆ | sulfur hexafluoride |
| SIP | State Implementation Plan |
| SMACNA | Sheet Metal and Air Conditioning National Contractors Association |
| SO _x | sulfur monoxide |
| SO ₂ | sulfur dioxide |
| SR | State Route, as in SR-76 |
| SRRE | Source Reduction and Recycling Element |
| SWRCB | State Water Resources Control Board |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWS | southern willow scrub |
| TAC(s) | Toxic Air Contaminant(s) |
| T _c | time of concentration |
| TIA | Traffic Impact Analysis |
| TLV-STEL | Thresholds Limit Value – Short Term Exposure Limit |
| TLV-TWA | Threshold Limit Value – Time Weighted Average |
| TMDL | Total Maximum Daily Load |
| TNM | Traffic Noise Model |
| UBC | Uniform Building Code |
| UFC | Uniform Fire Code |
| UNFCCC | United Nations Framework Convention on Climate Change |
| U.S./US | United States |
| USAI | Urban Systems Associates, Inc. |

LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|-------|--------------------------------|
| USFWS | U.S. Fish and Wildlife Service |
| UWMP | Urban Water Management Plan |
| v/c | vehicle to capacity ratio |
| VMT | vehicle miles traveled |
| VOC | Volatile Organic Compounds |
| VTM | Vesting Tentative Map |
| WARM | Waste Reduction Model |
| WMP | Waste Management Plan |
| WSA | Water Supply Assessment |
| WQTR | Water Quality Technical Report |

EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) has been prepared for the Carroll Canyon Commercial Center project, a private development project located in the Scripps Miramar Ranch Community Plan area. This document analyzes the potential environmental effects associated with implementation of the project (including direct and indirect impacts, secondary impacts, and cumulative effects). Prepared under the direction of the City of San Diego's Environmental Analysis Section, this EIR reflects the independent judgment of the City of San Diego.

PURPOSE AND SCOPE OF THE EIR

This EIR has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended (PRC 21000 et seq.), State CEQA Guidelines (CAC 15000 et seq.), and City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the *Lead Agency* under whose authority this document has been prepared. As an informational document, this EIR is intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Carroll Canyon Commercial Center project.

This EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the proposed Carroll Canyon Commercial Center project. By recognizing the environmental impacts of the proposed project, decision-makers will have a better understanding of the physical and environmental changes that would accompany the project should it be approved. The EIR includes recommended mitigation measures which, when implemented, would provide the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment whenever feasible. Alternatives to the proposed project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

Actions associated with the proposed project include a General Plan Amendment and Community Plan Amendment to change the current land use designation from Industrial Employment to Commercial Employment, Retail, and Services, and Industrial Park to Community Shopping, respectively. The proposed project also requires a Rezone for the project site from IP-2-1 (Industrial-Park) to CR-2-1 (Commercial-Regional), a Planned Development Permit, a Site Development Permit, a Neighborhood Use Permit, and a Vesting Tentative Map. Planning Commission approved the initiation of an Amendment to the Scripps Miramar Ranch Community Plan on August 4, 2011 (Resolution No. 4717-PC). It is intended that this EIR, once certified, serve as the primary environmental document for those actions. According to Section 15162 of the CEQA Guidelines, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect;
- (2) Substantial changes occur with respect to the circumstances under which the project is

undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated August 8, 2012, has been prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the proposed Carroll Canyon Commercial Center project. A copy of the NOP and letters received during its review are included in Appendix A to this EIR.

Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Effects and Neighborhood Character
- Air Quality
- Global Climate Change
- Energy
- Noise
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Health and Safety
- Public Services and Facilities
- Public Utilities
- Cumulative Impacts

Based on the analysis contained in Section 5.0, *Environmental Analysis*, of this EIR, the proposed project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (indirect due to construction noise on adjacent off-site habitat), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Very Old Terrace Deposit.

PROJECT LOCATION AND SETTING

The Carroll Canyon Commercial Center project site is located in the northeast quadrant of I-15 and Carroll Canyon Road. Situated north of Carroll Canyon Road, east of I-15, a distance west of Scripps Ranch Boulevard, and south of an intermittent natural drainage corridor, the Carroll Canyon Commercial Center project site encompasses approximately 9.52 acres. Development would occur on 9.28 acres, and 0.24 acres would be dedication of right-of-way for adding an auxiliary lane to Carroll Canyon Road. Multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. An intermittent drainage corridor separates the Carroll Canyon Commercial Center site from Scripps Ranch High School to the northeast. Commercial office development is located immediately east of the project site. Mixed-use commercial retail and commercial office development occurs south of the project site along Carroll Canyon Road. Access to the project site is provided off Carroll Canyon Road. I-15 freeway ramps occur at Carroll Canyon Road, providing north- and south-bound access to the interstate. (For a detailed discussion of the project setting, please see Section 2.0, *Environmental Setting*.)

PROJECT BASELINE

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, “[a]n EIR *must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[...]. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*”

Baseline conditions for the Carroll Canyon Commercial Center project is the fully developed site located at 9850 Carroll Canyon Road. This development includes a single-story commercial office building, a two- to three-story commercial office use with partial basement level, associated facilities and utilities. All existing buildings are vacant and used only occasionally on a temporary basis. Baseline conditions also include existing landscaping, parking lots, entry drive and pedestrian sidewalks.

PROJECT BACKGROUND

The Carroll Canyon Commercial Center project site is currently developed with two existing vacant office buildings totaling 76,241 square feet, associated facilities, and surface parking. The project proposes replacement of the existing office complex with a commercial development that would include a mix of retail shops with a larger major tenant, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). The existing vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with approximately 144,621 square feet of commercial retail space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.) The project requires discretionary approvals including: a General Plan Amendment to change the land use designation from Industrial Employment to Commercial Employment, Retail, and Services; a Community Plan Amendment to change the current land use designation from Industrial Park to Community Shopping, a Rezone of the site from IP-2-1 (Industrial—Park) to CR-2-1 (Commercial—Regional), a Planned Development Permit (PDP), a Neighborhood Use Permit (NUP) for a Comprehensive Sign Plan, and a Vesting Tentative Map (VTM). A letter request for the initiation of a Community Plan Amendment was submitted on June 1, 2011. The initiation of the Scripps Miramar Ranch Community Plan Amendment was approved by City of San Diego Planning Commission on August 4, 2011.

PROJECT DESCRIPTION

To implement the Carroll Canyon Commercial Center project, the project applicant is requesting approval of an Amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Community Shopping and associated General Plan Amendment to change the land use designation for the project site from Industrial to Commercial Employment, Retail, & Services; a Rezone for the project site from IP-2-1 (Industrial-Park) to CR-2-1 (Commercial-Regional); a Vesting Tentative Map; a Neighborhood Use Permit; and a Planned Development Permit to allow deviation of minimum lot width. The project actions would allow for the proposed redevelopment of an existing, 76,241-square foot office complex with a new, 144,621-square foot retail commercial center to include a mix of retail shops with a larger major tenant, financial institution(s), sit-down restaurants(s), and fast service restaurant(s). Access will be at a proposed new traffic signal on Carroll Canyon Road.

POTENTIAL AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123(b)(2), an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by the agencies and the public, and issues to be resolved, including the choice among alternatives and whether and how to mitigate for significant effects. The NOP for the EIR was distributed on August 8, 2012, for a 30-day public review and comment period.

Presented in Table ES-1, *Summary of NOP Responses and Scoping Meeting Comments*, is a summary of the comments received as part of the City scoping process. (Please see Appendix A for a copy of the NOP and letters received during its review.)

Table ES-1. Summary of NOP Comments and Scoping Meeting Comments

| Issue Raised | Response |
|---|--|
| Department of Fish and Game – September 6, 2012 | |
| <p>This letter requests:</p> <ol style="list-style-type: none"> 1. the project address direct and/or indirect impacts to biological resources on or adjacent to the project site; 2. potential impact of alterations to existing drainage patterns and runoff volumes on sensitive species be addressed; 3. that native plants be used to the greatest extent feasible in landscaped areas to minimize the spread of invasive and non-native plants; and 4. the incorporation of bird safe elements in architectural design. | <p>The biological report prepared for the project is summarized in Section 5.8, <i>Biological Resources</i>, and includes a complete assessment of flora and fauna within and surrounding the project site, a discussion of the project's impacts on biological resources, and mitigation measures to reduce those impacts. Section 5.2, <i>Land Use</i>, address the project's consistency with the City's open space preservation plans.</p> |
| Department of Transportation – August 29, 2012 | |
| <p>This letter requests a traffic study be prepared for the proposed project that analyzes near- and long-term effects to State facilities and cumulative traffic impacts, and that mitigation measures are included. The geographic area of the traffic study is requested to include as a minimum all regionally significant arterial system segments and intersections. Analysis should include all freeway entrance and exit ramps where the proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities, as well as a focused analysis for project trips assigned to a State highway facility that is experiencing significant delay.</p> | <p>A traffic impact analysis was prepared for the proposed project and is summarized in Section 5.2, <i>Transportation/Traffic Circulation/Parking</i>, of the Draft EIR. The analysis evaluates existing conditions, Near Term, and Horizon Year (2035). Cumulative impacts were also analyzed. Impacts were identified for project area roadways, intersections, and freeway ramp meters. Mitigation measures have been identified.</p> |
| Rincon Band of Luiseño Indians – August 22, 2012 | |
| <p>This letter recommends the project locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their traditions and customs and that a Native American Monitor be present during any and all ground disturbances</p> | <p>Historical resources were evaluated as part of the initial study process for the EIR. It was determined that proposed project does not have the potential to result in impacts associated with historical resources. See Section 7.0, <i>Effects Fount Not to Be Significant</i>, of the EIR.</p> |

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

Section 5.0 of this EIR presents the *Environmental Analysis* of the proposed project. Based on the analysis contained in Section 5.0, *Environmental Analysis*, of this EIR, the proposed project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (indirect due to construction noise on adjacent off-site habitat), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Lindavista formation.

Table ES-2, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the Carroll Canyon Commercial Center project by issue area, as analyzed in Section 5.0, *Environmental Analysis*, of this EIR. The table also provides a summary of the mitigation measures proposed to avoid or reduce significant adverse impacts. The significance of environmental impacts after implementation of the recommended mitigation measures is provided in the last column of Table ES-2. Responsibilities for monitoring compliance with each mitigation measure are provided in Section 11.0, *Mitigation Monitoring and Reporting Program*, of this EIR.

Table ES-2. Summary of Environmental Impacts and Mitigation Measures

| Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|--|--|---|
| <p>Transportation/Traffic Circulation/Parking</p> <p>The project would result in a significant direct and cumulatively significant impact to a segment of Carroll Canyon Road, from I-15 to the proposed signalized project access (Impact 5.2-1).</p> <p>The project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and Black Mountain Road (Impact 5.2-2).</p> <p>The project would result in cumulatively significant impacts to the following intersections:</p> <ul style="list-style-type: none"> • Carroll Canyon Road and the I-15 southbound freeway ramps (Impact 5.2-3). • Carroll Canyon Road and the I-15 northbound ramps (Impact 5.2-4). <p>The project would result in cumulatively significant impacts on a segment of Carroll Canyon Road between the project's signalized access and Businesspark Avenue (Impact 5.2-5).</p> | <p>MM 5.2-1 Carroll Canyon Road (segment between I-15 and project signalized access) – Prior to issuance of the first building permit, the owner/permittee shall assure by permit and bond the construction of a raised median along the project frontage on Carroll Canyon Road, to the satisfaction of the City Engineer; and construction shall be completed and accepted by the City prior to issuance of first certificate of occupancy.</p> <p>MM 5.2-2 Carroll Canyon Road/Black Mountain Road Intersection Prior to issuance of the first building permit, the owner/permittee shall pay a fair share of 12.4 percent toward the intersection portion of PFFP improvements T-6 and T-91 and not the entire segment.</p> <p>MM 5.2-3 Carroll Canyon Road/I-15 SB Ramp Intersection Prior to issuance of the first building permit, the owner/permittee shall pay a fair share of 10.0 percent toward the PFFP improvement T-7A that has Transnet funding identified.</p> <p>MM 5.2-4 Carroll Canyon Road/I-15 NB Ramp Intersection Prior to the issuance of the first building permit, the owner/permittee shall assure by permit and bond to the satisfaction of the City Engineer the construction of a 14 foot wide approximately 425 foot long right turn lane extending from the west side of the project's signalized driveway entrance westerly to the northbound freeway on-ramp to I-15. Construction of the right turn lane shall be completed within 18 months after the issuance of a certificate of occupancy for the project.</p> | <p>Impacts to the affected street segments would be mitigated to below a level of significance.</p> <p>Mitigations measures for significant impacts at affected intersections call for a fair share contribution to improvements that also require contribution from other sources for their completion. Although the project's fair share contribution would mitigate the project's impacts, because completion of those improvements relies on funding by others, cumulative impacts at the Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 southbound ramp, and the Carroll Canyon Road I-15 northbound ramp intersections may not be fully mitigated. Project approval would require adoption of a Statement of Overriding Consideration for the project.</p> |

| Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|--|
| | <p>MM 5.2-5 Carroll Canyon Road Between Project Signalized Access and Businesspark Avenue – Prior to issuance of the first building permit, the owner/permittee shall pay a fair share of 6.8 percent toward the cost of a raised median between the signalized project access and Businesspark Avenue and shall assure by permit and bond the construction of the short segment of the raised median just east of the signalized project access as conceptually shown in the <i>Proposed Ultimate Striping Via Deferred Improvement Agreement exhibit (Prime Arterial)</i> by USA, Inc. 12/19/12, to the satisfaction of the City Engineer; and construction shall be completed and accepted by the City prior to issuance of the first certificate of occupancy. The cost of constructing the short segment of a raised median just east of the signalized project access will be credited towards the applicant's fair share responsibility of 6.8 percent for the eventual raised median between the signalized project access and Businesspark Avenue.</p> | |
| <p>Noise The project could result in potential indirect impacts due to construction activities to adjacent areas where raptors may nest, as well as other potential indirect impacts of noise on biological resources are considered significant.</p> | <p>Mitigation Measures 5.8-1 (MM 5.8-1) and 5.8-2 (MM 5.8-2) presented in Section 5.8, <i>Biological Resources</i>, would reduce project impacts to below a level of significance.</p> | <p>Mitigated to below a level of significance.</p> |
| <p>Biological Resources Project construction noise may result in indirect impacts to nesting raptors, which would be considered a potentially significant impact.</p> <p>Potential indirect impacts could occur due to an increase in urban pollutants entering sensitive water bodies, an increase in night lighting, habitat disturbance, edge effects, and pollutants (fugitive dust).</p> | <p>MM 5.8-1 Raptor Noise Mitigation</p> <ol style="list-style-type: none"> a. Prior to the Issuance of Grading Permits Prior to issuance of grading permits a qualified biologist shall determine the presence or absence of occupied raptor nests within the project site, with written results including proposed mitigation measures, submitted to the ADD Environmental designee of LDR prior to the preconstruction meeting. b. Prior to Start of Construction If active raptor nests are detected, the report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, | <p>Mitigated to below a level of significance.</p> |

| Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|-----------------------|---|--|
| | <p>monitoring schedules, etc.) to the satisfaction of the ADD of the LDR. Mitigation requirements determined by the project biologist and the ADD of LDR shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.</p> <p>c. During Construction</p> <ol style="list-style-type: none"> 1. If raptor nests are discovered during construction activities, the biologist shall notify the Resident Engineer (RE). 2. The RE shall stop work in the vicinity of the nests. The qualified biologist shall mark all pertinent trees and delineate the appropriate "no construction" buffer area as determined by a qualified biologist. <ul style="list-style-type: none"> - Raptors measure 1.B. (above), around any nest sites, satisfactory to the ADD Environmental designee of LDR. The buffer shall be maintained until the qualified biologist determines, and demonstrates in a survey report satisfactory to the ADD Environmental designee of LDR that any young birds have fledged. <p>d. Post Construction</p> <ol style="list-style-type: none"> 1. The biologist shall be responsible for ensuring that all field notes and reports have been completed, all outstanding items of concern have been resolved or noted for follow up, and that focused surveys are completed, as appropriate. 2. Within three months following the completion of monitoring, two copies of the Final Biological Monitoring Report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis, and conclusions of the Biological Monitoring Program (with appropriate graphics) shall be submitted to Mitigation Monitoring Coordination (MMC) for approval by the ADD Environmental | |

| Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|-----------------------|--|--|
| | <p>designee of LDR:</p> <ol style="list-style-type: none"> 3. This report shall address findings of active/inactive nests and any recommendations for retention of active nest, removal of inactive nests, and mitigation for offsetting loss of breeding habitat. 4. MMC shall notify the RE of receipt of the Final Biological Monitoring Report. <p>MM 5.8-2 Potential Indirect Impacts Prior to the issuance of any grading permits and/or the first pre-construction meeting, the owner/permittee shall submit evidence to the Assistant Deputy Director (ADD) of Land Development Review Division (LDR) verifying that a qualified biologist has been retained to implement the biological resources mitigation program as detailed below:</p> <ol style="list-style-type: none"> 1. Prior to the first pre-construction meeting, the applicant shall provide a letter of verification to the ADD of the LDR stating that a qualified Biologist, as defined in the City of San Diego Biological Resources Guidelines, has been retained. 2. At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the Mitigation Monitoring Coordination (MMC, a section of the Development Services Department Advanced Planning and Engineering) section which includes the name and contact information of the Biologist and the names of all persons involved in the Biological Monitoring of the project. 3. At least thirty days prior to the pre-construction meeting, the qualified Biologist shall verify that impact avoidance areas or other such information have been completed and updated. 4. The qualified biologist shall supervise the | |

| Environmental Impacts | Mitigation Measures | Level of Significance After Mitigation |
|---|---|--|
| | <p>placement of construction fencing (orange construction fencing, silt fencing, or other appropriate barriers) along the limits of disturbance as shown on the approved Exhibit A (to be prepared) prior to any clearing or grading activities.</p> <p>5. All construction activities (including staging areas) shall be restricted to the development area as shown on the approved Exhibit A. The qualified biologist shall inspect all construction fencing prior to construction and shall monitor construction activities to avoid impacts to offsite sensitive vegetation.</p> | |
| <p>Paleontological Resources The proposed project could result in direct impacts to paleontological resources as a result of grading, if grading occurs within the Very Old Terrace Deposit.</p> | <p>Mitigation Measures 5.10-1 (MM 5.10-1) presented in Section 5.10, <i>Paleontological Resources</i>, would reduce project impacts to below a level of significance.</p> | <p>Mitigated to below a level of significance.</p> |

There are no other sites or areas within Scripps Miramar Ranch or adjoining communities appropriately located, of sufficient size, and within the applicant's control that could develop in a manner similar to that proposed by the Carroll Canyon Commercial Center project. One other site located along the I-15 corridor is within the control of the project applicant and has the potential to provide retail commercial uses. That site is located in the Miramar Ranch North community, north of the proposed Carroll Canyon Commercial Center project site, in the southeast quadrant of I-15 and Scripps Poway Parkway. The site is much larger (approximately 35 acres) and is being planned as a lifestyle center, with mixed-use commercial retail and office development as the "Watermark" project. Development proposals for Watermark are under review by City staff. The Watermark site is located a substantial distance (approximately 2.5 miles) from the proposed Carroll Canyon Commercial Center project site and would not provide community-serving retail uses to serve employees in the adjacent business parks and residential neighborhoods in the nearby Scripps Miramar Ranch community and southern area of the Mira Mesa community located to the west of the project site.

In accordance with CEQA Guidelines Section 15126.6(f)(2), alternative locations for the proposed project would be considered if "*any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project would need to be considered for inclusion in the EIR.*" Moving the Carroll Canyon Commercial Center project to an alternative site in the community or other areas of the City would not avoid or substantially lessen the project's impact and could result in greater environmental effects. The project is proposed for a graded, previously developed site. The site has easy access to public streets and freeways. The project is able to partially mitigate traffic conditions in the area. Given traffic congestion in the City and County, traffic impacts from an alternative site could have the potential to impact circulation segments, intersections, and freeways and streets within residential neighborhoods. An alternate project site may not have the same proximity to employment uses and residences, which may result in longer driving trips to the project and subsequent increases in air quality and greenhouse gas impacts, and may not have easy access to freeway circulation.

A similar level of intensity as the proposed project constructed at another site in the City or County would have the same level of impacts relative cumulative waste generation and could also result in impacts to subsurface paleontological resources, depending on location. However, the project site has a potential advantage over other sites from an environmental resources standpoint, as the project site has already been fully developed and does not possess sensitive biological or important cultural resources. Other sites in the City or County may contain significant sensitive resources; and development on another site could result in impacts to biological resources and impacts to cultural resources, which would not occur at the proposed project site.

For these reasons, there are no other feasible alternative locations for the Carroll Canyon Commercial Center project as proposed that would meet the project's objectives. Therefore, the Alternative Location alternative has been rejected.

Alternatives Considered

Alternatives considered for the Carroll Canyon Commercial Center project, including a discussion of the "No Project" alternative, are addressed in detail in Section 10.0, *Alternatives*. Relative to the requirement to address a "No Project" alternative, CEQA Guidelines Section 15126.6(e) states that:

- (A) *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy or operation into the future.*
- (B) *If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.*

Alternatives to the Carroll Canyon Commercial Center project discussed in this EIR include the “No Project” alternative that is mandated by CEQA and other alternatives that were developed in the course of project planning and environmental review for the proposed project. Specifically, the following project alternatives are addressed in this EIR:

- Alternative 1 – No Project/No Build
- Alternative 2 – No Project/Business Light Industrial Park
- Alternative 4 – Reduced Intensity

Alternative 1 – No Project/No Build

The Carroll Canyon Commercial Center project proposes redevelopment of an existing office complex located on approximately 9.52 gross acres (9.28 net acres) with a commercial development that would include a mix of retail shops including a larger major tenant, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). The existing mostly vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with approximately 144,621 square feet of commercial retail space.

Under the No Project/No Build alternative, the proposed project would not proceed. Instead, the project site would remain as it is today, the existing buildings would not be demolished or redeveloped, and no new development would occur. This alternative assumes that the existing office buildings could, at some time, be occupied and used as multi tenant office space.

Alternative 2 – No Project/Business Light Industrial Park

The project includes a proposed Community Plan Amendment to change the land use designation from Industrial to Community Shopping and an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Commercial. While the EIR concludes that the proposed land use changes would not result in significant environmental impacts, the project would not be in strict conformation with the Scripps Miramar Ranch Community Plan and the City’s General Plan. Therefore, an alternative has been developed to evaluate development of the project site as a business/light industrial park to reflect the Industrial land use designation in the Scripps Miramar Ranch Community Plan, the Industrial Employment land use designation in the General Plan, and the underlying existing IP-2-1 zone.

The No Project/Business-Light Industrial Park alternative would involve the construction of a approximately 200,000-square foot, two-story, multi tenant building in accordance with the existing IP-2-1 Zone. All parking would be in surface parking lots. Architecture for this alternative would be modern, with clean lines and use of wood and stucco to blend with the surrounding business parks; and landscaping would occur in accordance with the City’s landscaping ordinance, ensuring that this alternative would result in an aesthetically pleasing architecture and design.

Alternative 3 – Reduced Intensity

The Carroll Canyon Commercial Center project would result in significant cumulative impacts associated with traffic. The project includes mitigation measures which would partially mitigate cumulative impacts associated with traffic circulation. A Reduced Intensity alternative was evaluated to determine if the project's direct traffic circulation impacts could be eliminated with a reduction in the project's overall development intensity.

In order to determine the development intensity for the Reduced Project alternative, the Carroll Canyon Commercial Center TIA was consulted. As concluded in the TIA and Section 5.2, *Transportation/Traffic Circulation/Parking*, of this EIR, the proposed project would result in significant cumulative impacts at three intersections along Carroll Canyon Road where unacceptable levels of service would occur during the AM and PM peak hours: Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 Southbound Ramps, and Carroll Canyon Road/I-15 Northbound Ramps. Development of a neighborhood shopping center of about 25,400 square feet in size (or an 82 percent reduction in the proposed project) would eliminate the near-term direct segment impact on Carroll Canyon Road between I-15 and the signalized project access.

Environmentally Superior Alternative

CEQA requires that the EIR identify the Environmentally Superior Alternative among all of the alternatives considered, including the proposed project. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. The environmental analysis of alternatives presented above is summarized in Table 10-1, *Comparison of Alternatives to Proposed Project*.

For the Carroll Canyon Commercial Center Project, the No Project/No Build alternative would be selected as the environmentally superior alternative, as the No Project/No Build alternative would result in fewer environmental effects. Similarly, the No Project/Business-Light Industrial Park alternative would also be environmentally superior to the proposed project as it, too, would result in fewer impacts than the proposed project. However, neither of these alternatives would meet any of the project objectives.

Because CEQA requires that, if the No Project alternative is selected as environmentally superior, then the EIR shall also identify an environmentally superior alternative among the other alternatives, the Reduced Density alternative would be selected as the environmentally superior alternative. The Reduced Density alternative would reduce the cumulatively significant environmental effects associated with the project. However, the Reduced Density alternative would not meet most of the project objectives.

1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

This Environmental Impact Report (EIR) is an informational document intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the proposed Carroll Canyon Commercial Center project. This document has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended [Public Resources Code (PRC) 21000 et seq.], State CEQA Guidelines [California Administrative Code (CAC) 15000 et seq.], and the City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the Lead Agency under whose authority this document has been prepared.

In accordance with CEQA Guidelines Section 15161 and as determined by the City of San Diego, this document constitutes a "Project EIR" and has been focused "*primarily on the changes in the environment that would result from the development project.*" The Carroll Canyon Commercial Center project proposes redevelopment of an existing office complex with a commercial development that would include a mix of retail shops, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). The existing vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with approximately 144,621 square feet of commercial retail space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.) The project requires discretionary approvals including: a General Plan Amendment to change the land use designation from Industrial Employment to Commercial Employment, Retail, and Services; a Community Plan Amendment to change the current land use designation from Industrial Park to Community Shopping, a Rezone of the site from IP-2-1 (Industrial—Park) to CR-2-1 (Commercial—Regional), a Planned Development Permit (PDP) to allow deviation of minimum lot width, a Site Development Permit (SDP) for the development of a large retail establishment of 100,000 square feet or more, a Neighborhood Use Permit for a Comprehensive Sign Plan, and a Vesting Tentative Map (VTM).

This EIR provides decision-makers, public agencies, and the general public with detailed information about the potential significant adverse environmental impacts of the proposed Carroll Canyon Commercial Center project. By recognizing the environmental impacts of the proposed project, decision-makers will have a better understanding of the physical and environmental changes that would accompany approval of the project. The EIR includes recommended mitigation measures which, when implemented, will lessen or avoid project impacts. The development of mitigation measures to lessen or avoid project impacts provides the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate feasible alternative development scenarios that can further reduce or avoid any significant impacts associated with the project.

1.1.1 Authority and Intended Uses of the EIR

Acting as the Lead Agency, the City of San Diego has determined that the Carroll Canyon Commercial Center project has the potential to create significant adverse environmental impacts. The City of San Diego Development Services Department (DSD), Environmental Analysis Section

(EAS), reviewed the proposed development and has required that an EIR be prepared as part of the project's environmental review process, in accordance with CEQA.

The analysis and findings in this document reflect the independent conclusions of the City of San Diego. Based on an environmental initial study conducted for the project, and the comments received in response to the Notice of Preparation (NOP) (see Appendix A), this EIR discusses the potential significant adverse effects of the project on a number of environmental issues. Where environmental impacts have been determined to be potentially significant, this EIR presents mitigation measures directed at reducing those adverse environmental effects and makes a determination relative to the ability of the mitigation measures to reduce impacts to below a level of significance. As stated in this EIR, the proposed project is able to reduce all significant impacts to below a level of significance with incorporation of mitigations measures presented in this EIR.

In addition, feasible alternatives to the proposed project have been developed - including the *No Project/No Build* alternative, the *No Project/Industrial Park* alternative, a *Reduced Development* alternative, and an *Alternative Location for the Project* alternative. An analysis of the impacts of those project alternatives compared to that of the proposed project provide a basis for consideration by decision-makers.

1.1.2 Availability and Review of the Draft EIR

After completion of the Draft EIR, a Notice of Completion (NOC) is published to inform the public and interested and affected agencies of the availability of the Draft EIR for review and comment. In addition, the Draft EIR is distributed directly to affected public agencies and to interested organizations for review and comment.

The EIR and all related technical studies are available for review or can be purchased for the cost of reproduction at the offices of the City of San Diego, Development Services Department, Land Development Review Division, located at 1222 First Avenue, Fifth Floor, San Diego, California 92101. Copies of the Draft EIR are also available at the following public libraries:

San Diego Public Library
Central Library
820 E Street
San Diego, California 92101

Scripps Miramar Ranch Library
10301 Scripps Lake Drive
San Diego, California 92131-1026

Agencies, organizations, and individuals have been invited to comment on the information presented in the Draft EIR during a 45-day public review period. Specifically, comments addressing the scope and adequacy of the environmental analysis have been solicited. Respondents have also been asked to provide or identify additional environmental information and/or other feasible alternatives that are germane to the project, but which they feel may not have been addressed in the analysis. Following the public review period, responses to the public review comments relevant to the adequacy and completeness of the EIR are prepared and compiled into the Final EIR. The City of San Diego City Council, prior to any final decision on the project, will consider the Final EIR for certification.

1.2 SCOPE AND CONTENT OF EIR

1.2.1 Scope of EIR

An NOP, dated August 8, 2012, has been prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the proposed Carroll Canyon Commercial Center project. A copy of the NOP and letters received during its review are included in Appendix A to this EIR.

Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the proposed project should address the following environmental issues:

- Land Use
- Transportation/Traffic Circulation/Parking
- Visual Quality/Neighborhood Character
- Air Quality
- Global Climate Change
- Energy
- Noise
- Biological Resources
- Geologic Conditions
- Paleontological Resources
- Hydrology/Water Quality
- Health and Safety
- Public Services and Facilities
- Public Utilities
- Cumulative Effects

Based on the analysis contained in Section 5.0, *Environmental Analysis*, of this EIR, the proposed project would result in significant impacts to: transportation/traffic circulation (direct and cumulative), noise (indirect due to construction noise on adjacent off-site habitat), and biological resources (indirect due to construction noise). Additionally, there is a potential for significant impacts to occur associated with paleontological resources, if grading occurs within the Very Old Terrace formation.

1.2.2 Format of EIR

Under each issue area presented above, Section 5.0, *Environmental Analysis*, of this EIR includes a description of the existing conditions relevant to each environmental topic; presents the threshold(s) of significance, based on the City of San Diego's CEQA Significance Determination Thresholds, for the particular issue area under evaluation; identifies an issue statement or issue statements; assesses any impacts associated with implementation of the project; provides a summary of the significance of any project impacts; and presents recommended mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. *Cumulative Impacts* are presented under a separate discussion section (Section 6.0) based on issues that were found to be potentially cumulatively significant. Section 7.0, *Effects Not Found to be Significant*, presents a brief discussion of the environmental effects of the project that were evaluated as part of the Initial Study process and were found not to be potentially significant. The EIR also includes mandatory CEQA discussion areas (Sections 8.0 and 9.0), which present a discussion of *Growth Inducement* and *Significant Irreversible Environmental Changes*, respectively, as well as a discussion of project *Alternatives* (Section 10.0) which could avoid or reduce potentially significant environmental impacts associated with implementation

of the project. Based on this general format, the following presents an outline of the various sections of the EIR for the Carroll Canyon Commercial Center project:

- **Executive Summary.** An overview of the EIR, a description of the proposed project, and a summary of impacts and mitigation measures are provided in this section. Areas of controversy, as well as any issues to be resolved, are also presented.
- **Section 1.0: Introduction.** The purpose of the EIR and a discussion of the public review process are provided in this section. This section also includes the scope and format of the EIR.
- **Section 2.0: Environmental Setting.** This section provides a description of the project location and the environment of the project site, as well as the vicinity of the project site, as it exists before implementation of the proposed project. The existing environmental setting and conditions as presented in Section 2.0 form the baseline upon which the analysis of potential environmental impacts associated with the project is based. A summary of the project's relationship to the City's General Plan and the Scripps Miramar Ranch Community Plan and existing zoning is also included as part of the Environmental Setting. This section also provides a general discussion of public services and facilities serving the project area.
- **Section 3.0: Project Description.** This section details the physical and operational characteristics of the project.
- **Section 4.0: History of Project Changes.** This section chronicles any physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.
- **Section 5.0: Environmental Analysis.** The existing environmental setting, potential environmental impacts, and recommended mitigation measures are discussed in this section. Unavoidable significant adverse impacts that remain after mitigation, if any, are also identified in this section.
- **Section 6.0: Cumulative Effects.** This section describes a list of past, present, and reasonably anticipated future projects in the surrounding area, which, in concert with build-out of the proposed project, may potentially contribute to significant cumulative impacts in the area. The impacts of these related projects in conjunction with the proposed project are analyzed in this section.
- **Section 7.0: Effects Not Found to be Significant.** This section identifies the issues where potential impacts were considered to be less than significant during the Initial Study process and describes the reasons why these possible significant environmental effects were deemed not to be significant. For the Carroll Canyon Commercial Center project, four environmental issue areas – *Agricultural and Forestry Resources*, *Historical Resources (Archaeological Resources and Historic Resources)*, *Mineral Resources*, *Recreation*, and *Population and Housing* – were determined during the Initial Study not to be potentially significant and, therefore, are not analyzed in Section 5.0 of this EIR. A brief discussion of those environmental issues and why each was determined not to be potentially significant is presented in this section.

- **Section 8.0: Growth Inducement.** This section discusses the project's potential to foster economic or population growth in the adjacent areas or in the City, either directly or indirectly.
- **Section 9.0: Significant Irreversible Environmental Changes.** This section describes potentially significant irreversible environmental changes that may be expected with the development of the proposed project.
- **Section 10.0: Alternatives.** Projects or development scenarios, which may occur on the site and meet most of the project's objectives, were developed as alternatives to the proposed project and are described in this section. Alternative sites where the proposed project may be feasibly constructed are also discussed. Specifically, the *Alternatives* section of this EIR addresses the following project alternatives:

Alternatives Considered but Rejected:

- Alternative Location for the Project

Alternatives Considered:

- No Project/No Build
 - No Project/Business-Light Industrial park
 - Reduced Development
- **Section 11.0: Mitigation Monitoring and Reporting Program.** This section documents the various mitigation measures required as part of the project.
 - **Section 12.0: References.** A list of the reference materials consulted in the course of the EIR's preparation is included in this section.
 - **Section 13.0: Individuals and Agencies Consulted.** Agencies and individuals contacted during preparation of the EIR are identified in this section.
 - **Section 14.0: Certification Page.** Persons and agencies responsible for the preparation of the EIR are identified in this section.

The Technical Appendices are printed under separate cover as an accompaniment to this EIR. The appendices contain the various supporting documents used in preparing the EIR, including:

- Appendix A - Notice of Preparation and Comment Letters
- Appendix B – Transportation Impact Analysis for Carroll Canyon Commercial Center
- Appendix C - Air Quality Technical Report
- Appendix D – Greenhouse Gas Evaluation
- Appendix E – Noise Study
- Appendix F – Carroll Canyon Commercial Center Biological Assessment Report
- Appendix G - Soils and Geologic Reconnaissance
- Appendix H – Water Quality Technical Report

- Appendix I – Preliminary Hydrology Report
- Appendix J - Letters/Responses to Service Providers
- Appendix K - Federal Aviation Regulations Part 77 Letters on Non-Obstruction and ALUCP Consistency Letter
- Appendix L – Waste Management Plan
- Appendix M – Preliminary Sewer Study

1.2.3 Incorporation by Reference

As permitted by Section 15150 of the CEQA Guidelines, this EIR has referenced several technical studies, analyses, and reports. Information from the documents, which has been incorporated by reference into this EIR, has been briefly summarized; the relationship between the incorporated part of the referenced document and the EIR is described. The documents and other sources, which have been used in the preparation of this EIR, are identified in Section 12.0, *References*. In accordance with Section 15150(b) of the CEQA Guidelines, the location where the public may obtain and review these referenced documents and other sources used in the preparation of the EIR is the City of San Diego Development Services Department, 1222 First Avenue, San Diego, California 92101.

1.3 EVALUATION OF ENVIRONMENTAL EFFECTS

The environmental analysis contained in this EIR has been developed to adequately address the environmental issues identified as needing further analysis. Additionally, this EIR addresses concerns raised by comments on the NOP, as presented under *Potential Areas of Controversy* in the *Executive Summary*.

The environmental impact analysis seeks to determine the significance of potential impacts and to develop appropriate mitigation for impacts that have been determined to be significant. In order to facilitate the analysis of each issue, a standard format was developed to analyze each issue thoroughly. This format is presented below, with a brief discussion of the information included within each topic.

1.3.1 Existing Conditions

This introductory discussion of each issue section describes the existing environmental conditions related to the specific issue being analyzed. In accordance with Section 15125 of the CEQA Guidelines, both the existing local and regional settings are discussed as appropriate and as they exist prior to implementation of the proposed project and during the preparation of this EIR. This section provides the baseline conditions with which environmental changes created by the project are compared and analyzed. The existing environmental conditions section is the baseline setting for documenting the nature and extent of environmental changes or impacts anticipated to result from project implementation.

1.3.2 Impact Analysis

This section presents an evaluation of the impacts that would result from implementation of the proposed project. The analysis is comprised of four subsections described below, specifically: *Threshold(s) of Significance*, *Impact Analysis*, *Significance of Impacts*, *Mitigation Measures*, and *Significance of Impacts following Implementation of Mitigation Measures* (as necessary).

Thresholds of Significance

Pursuant to Section 15064.7 of the CEQA Guidelines, a threshold of significance is an identifiable quantitative, qualitative, or performance level criterion or criteria. Non-compliance with the threshold(s) would normally mean the effect would be determined to be significant, and compliance with the threshold(s) would normally mean the effect would be determined to be less than significant.

The City of San Diego Development Services Department has developed significance thresholds, referred to as *California Environmental Quality Act Significance Determination Thresholds – Development Services Department* (January 2011), which provide the basis for distinguishing between impacts which are determined to be significant (i.e., impact exceeds the threshold of significance) and those which are typically less than significant. This EIR uses the Development Services Department's Thresholds of Significance to determine significance of potential impacts for each issue area evaluated in this document, with the exception of Global Climate Change.

The City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" (CAPCOA 2009) to determine whether a GHG analysis would be required for submitted projects. The CAPCOA report references a 900 metric ton guideline as a conservative threshold for requiring further analysis and possible mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use associated with projects, and other factors.

CAPCOA identifies project types that are estimated to emit approximately 900 metric tons of GHG's annually. This 900 metric ton threshold is roughly equivalent to 35,000 square feet of office space, 11,000 square feet of retail, 50 single family residential units, 70 multi-family residential units, and 6,300 square feet of supermarkets. Because the Carroll Canyon Commercial Center project proposes greater than 35,000 square feet of office space and greater than 11,000 square feet of retail space, the proposed project exceeds the CAPCOA threshold, requiring CEQA review of GHG emissions.

Impact Analysis

The impact analysis presented in this EIR begins with a specific "issue question" intended to clearly focus the discussion of the specific environmental issue. The analysis then identifies specific project-related direct and indirect, short-term and long-term, and unavoidable impacts associated with implementation of the Carroll Canyon Commercial Center project. A discussion of cumulative impacts is presented in a separate section titled *Cumulative Impacts* (Section 6.0).

Section 15126.2 of the CEQA Guidelines requires that an EIR "*identify and focus on the significant environmental effects of the proposed project.*" "Effects" and "impacts" have the same meaning under CEQA and are used interchangeably within this EIR. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Section 15382 of the CEQA Guidelines). With respect to each potential effect, an analysis has been conducted in this EIR to determine if and to what extent:

- The project causes the identified “impact;”
- The impact produces a substantial, or potentially substantial, change in the physical conditions within the area affected by the project (i.e., “significant”); and
- The changed conditions are “adverse.”

In accordance with Section 15145 of the CEQA Guidelines, if, after thorough investigation, a Lead Agency finds that a particular impact is too speculative, the agency should so note its conclusion and terminate discussion of the impact. Therefore, impacts found to be speculative in nature are not evaluated in this EIR.

Significance of Impacts

The *Significance of Impacts* subsection provides a concise and brief statement as to whether or not a project impact would constitute a significant environmental effect.

Mitigation Measures

This section identifies those mitigation measures that are required to reduce potentially significant environmental impacts and indicates whether those measures would reduce impacts to below a level of significance. As applicable, mitigation measures are discussed in the following terms:

- The specific technical requirements and details for all mitigation measures are described.
- The effectiveness of each measure; i.e., the extent to which the magnitude of impact will be reduced is addressed.
- If the proposed mitigation could result in a significant impact, the potential impact is disclosed and mitigation is provided.

Significance of Impacts following Implementation of Mitigation Measures

This conclusion statement addresses the level of significance following implementation of any recommended mitigation measures, as applicable.

1.4 RESPONSIBLE AND TRUSTEE AGENCIES

State law requires that all EIRs be reviewed by trustee and responsible agencies. A Trustee Agency is defined in Section 15386 of the State CEQA Guidelines as “a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California.” Per Section 15381 of the CEQA Guidelines, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency which have discretionary approval power over the project.” For the Carroll Canyon Commercial Center project, one State agency would be regarded as a Responsible Agency: the California Department of Transportation – District 11 (Caltrans). The state Regional Water Quality Control Board would have ministerial authority over the project, and the Federal Aviation Administration would have authority relative to review of the project as it relates to potential flight hazards for operations out of MCAS Miramar.

1.4.1 California Department of Transportation

The proposed project would result in impacts to State freeway ramps under the control of the California Department of Transportation (Caltrans). Project mitigation measures may require

permits from Caltrans to complete improvements within Caltrans' rights-of-way. The project applicant would be required to coordinate with Caltrans for these improvements.

1.4.2 Regional Water Quality Control Board

Pursuant to Section 401 of the Clean Water Act, the local Regional Water Quality Control Board (RWQCB) (Region 9) would be responsible for issuing a waiver or certification for any project actions resulting in the discharge of runoff from the site. Conformance with the Clean Water Act is established through compliance with the requirements of the National Pollution Discharge Elimination System (NPDES) for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable Best Management Practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. A *Water Quality Technical Report (WQTR)* has been completed for the project, which addresses BMPs and the SWPPP (See Appendix H of this EIR.) (Water Quality is addressed in Section 5.11, *Hydrology/Water Quality*, of this EIR.)

1.4.3 Federal Aviation Administration

The project's proximity to Marine Corps Air Station (MCAS) – Miramar requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has completed an initial request for the aeronautical study and has received Determination of No Hazard to Air Navigation for the project (see Appendix K). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed.

Additionally, the Carroll Canyon Commercial Center project was reviewed for consistency with the MCAS Airport Land Use Compatibility Plan (ALUCP) by the San Diego County Regional Airport Authority Land Use Commission (ALUC). The project site is located within the Airport Influence Area (AIA) for the MCAS Miramar ALUCP. Based on its letter dated October 25, 2012, the ALUC staff determined that the proposed project is consistent with the adopted MCAS Miramar ALUCP (see Appendix K). (The project's relationship to MCAS Miramar is addressed in Section 5.1, *Land Use*, of this EIR.)

2.0 ENVIRONMENTAL SETTING

2.1 REGIONAL SETTING

This EIR addresses potential environmental impacts associated with the proposed Carroll Canyon Commercial Center project, which is located in the Scripps Miramar Ranch community of the City of San Diego, within San Diego County (see Figure 2-1, *Regional Map*). The City of San Diego covers approximately 206,989 acres in the southwestern section of San Diego County, in southern California. The City is located approximately 17 miles north of the United States-Mexico border and is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the City of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated County of San Diego land. To the south, San Diego is bordered by the cities of Coronado, Chula Vista, and National City, as well as the United States-Mexico border. The Pacific Ocean is the City of San Diego's western border.

The Scripps Miramar Ranch community is located in the north-central portion of the San Diego Metropolitan area, predominantly within the northeast limits of the City of San Diego. The community is located approximately 16 miles north of downtown San Diego and 16 miles south of the City of Escondido's downtown. The communities of Miramar Ranch North and Sabre Springs are located immediately to the north of Scripps Miramar Ranch. The City of Poway is located beyond these communities to the northeast of Scripps Miramar Ranch. Interstate 15 (I-15) forms the community's western border. Beyond I-15 to the west lies the Mira Mesa community within the City of San Diego. MCAS Miramar is adjacent to Scripps Miramar Ranch on the south and east; Rancho Encantada comprises the northeastern project boundary, north of MCAS Miramar. A small County island is located immediately southwest of Scripps Miramar Ranch, bordered by I-15 and MCAS Miramar. As shown in Figure 2-2, *Vicinity Map*, the Carroll Canyon Commercial Center project site is located in the southwest portion of the Scripps Miramar Ranch Community, in the northeast quadrant of where Carroll Canyon Road crosses over the I-15 freeway.

2.2 PROJECT LOCATION

As shown in Figure 2-3, *Project Location Map*, the Carroll Canyon Commercial Center project site is located in the northeast quadrant of I-15 and Carroll Canyon Road. Situated north of Carroll Canyon Road, east of I-15, a distance west of Scripps Ranch Boulevard, and south of an intermittent natural drainage corridor, the Carroll Canyon Commercial Center project site encompasses approximately 9.52 gross acres. Multi-family residential development within the Mira Mesa community occurs west of the project site, on the west side of I-15. An intermittent drainage corridor separates the Carroll Canyon Commercial Center site from Scripps Ranch High School to the northeast. Commercial office development is located immediately east of the project site, with mixed-use commercial retail and commercial office development occurring south of the project site along Carroll Canyon Road. Access to the project site is provided off Carroll Canyon Road. I-15 freeway ramps occur at Carroll Canyon Road, providing north- and south-bound access to the interstate.

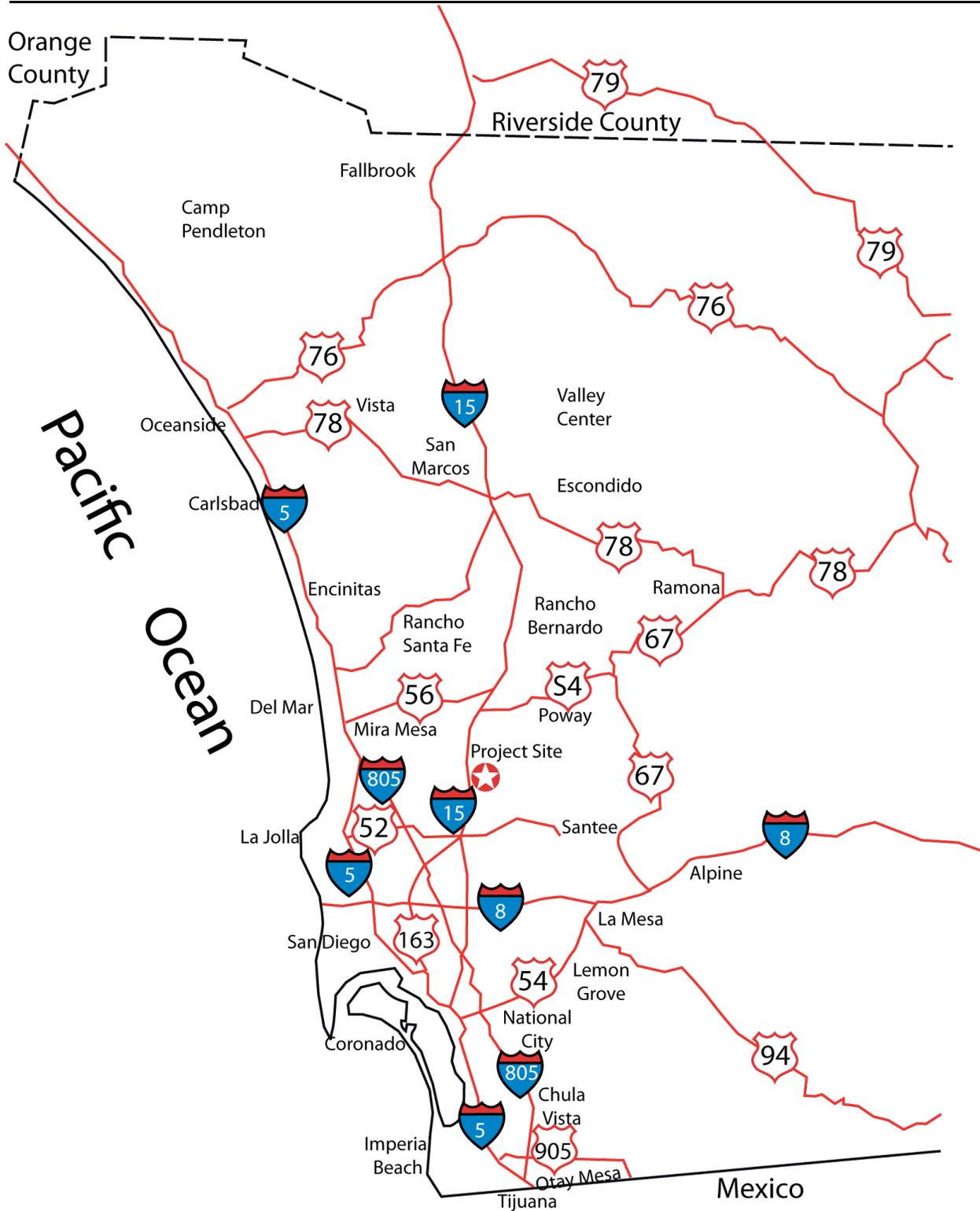


Figure 2-1. Regional Map

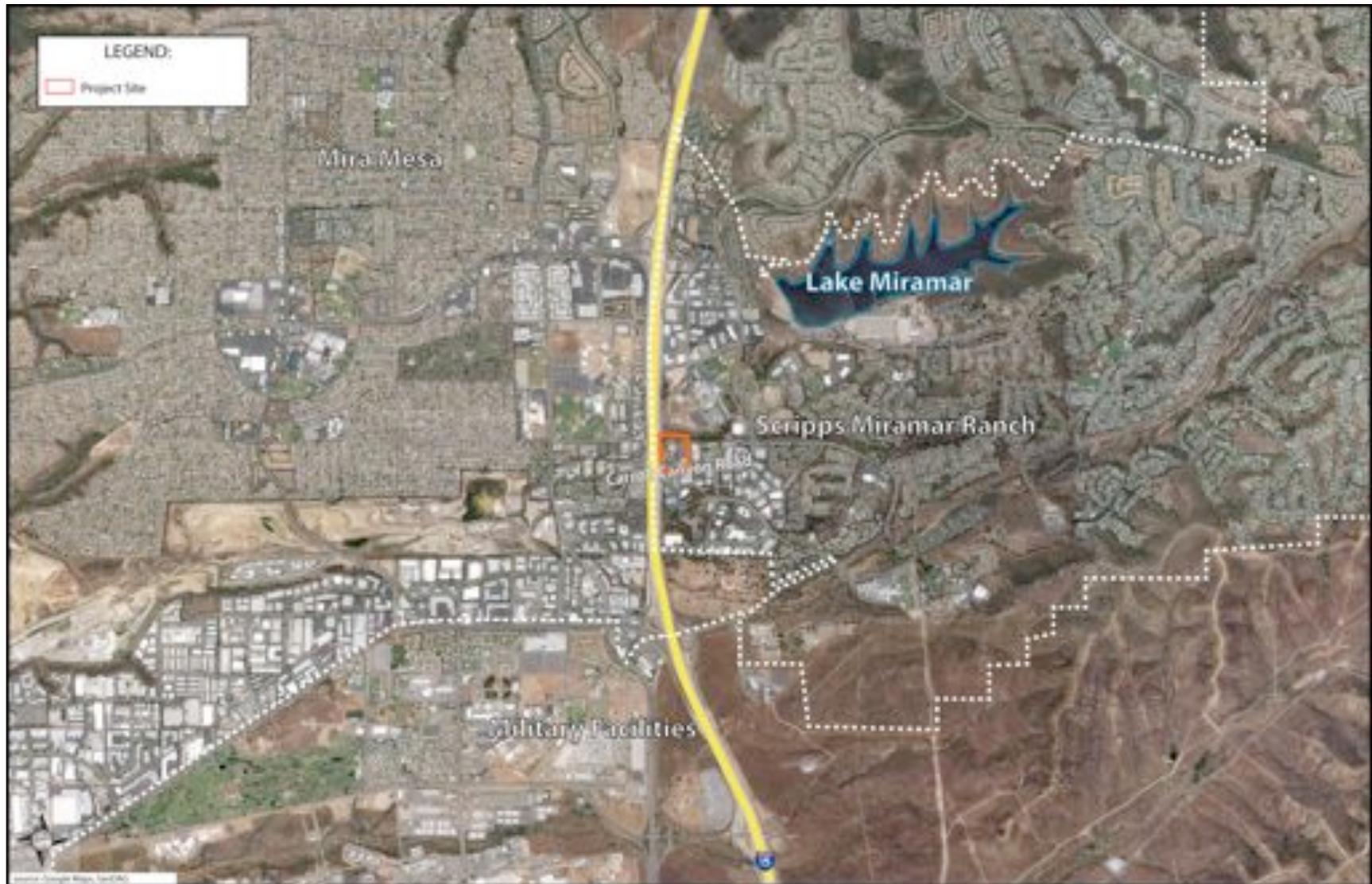


Figure 2-2. Vicinity Map



Figure 2-3. Project Location Map

The northern boundary for MCAS Miramar is located approximately one mile south of the project site. The majority of MCAS Miramar operations are located west of I-15, approximately three miles southwest of the project site. The project site is within the MCAS Miramar Airport Influence Area (AIA). (See Section 5.1, *Land Use*, for a discussion of the proposed project's relationship to MCAS Miramar's Air Compatibility Land Use Plan.)

2.3 PROJECT BACKGROUND

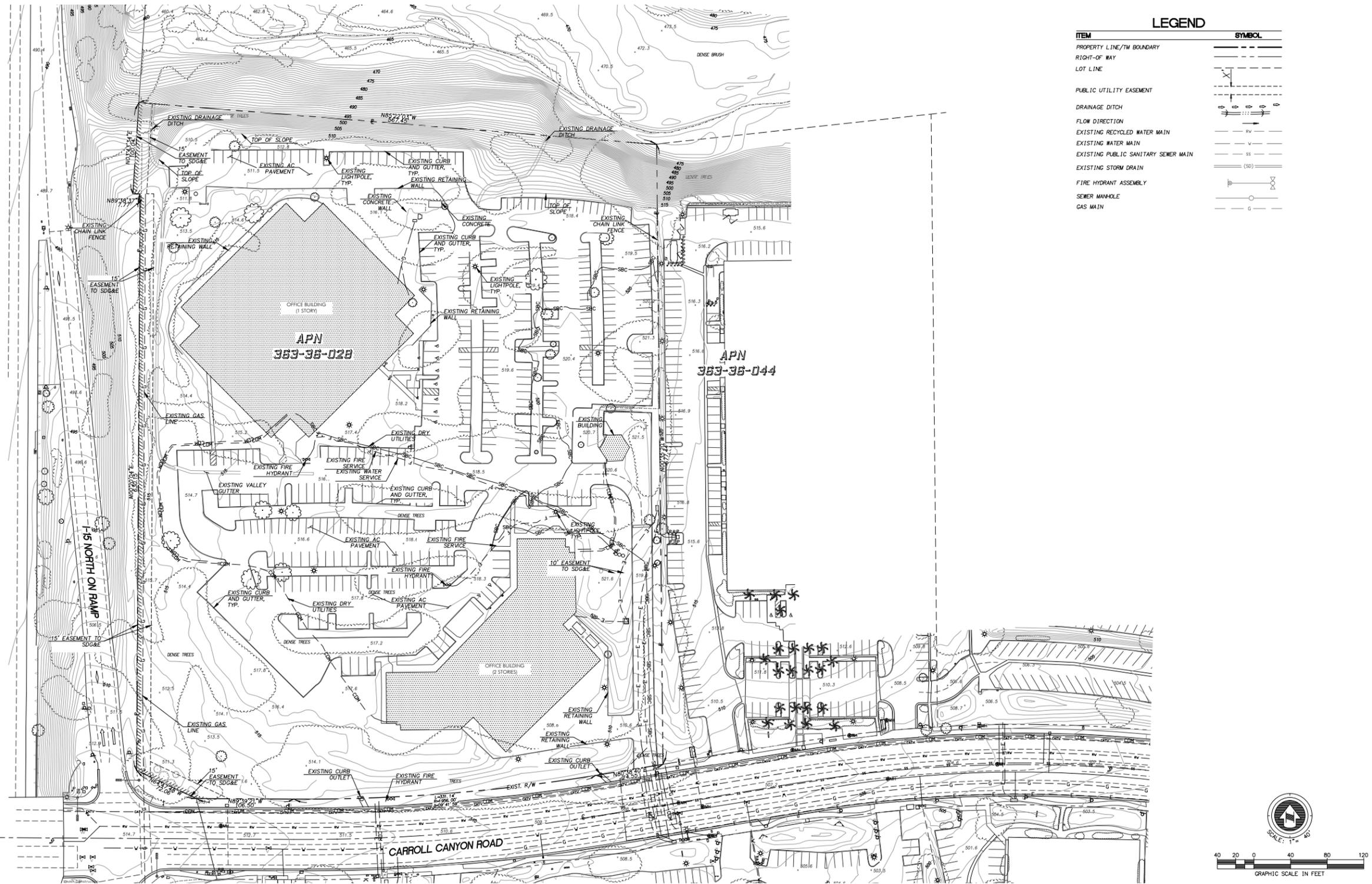
The Carroll Canyon Commercial Center project site is currently developed with two existing vacant office buildings totaling 76,241 square feet, associated facilities, and surface parking. The project proposes redevelopment of the existing office complex with a commercial development that would include a mix of retail shops, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). The existing vacant 76,241 square feet of office buildings and associated facilities would be demolished and replaced with approximately 144,621 square feet of commercial retail space. (For a full description of the proposed project, please see Section 3.0, *Project Description*.) The project requires discretionary approvals including: a General Plan Amendment to change the land use designation from Light Industrial to Community Commercial; a Community Plan Amendment to change the current land use designation from Industrial Park to Community Shopping, a Rezone of the site from IP-2-1 (Industrial—Park) to CR-2-1 (Commercial—Regional), a Planned Development Permit (PDP) to allow deviation of minimum lot width, a Site Development Permit (SDP) for the development of a large retail establishment of 100,000 square feet or more, a Neighborhood Use Permit (NUP) for a Comprehensive Sign Plan, and a Vesting Tentative Map (VTM). A letter request for the initiation of a Community Plan Amendment was submitted on June 1, 2011. The initiation of the Scripps Miramar Ranch Community Plan Amendment was approved by the City of San Diego Planning Commission on August 4, 2011.

2.4 EXISTING SITE CONDITIONS

The Carroll Canyon Commercial Center project site encompasses approximately 9.52 acres. The site has been previously graded and is fully developed as an office complex with two office buildings totaling 76,241 square feet. Parking is accommodated within surface parking lots with landscaping. Figure 2-4, *Existing Site Conditions*, depicts the current development on the project site.

2.4.1 Topography

The Carroll Canyon Commercial Center project site is comprised of a fully graded and developed site. Current site elevations vary from about 509 feet above mean sea level (AMSL) to 520 feet AMSL.



2.4.2 Biological Resources

As previously stated, the project site has been graded and fully developed. As such, the project site is essentially void of natural vegetation. Similar to many areas in the Scripps Miramar Ranch community, the site supports a number of mature eucalyptus trees. Due to the developed nature of the project site, the on-site conditions consist of non-native habitat and developed lands. To the north of the project site is a natural drainage corridor; however, little wildlife diversity or shelter or food for wildlife occurs within this corridor. Species observed are typical of urbanized or ruderal areas and lack the typical diversity observed in native habitats or non-native grasslands. *Biological Resources* are addressed in Section 5.8 of this EIR.

2.4.3 Cultural Resources

The Carroll Canyon Commercial Center project site has been graded and is fully developed. There are no known archeological sites identified within or near the project boundaries. As a result, there are no cultural resources present onsite. Due to the absence of cultural resources on or near the project site, Historical Resources (including Archaeological Resources and Historic Resources) are not required to be analyzed under CEQA. A discussion of cultural resources is included in Section 7.0, *Effects Found not to be Significant*, of this EIR.

2.4.4 Geologic Conditions

Undocumented fill, residual soil, and Very Old Terrace Deposits underlie the project site. According to the *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*, the project site is categorized as *Zone 52: Other level areas, gently sloping to steep terrain, favorable geologic structure, low risk*. There are no active faults crossing the site. Based on the geotechnical investigation performed for the proposed project, the proposed development is feasible. *Geological Conditions* are addressed in Section 5.9 of this EIR.

2.4.5 Paleontological Resources

The project site is underlain by Very Old Terrace Deposits, residual soil, and fill. Based on the City of San Diego's Paleontological Monitoring Determination Matrix, Very Old Terrace Deposits formation has a moderate potential for paleontological resources; residual soil and fill have no potential for paleontological resources. Paleontological resources are addressed in Section 5.10, *Paleontological Resources*, of this EIR.

2.4.6 Visual Resources

The Carroll Canyon Commercial Center project site is situated on 9.52 gross acres in the Scripps Miramar Ranch community. The project site has been graded and fully developed. Non-native landscaping occurs on the project site, which includes mature eucalyptus trees. North of the site is intermittent drainage vegetated in native species.

The project site is currently developed with two vacant office buildings that are only occasionally used on a temporary basis, approximately 76,241 square feet in size, and surface parking. The building on the southwestern portion of the site, adjacent to Carroll Canyon Road, is a split-level two-and three-story building with a partial basement level. The building on the northeastern portion of the project site is a single story with no basement level. Visual resources are addressed in Section 5.3, *Visual Quality/Neighborhood Character*, of this EIR.

2.5 SURROUNDING LAND USES

The Carroll Canyon Commercial Center project site is situated just east of the I-15 freeway and north of Carroll Canyon Road. To the east is additional commercial office development. North of the Carroll Canyon Commercial Center project site is a natural drainage corridor. Beyond that is Scripps Ranch High School and an office building site. To the west of the project site, beyond I-15, is multi-family residential developments. South of the project site is a commercial retail shopping center; a distance farther south is the boundary for MCAS Miramar. Figure 2-5, *Surrounding Land Uses*, shows the land uses surrounding the project site.

2.6 PUBLIC INFRASTRUCTURE AND SERVICES

Public services are those amenities that serve residents on a community-wide basis. These services include fire protection, police protection, emergency medical, libraries, schools, and parks, as well as their maintenance. Future employees of and visitors to the Carroll Canyon Commercial Center project may require use of these services.

The following is a general discussion of the public services and facilities which would be required for the Carroll Canyon Commercial Center project based on correspondence and telephone conversations with service providers (see Appendix J, Letters/Responses to Service Providers), in addition to information obtained from the City of San Diego General Plan. (See Section 5.13, *Public Services and Facilities*, for an evaluation of the proposed project's possible impacts on public services and facilities.) This discussion does not include a detailed description of parks, public schools, or libraries. Such services are residentially-driven. While employees of and visitors to uses within the Carroll Canyon Commercial Center could use these services, they would likely use them in the communities in which they reside.

2.6.1 Police

Police protection for the Carroll Canyon Commercial Center would be provided by the San Diego Police Department. The goals of police service within San Diego are to provide for safe, peaceful, and orderly communities; and to respond to community needs, respect individuals, develop partnerships, manage emergencies, and apprehend criminals with the highest quality of service. Until the 1980s, the City provided its police services citywide, primarily from a single centralized facility. Several in-house and consultant studies were conducted during the 1970s to evaluate the benefits of decentralizing police functions. As a result of these studies, it was determined that several area stations were to be established throughout the City to better serve individual communities. To accomplish this, a twenty-year plan was developed to establish four new area police stations (Southeastern, Western, Eastern, and Northeastern), replace the existing Southern Division station, construct a new Administrative and Technical Center to replace the existing police headquarters, and relocate the Central Division. Developing needs also led to the construction of a Mid-City Division facility and a centralized Traffic Division facility.



Figure 2-5. Surrounding Land Uses

The Scripps Miramar Ranch community is served by the Northeastern Division facility located at 13396 Salmon River Road. The Northeastern Division serves the communities of Carmel Mountain, Miramar, Miramar Ranch North, Mira Mesa, Rancho Bernardo, Rancho Encantada, Rancho Peñasquitos, Sabre Springs, and Scripps Miramar Ranch. To better serve local communities, the San Diego Police Department has established Community Relations Storefront locations throughout the City. The Northeastern has two storefront locations: the Mira Mesa/Scripps Ranch Storefront at 8450 #A Mira Mesa Boulevard, and the Rancho Bernardo Storefront at 17110 Bernardo Center Drive. Additionally, in order to best manage emergencies as development and population growth occurs, the City of San Diego has established the following average response time guidelines:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

2.6.2 Fire Safety

The goal of Fire-Rescue service within San Diego is to protect life, property, and the environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education. The San Diego Fire-Rescue Department is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans and participates in multi-jurisdictional disaster preparedness efforts. In the event of a large wildfire within or threatening City limits, the City's Fire-Rescue Department can be assisted by the California Department of Forestry, Federal Fire Department, or other local fire department jurisdictions.

A policy of San Diego Fire-Rescue is to locate, staff, and equip fire stations to meet established response times. There are two fire stations located near the Scripps Miramar Ranch community in order to facilitate expeditious response times: Station Number 37 located at 10750 Scripps Lake Drive, and Station Number 44 located at 10011 Black Mountain Road.

Response time estimates for the Carroll Canyon Commercial Center (current parcel address 9580 Carroll Canyon Road) are calculated using San Diego Fire-Rescue's 911 Computer Aided Dispatch System's (CAD) point to point routing. This application uses the road network generating the closest path from the fire station address to the requested location. The below times include chute:

Engine

- Engine E44 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- E38 from Fire Station 38 at 8441 New Salem St. = 6.4 minutes
- E37 from Fire Station 37 at 11640 Spring Canyon Rd. = 6.6 minutes
- E40 from Fire Station 40 at 13393 Salmon River Rd. = 8.0 minutes

Truck

- Truck T44 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- T40 from Fire Station 40 at 13393 Salmon River Rd. = 8.0 minutes

Battalion Chief

- Battalion Chief B7 from Fire Station 44 at 10011 Black Mountain Rd. = 2.8 minutes
- MC61 from Miramar Fire Station 61 located off Mitscher Wy. = 7.1 minutes
- PDC from Poway Fire Station 1 at 13050 Community Rd. = 12.1 minutes
- B5 from Fire Station 35 at 4285 Eastgate Mall = 13.96

Distribution of Fire Stations

To treat medical patients and control small fires, the first-due unit should arrive within 7:30 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1:30 minutes/seconds company turnout time and five minutes drive time in the most populated areas.

Multiple-Unit Effective Response Force for Serious Emergencies

To confine fires near the room of origin, to stop wildland fires to under three acres when noticed promptly and to treat up to five medical patients at once, a multiple-unit response of at least 17 personnel should arrive within 10:30 minutes/seconds from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute dispatch time, 1:30 minutes/seconds company turnout time and 8 minutes drive time spacing for multiple units in the most populated areas.

Adopted Fire Station Location Measures

To direct fire station location timing and crew size planning as the community grows, the adopted fire unit deployment performance measures based on population density zones are listed in the table below:

**Deployment Measures for San Diego City Growth
By Population Density Per Square Mile**

| | Structure Fire Urban Area | Structure Fire Rural Area | Structure Fire Remote Area | Wildfires Populated Areas |
|------------------------------------|--------------------------------------|--|---------------------------------------|---|
| | >1,000- people/sq. mi. | 1,000 to 500 people/sq. mi. | 500 to 50 people/sq. mi. * | Permanent open space areas |
| 1 st Due Travel Time | 5 | 12 | 20 | 10 |
| Total Reflex Time | 7.5 | 14.5 | 22.5 | 12.5 |
| 1 st Alarm Travel Time | 8 | 16 | 24 | 15 |
| 1 st Alarm Total Reflex | 10.5 | 18.5 | 26.5 | 17.5 |

Aggregate Population Definitions:

Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population “cluster,” these measures guide the determination of response time measures and the need for fire stations:

| Area | Aggregate Population | First-Due Unit Travel Time Goal |
|----------------|----------------------|---------------------------------|
| Metropolitan | > 200,000 people | 4 minutes |
| Urban-Suburban | < 200,000 people | 5 minutes |
| Rural | 500 - 1,000 people | 12 minutes |
| Remote | < 500 | > 15 minutes |

Brush management is considered an integral key component of an overall Fire Preparedness and Management Plan. For the Carroll Canyon Commercial Center project, brush management is addressed in Section 5.12, *Health and Safety*.

2.7 PLANNING CONTEXT

Development projects within the City of San Diego are guided by the City’s General Plan. More specifically, however, development proposals are reviewed in accordance with the Community Plan for the community in which they are located. The project site encompasses 9.52 acres within the Scripps Miramar Ranch Community Plan Area. In addition to the General Plan, for the Carroll Canyon Commercial Center project, the Scripps Miramar Ranch Community Plan applies. (See Section 5.1, *Land Use*, of this EIR for a detailed discussion of the planning documents and policies affecting development of the project site.)

2.7.1 City of San Diego General Plan

The City’s General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. As such, the plan and development guidelines it identifies pertain to the project site. Elements of the General Plan address the following issue areas: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. The General Plan identifies the project site as Industrial Employment (Figure 2-6, *City of San Diego General Plan Land Use Map*). Land use is addressed in Section 5.1, *Land Use*, of this EIR.

The project site is designated as Industrial Employment in the City of San Diego General Plan and is not within an area identified as Prime Industrial Lands. The project proposes a change in land use from Industrial Employment to Community Commercial. Impacts due to proposed land use designation and zoning changes are discussed in Section 5.1.

2.7.2 Scripps Miramar Ranch Community Plan

The project site is governed by the Scripps Miramar Ranch Community Plan, which was first adopted by the San Diego City Council in 1978. Several amendments have occurred since its adoption, with the most recent amendment occurring in 2011.

According to the adopted Scripps Miramar Ranch Community Plan, the project site is designated for Industrial Park uses (see Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*). The project proposes an amendment to the Community Plan to change the existing land use designation to Community Shopping. Section 3.0, *Project Description*, describes the proposed Community Plan Amendment; and Section 5.1, *Land Use*, addresses the environmental effects that would result from the proposed change in land use.

2.8 ZONING

Zoning for the Carroll Canyon Commercial Center project site is governed by the City's Land Development Code (LDC). Within the Scripps Miramar Ranch community, the project site is currently zoned IP-2-1 (Industrial-Park). (See Figure 2-8, *Existing Zoning*.) The purpose of the City's IP zones is to provide for high quality science and business park development. The property development standards of this zone are intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping. Restrictions on permitted uses and signs in this zone are provided to minimize commercial influence. The IP-2-1 zone allows a mix of light industrial and office uses.

The project proposes to rezone the project site from the existing IP-2-1 zone to CR-2-1 (Commercial-Regional). *Proposed Zoning* for the project is presented in Section 3.3.2. (The project site is also within the Airport Land Use Compatibility Overlay Zone, which provides supplemental regulations to implement the ALUCP for MCAS Miramar, as addressed in Section 2.9, *MCAS Miramar ALUCP*.)

2.9 MCAS MIRAMAR ALUCP

As shown in Figure 2-9, *MCAS Miramar – Airport Influence Area Map*, the Carroll Canyon Commercial Center project area is located within the AIA identified in the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar. The basic function of the ALUCP is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible land uses. The ALUCP safeguards the general welfare of the inhabitants within the vicinity of MCAS Miramar and the public in general. (See Section 5.1, *Land Use*, for a discussion of the project site's relationship with the MCAS Miramar ALUCP.) The ALUCP provides policies and criteria for the City of San Diego to implement and for the Airport Land Use Commission (ALUC) to use when reviewing development proposals that require rezones and/or plan amendments. The City of San Diego implements the ALUCP policies and criteria with the Supplemental Development Regulations contained in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the City's Municipal Code).

There are two Review Areas for MCAS Miramar. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Specifically, Review Area 1 encompasses locations exposed to noise levels of *CNEL* 60 dB or greater together with all of the safety zones depicted on the associated maps in the ALUCP. Within Review Area 1, *all* land use plan amendment and rezone actions are to be submitted to the *ALUC* for review and determination of consistency with the ALUCP.

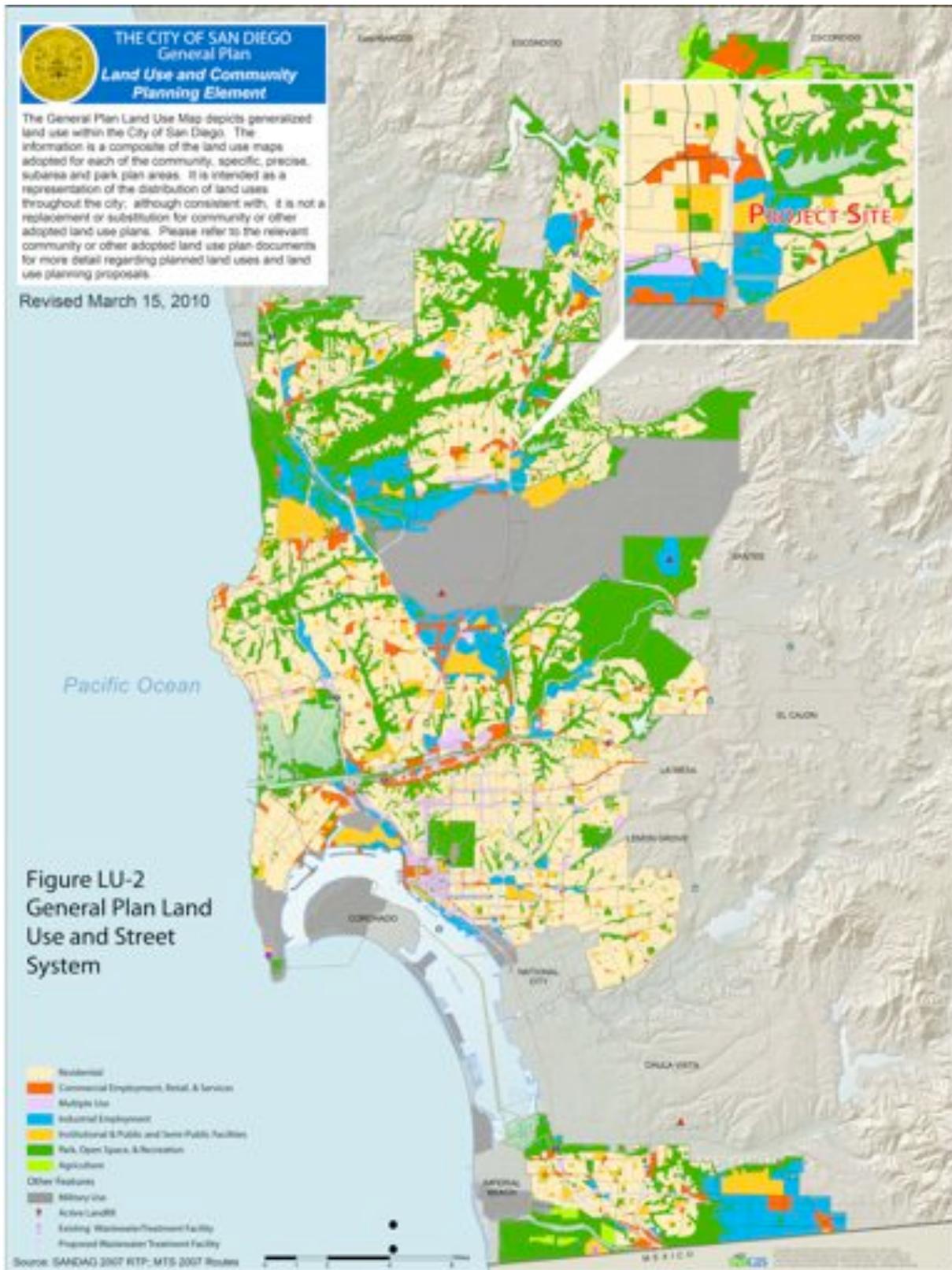


Figure 2-6. City of San Diego General Plan Land Use Map

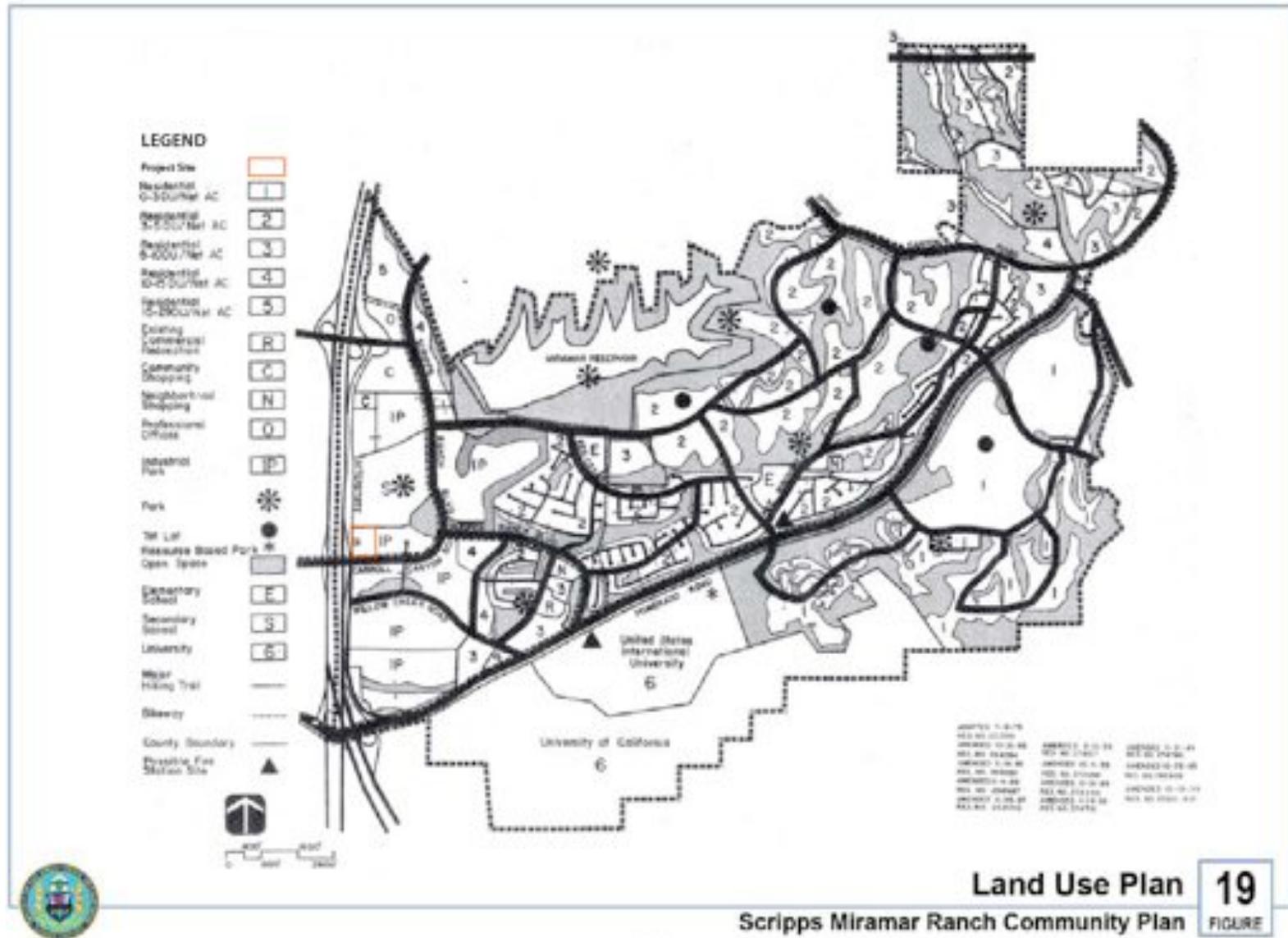


Figure 2-7. Scripps Miramar Ranch Community Plan Land Use Map

Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas depicted on the associated maps in the ALUCP. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The additional function of this area is to define where various mechanisms to alert prospective property owners about the nearby airport are appropriate. Within Review Area 2, only land use actions for which the height of objects is an issue are subject to *ALUC* review.

The project site is within Review Area 1. The project's proximity to MCAS – Miramar requires notification to the Federal Aviation Administration (FAA) in order to conduct an Obstruction Evaluation/Airport Airspace analysis under Title 14 code of Federal Regulations, Part 77. The project has received Determination of No Hazard to Air Navigation for the project (see Appendix J). Individual structures would be required to file subsequent notification to the FAA at least 30 days before the earlier of a) the date proposed construction or alteration is to begin, or b) the date the application for a construction permit would be filed. (The project's relationship to MCAS Miramar is addressed in Section 5.1, *Land Use*, of this EIR.)

The MCAS Miramar ALUCP addresses four types of airport land use compatibility concerns: noise, safety, airspace protection, and overflight. Noise contours have been established for the purpose of evaluating the noise compatibility of land use development in the AIA of MCAS Miramar. The Carroll Canyon Commercial Center project site is within the 60 to 65 decibel (dB) community noise equivalent level (CNEL) noise exposure contours for MCAS Miramar. (See Section 5.7, *Noise*, for a discussion on noise impacts, including those from aircraft activity at MCAS Miramar.) Safety zones for the MCAS Miramar ALUCP have been established for the purpose of evaluating the safety compatibility of land use development in the AIA. The Carroll Canyon Commercial Center project site is not located within a safety zone. Airspace protection surfaces have been established by the FAA to evaluate the airspace compatibility of land use development within the AIA. The Carroll Canyon Commercial Center project is within the conical surface Airspace Protection Area. The project site is within the Overflight Notification Area zone. Impacts relative to the project compatibility with MCAS Miramar are discussed in Section 5.1, *Land Use*.

2.10 BASELINE CONDITIONS

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, “[a]n EIR *must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[...]. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*”

Baseline conditions for the Carroll Canyon Commercial Center project is the fully developed site located at 9850 Carroll Canyon Road. This development includes a single-story commercial office building, a two- to three-story commercial office use with partial basement level, associated facilities and utilities. All existing buildings are vacant and used only occasionally on a temporary basis. Baseline conditions also include existing landscaping, parking lots, entry drive, and pedestrian sidewalks.

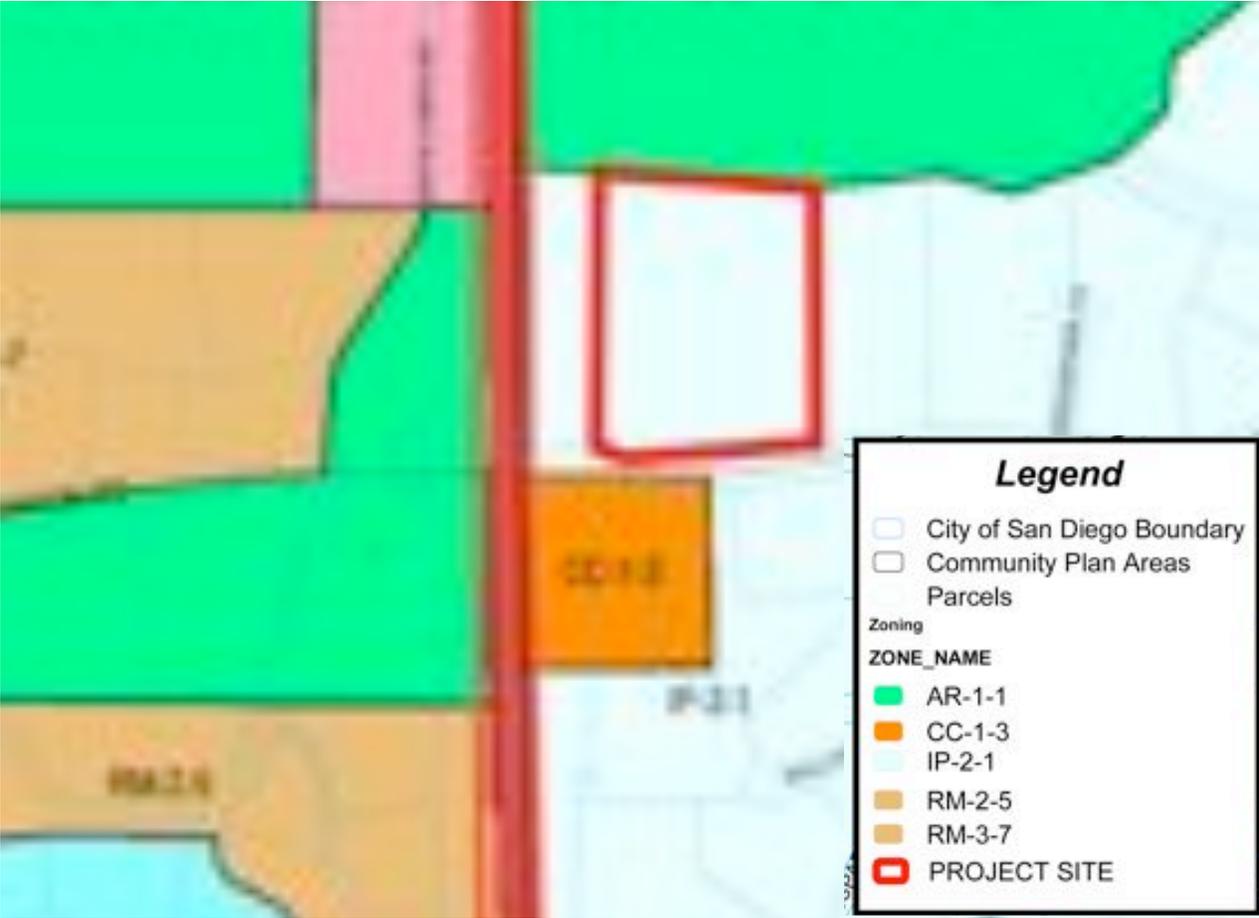


Figure 2-8 Existing Zoning

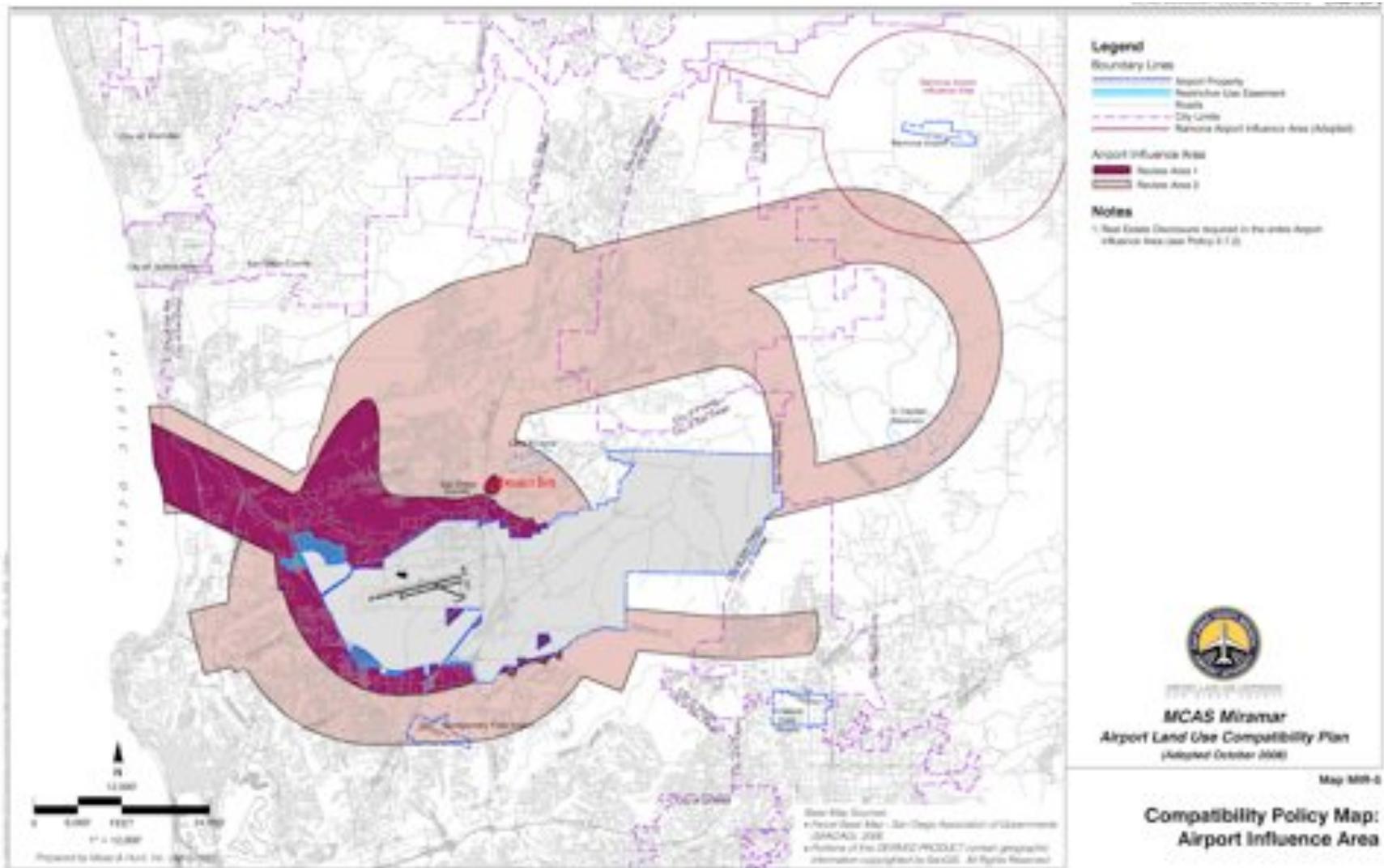


Figure 2-9. MCAS Miramar – Airport Influence Area Map

3.0 PROJECT DESCRIPTION

This EIR analyzes potential environmental effects associated with the proposed Carroll Canyon Commercial Center project, located on 9.52 gross acres (9.28 net acres) at 9850 Carroll Canyon Road in the Scripps Miramar Ranch community, San Diego, California. The Carroll Canyon Commercial Center project site is the location of previous development in the form of two office buildings ranging in height from one- to three-stories totaling 76,241 square feet, associated facilities, and surface parking. Figure 2-3, *Project Location Map*, shows development that has occurred and the project site to date.

3.1 PURPOSE AND OBJECTIVES OF THE PROPOSED PROJECT

CEQA Guidelines require that the Project Description include a statement of the objectives sought by the proposed project. A clearly defined written statement of the objectives would help the Lead Agency develop a reasonable range of alternatives to evaluate in the EIR and would aid decision-makers in preparing findings and overriding considerations, if necessary. The statement of objectives also needs to include the underlying purpose of the project [CEQA Guidelines Section 15124(b)].

Actions associated with the proposed project include a General Plan Amendment and Community Plan Amendment to change the current land use designation from Industrial Park to Community Shopping. The proposed project also requires a Rezone for the project site from IP-2-1 (Industrial-Park) to CR-2-1 (Commercial-Regional), a Planned Development Permit (PDP) to allow deviation of minimum lot width, a Site Development Permit (SDP) for the development of a large retail establishment of 100,000 square feet or more, a Neighborhood Use Permit (NUP) for a Comprehensive Sign Plan, and a Vesting Tentative Map. Planning Commission approved the initiation of an Amendment to the Scripps Miramar Ranch Community Plan on August 4, 2011 (Resolution No. 4717-PC).

Project Purpose

The purpose of the Carroll Canyon Commercial Center project is to create a viable mix of commercial retail uses (including restaurants, a larger major tenant, retail shops, and financial services) that would serve the adjacent employment parks, nearby residential neighborhoods, the Scripps Miramar Ranch community, and the adjacent Mira Mesa community to the west of the project site. The project's location and proposed uses would serve to reduce trips to outlying areas for similar retail services and capture drive-by trips, while also expanding employment opportunity proximate to residential development and providing an amenity to the nearby business parks.

Project Objectives

The project objectives associated with the Carroll Canyon Commercial Center project are as follows:

- Create a coherent and cohesive building site and design in a manner that complements the adjacent business parks and enhances the existing community character in the Scripps Miramar Ranch community.
- Create a commercial retail center that will activate and enliven a primary gateway into the Scripps Miramar Ranch community.

- Allow for retail uses currently unavailable in the surrounding market area.
- Provide retail amenities for the adjacent employment parks and nearby residential uses and capture drive-by trips, thereby reducing the amount of routine daily trips.
- Efficient use of project site.
- Provide for a viable mix of commercial uses.
- Utilize architecture and design elements to ensure high quality design and aesthetics.
- Create a site design that is compatible in scale and character with the nearby business parks.
- Provide quasi-public space for community use in the form of courtyards and plazas.
- Develop a project that would implement necessary roadway improvements to improve circulation in the project area.

3.2 PROJECT CHARACTERISTICS

To implement the Carroll Canyon Commercial Center project, the project applicant is requesting approval of an Amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Community Shopping and associated General Plan Amendment to change the land use designation for the project site from Industrial to Commercial Employment, Retail, & Services; a Rezone for the project site from IP-2-1 (Industrial-Park) to CR-2-1 (Commercial-Regional—Residential Prohibited); a Planned Development Permit (PDP) to allow deviation of minimum lot width; a Site Development Permit (SDP) for the development of a large retail establishment of 100,000 square feet or more; a Neighborhood Use Permit (NUP) for a Comprehensive Sign Plan; and a Vesting Tentative Map (VTM). The elements of these various project actions are described below.

3.2.1 Scripps Miramar Ranch Community Plan/General Plan Amendment

The project site is identified in the Scripps Miramar Ranch Community Plan as Industrial Park uses. (See Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*.) The project is proposing an amendment to the Scripps Miramar Ranch Community Plan to change the land use designation from Industrial Park to Community Shopping (See Figure 3-1, *Scripps Miramar Ranch Community Plan Land Use Plan – Proposed Land Use Designations*). Specific elements of the Community Plan that are affected by this proposed change include the Industrial and Commercial elements.

Additional minor changes are proposed to the Scripps Miramar Ranch Community Plan text and graphics to ensure consistency with the proposed amendment for the Carroll Canyon Commercial Center throughout. The proposed revisions to the Miramar Ranch North Community Plan are detailed below.

Revision to Figure 8, Commercial Element, to show the project site as Commercial. See Figure 3-2, *Scripps Miramar Ranch Community Plan Commercial Element – Proposed Land Use Designations*.

Revision to Figure 9, Industrial Element, to remove the project site as Existing Industrial. See Figure 3-3, *Scripps Miramar Ranch Community Plan Commercial Element – Proposed Land Use Designations*.

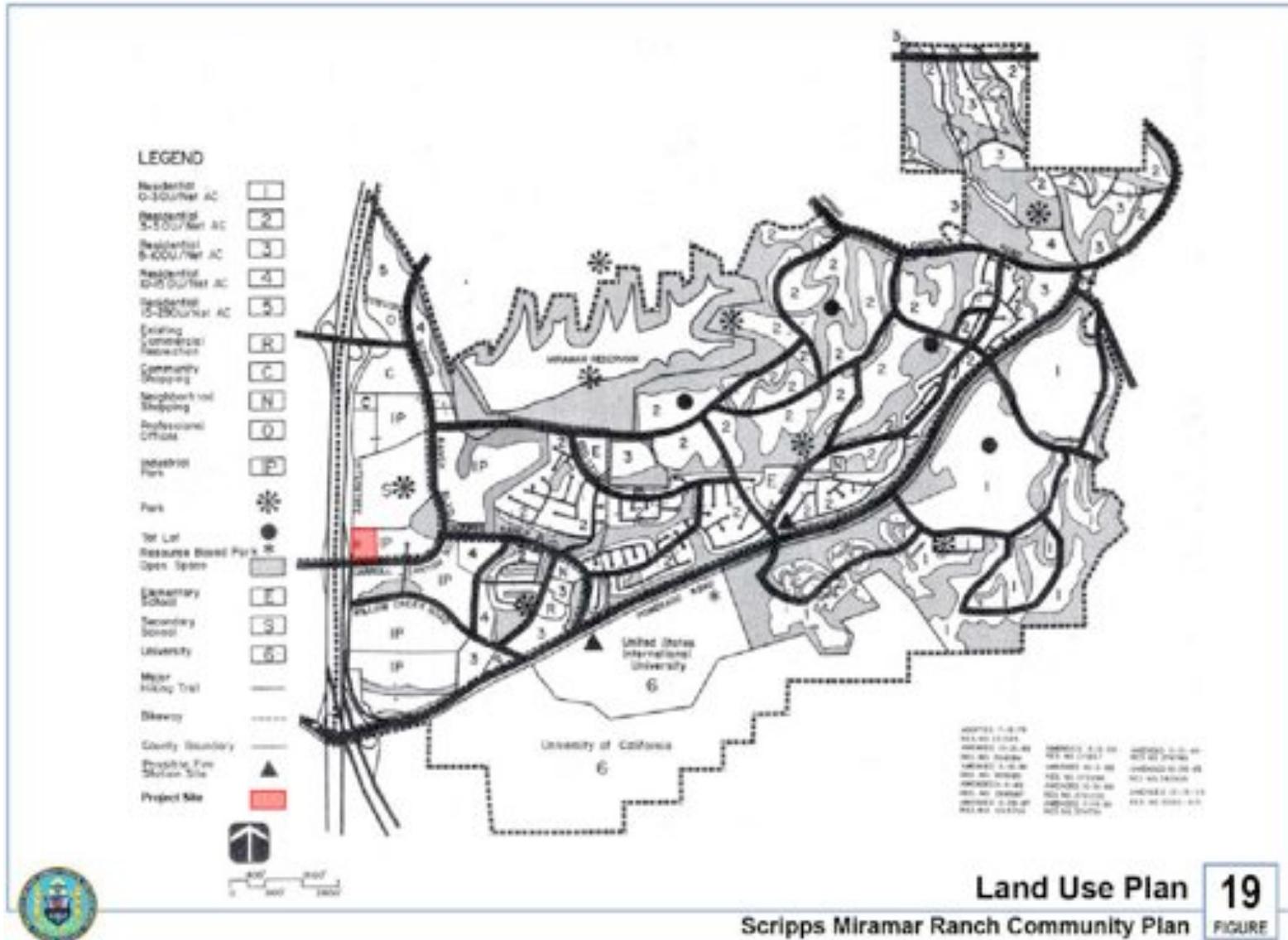


Figure 3-1. Scripps Miramar Ranch Community Plan Land Use Plan – Proposed Land Use Designations

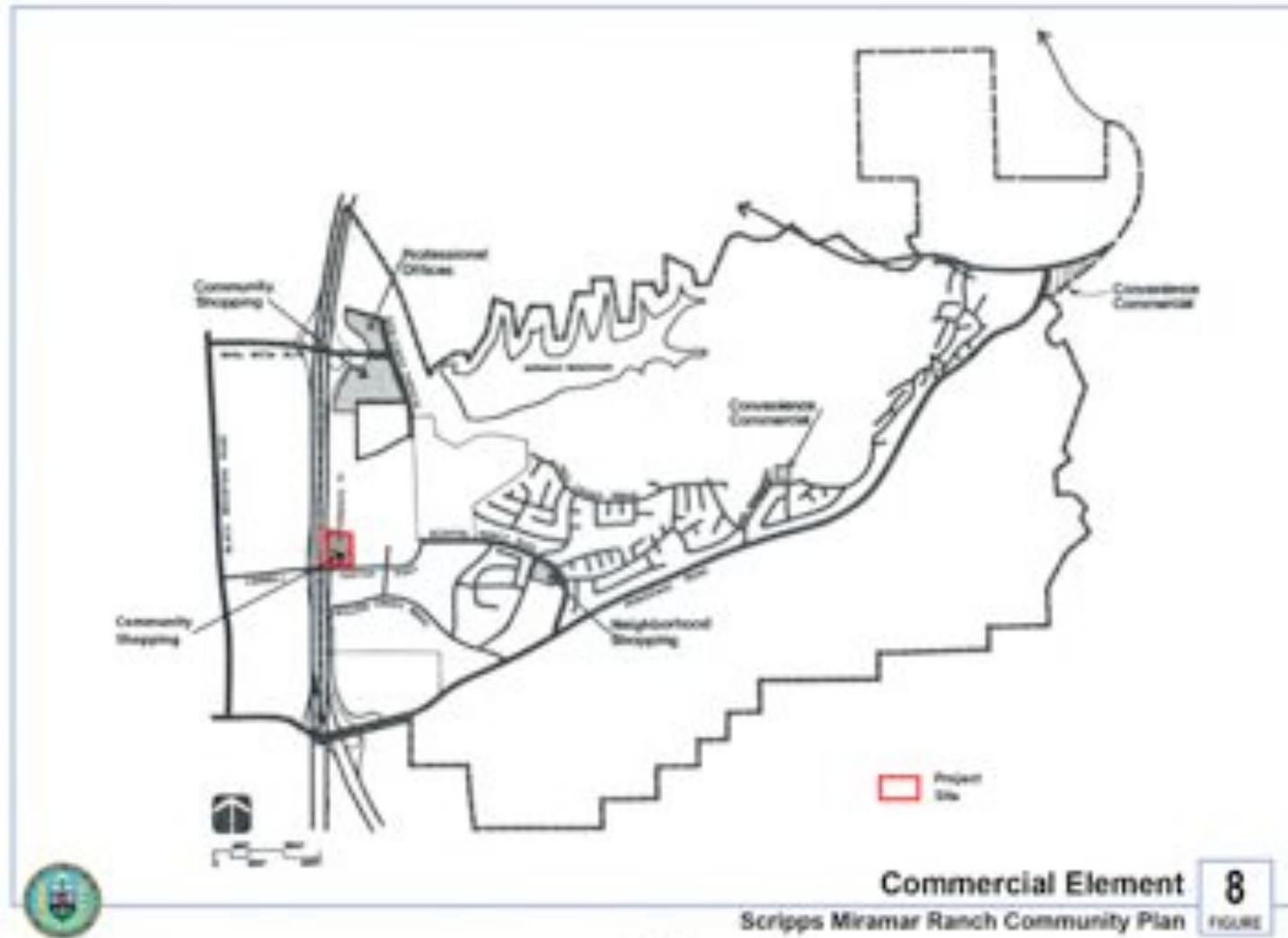


Figure 3-2. Scripps Miramar Ranch Community Plan Commercial Element – Proposed Land Use Designations

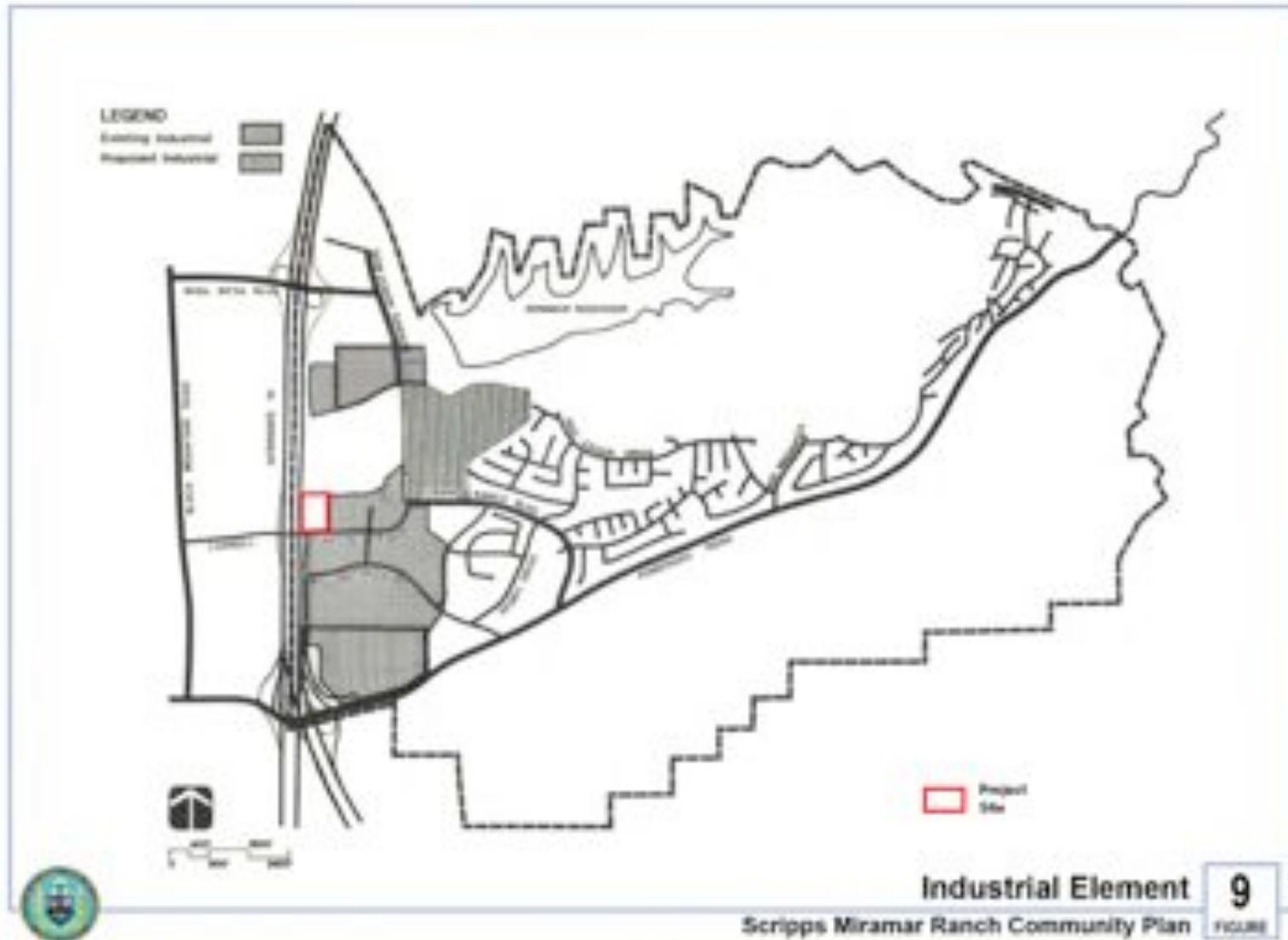


Figure 3-3. Scripps Miramar Ranch Community Plan Industrial Element – Proposed Land Use Designations

Revision to the Land Use Map to identify the project site as “C” – Community Shopping.
 See *Figure 3-4, Scripps Miramar Ranch Community Plan Commercial Element – Proposed Land Use Designations*.

Revisions to Table 2, Plan Summary of Land Use Allocations:

- Community Shopping – Change the acreage from 24± to 34±.
- Industrial Park – Change the acreage from 390± to 380±.

See Table 3-1, *Scripps Miramar Ranch Community Plan – Table 2: Plan Summary of Land Use Allocations*.

Table 3-1. Scripps Miramar Ranch Community Plan – Table 2: Plan Summary of Land Use Allocations

| PLAN SUMMARY OF LAND USE ALLOCATIONS | |
|--|---------------|
| TABLE 2 | |
| Land Use | Acreage |
| Very Low Residential (0-3 DUNRA*) | 475+ |
| Low Residential (3-5 DUNRA*) | 813+ |
| Low-Medium Residential (5-10 DUNRA*) | 99+ |
| Medium Residential (10-15 DUNRA*) | 55+ |
| High-Medium Residential (15-20 DUNRA*) | 28+ |
| Neighborhood Shopping | 12+ |
| Community Shopping | 28= 34+ |
| Professional Offices | 15+ |
| Industrial Park | 388= 390+ |
| Park and Recreation | 54= 95+** |
| Reservoir and Adjoining Property | 303+ |
| Schools and Other Institutional Uses | 817= 828+** |
| Fire Station | 3+ |
| Open Space | 824+ |
| Total Net Area | 3,823+ |
| Streets, Other Public Rights-of-Way | 487+ |
| Total Planning Area | 4,310+ |

* Density is calculated as the number of dwelling units per net residential acre (DUNRA). This assumes 25 percent open space and 15 percent for streets and other public rights-of-way. Residential use allocations include certain non-residential uses such as church sites, private recreation facilities and private daycare centers.

** The precise Park and Recreation and Schools Institutional acreage will be dependent upon the future need for school facilities.

3.2.2 Proposed Zoning

As stated in Section 2.8, *Zoning*, and shown in Figure 2-8, *Existing Zoning*, the project site is currently zoned IP-2-1 (Industrial-Park). The purpose of the City's IP zones is to provide for high quality science and business park development. The property development standards of this zone are intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping. Restrictions on permitted uses and signs in this zone are provided to minimize commercial influence. The IP-2-1 zone allows a mix of light industrial and office uses.

The project proposes to rezone the project from the existing IP-2-1 zone to CR-2-1 (Commercial-Regional—Residential Prohibited) (see Figure 3-4, *Proposed Zoning*). The CR zones provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity developments.

According to the City's Land Development Code, property within the CR zones would be primarily located along major streets, primary arterials, and major public transportation lines. The CR-2-1 zone allows for regional- and community-serving commercial and limited industrial uses with an auto orientation but no residential use.

3.2.3 Vesting Tentative Map

In order to facilitate development of the Carroll Canyon Commercial Center project, a VTM is proposed. The Carroll Canyon Commercial Center VTM details grading required for the project and final elevations, as well as necessary infrastructure, and has been prepared in accordance with the State Subdivision Map Act and City requirements (see Figure 3-5, *Carroll Canyon Commercial Center Vesting Tentative Map*).

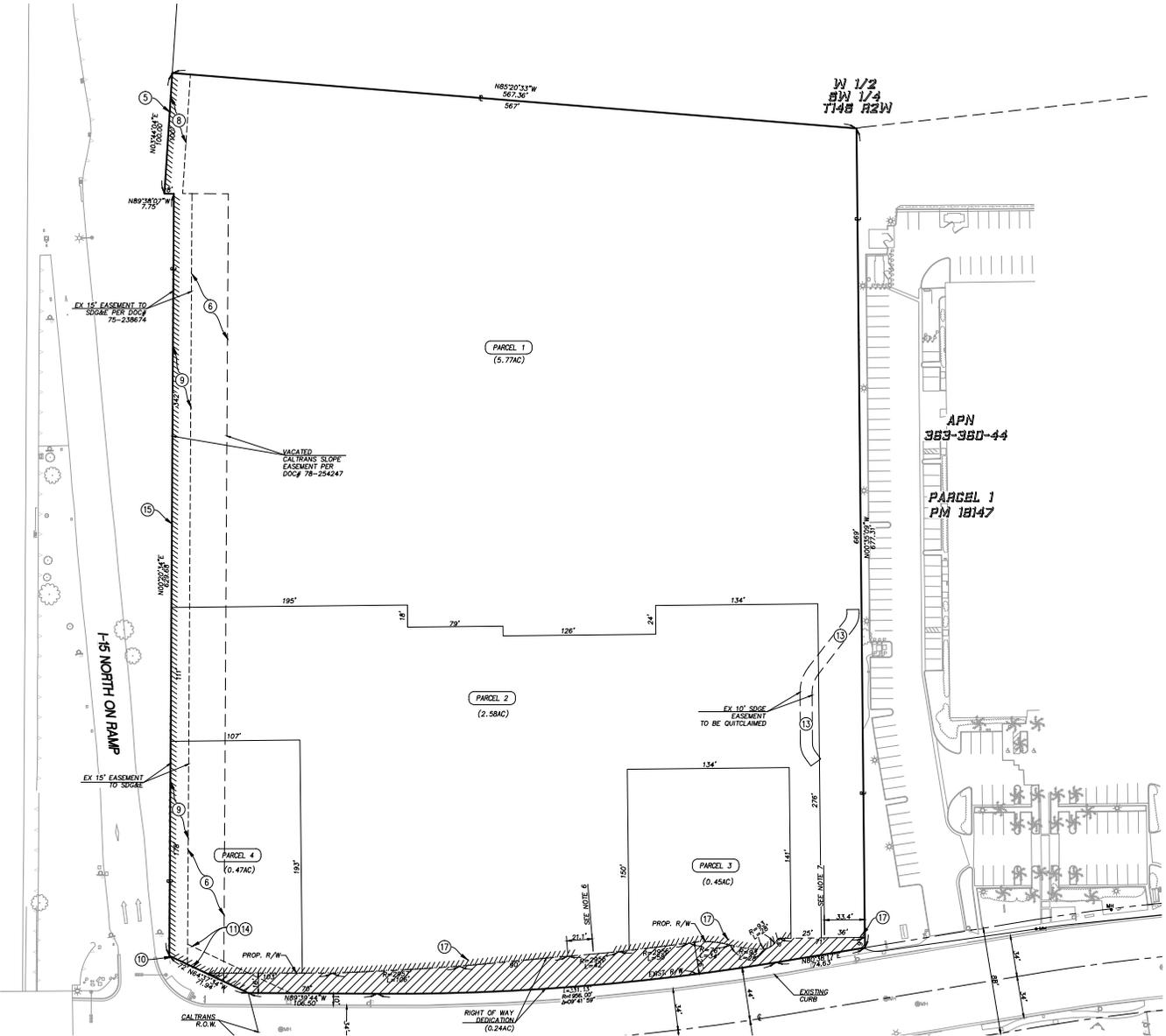
Of the approximately 9.52-gross acre (9.28 net acres) project site, the currently graded area comprises nine acres. The proposed Carroll Canyon Commercial Center project would require only finish grading to accommodate development. Earthwork for the project would be localized and required to rebuild the project site where a split-level building is proposed. Additionally, over-excavation is necessary to render the site suitable for the proposed development.

Earthwork would involve approximately 18,900 cubic yards of cut and approximately 8,600 cubic yards of fill. Approximately 10,300 cubic yards of material would be exported. Maximum cut depth would be eight feet; maximum fill depth would be 15 feet. All manufactured slopes would have a gradient of 2:1. A retaining wall would be built around the northwest corner of the development pad. Visible portions of the retaining wall would range in heights of 0.5 feet to 5.5 feet. (See Figure 3-6, *Carroll Canyon Commercial Center Grading Plan*.)



Figure 3-4. Proposed Zoning

3.0 PROJECT DESCRIPTION



LEGEND

| ITEM | SYMBOL |
|---|---------|
| PROPERTY LINE/TM BOUNDARY | — |
| RIGHT-OF WAY | --- |
| PROPOSED LOT LINE | - - - - |
| EASEMENT | ---+--- |
| EXISTING CALTRANS RESTRICTED ACCESS | //// |
| PROPOSED RESTRICTED ACCESS TO CITY OF SAN DIEGO | //// |
| RIGHT OF WAY DEDICATION | //// |

- NOTES**
1. PARCELS 1, 2, 3 AND 4 SHALL GRANT RECIPROCAL ACCESS EASEMENTS IN FAVOR OF ALL OTHER PARCELS WITHIN THE PROJECT SITE.
 2. THE REA (RECIPROCAL EASEMENT AGREEMENT) WOULD BE EXPLANATORY OF COMMON USES AND MAINTENANCE RESPONSIBILITIES SHARED AMONGST ALL LOTS WITHIN THE SUBDIVISION.
 3. VESTING TENTATIVE PARCEL MAP APPROVAL NO. 979190.
 4. NUMBER OF EXISTING LOTS (1).
 5. NUMBER OF PROPOSED PARCELS (4).
 6. CENTERLINE OF 30' ACCESS.
 7. CENTERLINE OF 55' ACCESS.

LOT SUMMARY TABLE

TM BOUNDARY AREA = 9.52 ACRES

| PARCEL NO. | AREA |
|----------------|---------|
| 1 | 5.77 AC |
| 2 | 2.58 AC |
| 3 | 0.45 AC |
| 4 | 0.47 AC |
| R/W DEDICATION | 0.24 AC |
| TOTAL | 9.52 AC |

EASEMENT TABLE

| | DOC# | PLOTTED | TO BE VACATED (V) OR OUTCLAIMED (O) | DATA |
|---|--|--------------------|-------------------------------------|-------------------|
| ① | PIPELINE EASEMENT | BOOK 194, PAGE 424 | | LOCATION UNKNOWN |
| ⑤ | RIGHT OF ACCESS VACATION | 75-075319 | | CALTRANS |
| ⑥ | SLOPE RIGHTS EASEMENT | 73-220186 | X | V |
| ⑦ | COVENANTS, CONDITIONS & RESTRICTIONS | 74-209620 | | |
| ⑧ | SDG&E PUBLIC UTILITIES EASEMENT | 75-275527 | X | GAS MAIN |
| ⑨ | SDG&E PUBLIC UTILITIES EASEMENT | 75-238674 | X | GAS MAIN |
| ⑩ | RIGHT OF ACCESS VACATION | 78-254247 | | CALTRANS |
| ⑪ | ACCESS EASEMENT | 78-025427 | X | SDG&E |
| ⑫ | SDG&E PUBLIC UTILITIES EASEMENT | 78-399040 | | BLANKET ACCESS |
| ⑬ | SDG&E PUBLIC UTILITIES EASEMENT | 79-500776 | X | ONSITE ELECTRICAL |
| ⑭ | SDG&E PUBLIC UTILITIES EASEMENT | 80-0297578 | X | SDG&E ACCESS |
| ⑮ | RIGHT OF ACCESS VACATION | 80-297594 | | CALTRANS |
| ⑯ | COVENANTS, CONDITIONS & RESTRICTIONS | 80-425843 | | SCRIPPS RANCH |
| ⑰ | PROPOSED RESTRICTED ACCESS EASEMENT TO THE CITY OF SAN DIEGO | | | |

Figure 3-5. Carroll Canyon Commercial Center Vesting Tentative Map

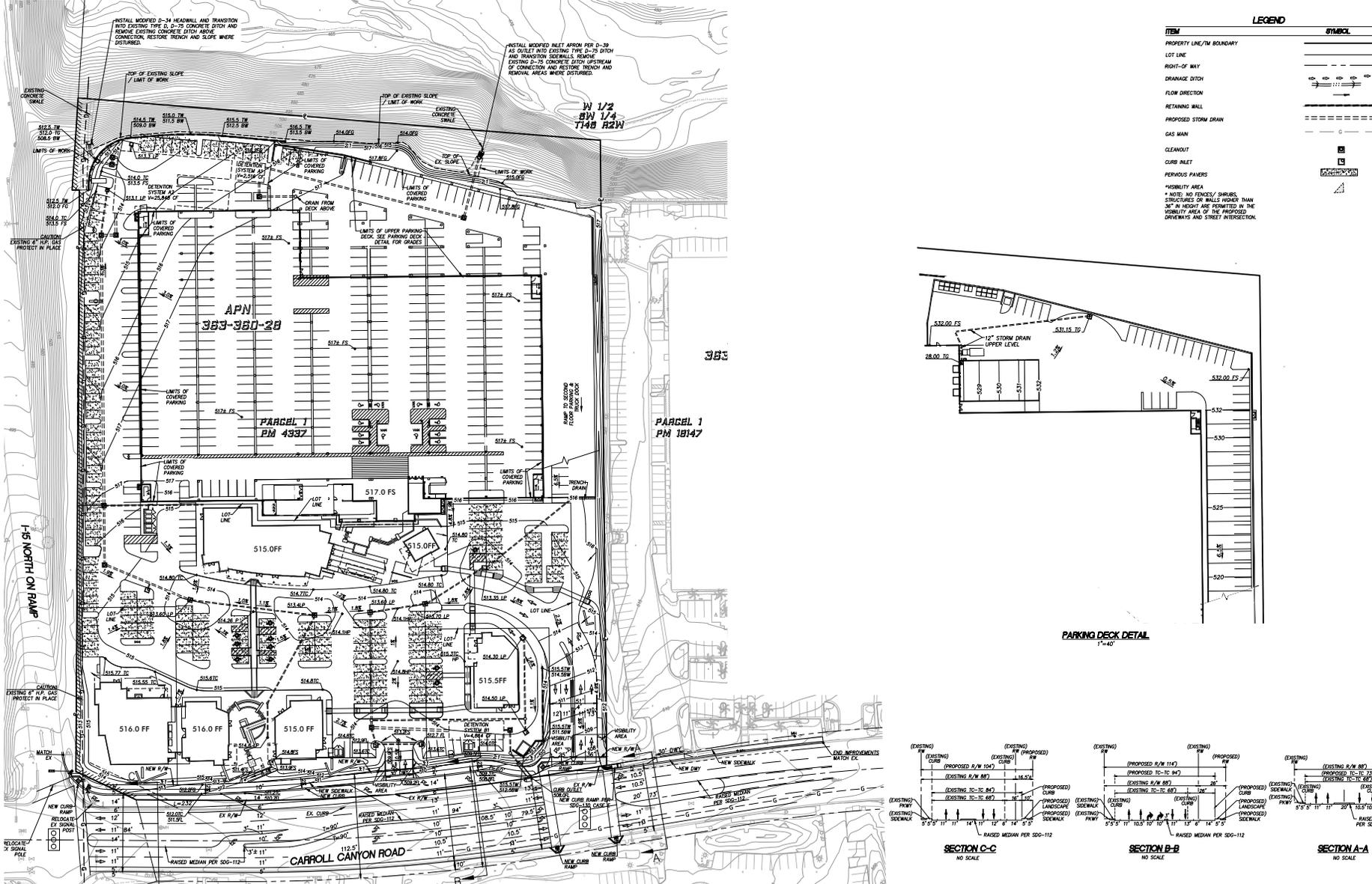


Figure 3-6. Carroll Canyon Commercial Center Grading Plan

3.2.4 Planned Development Permit

A PDP is proposed for the Carroll Canyon Commercial Center project. According to the City's Land Development Code, the purpose of an PDP is “. . . to establish a review process for development that allows an applicant to request greater flexibility from the strict application of the regulations than would be allowed through a deviation process. The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations.” A PDP is proposed for the Carroll Canyon Commercial Center project to allow for development of the project site in a manner that is reflective of the surrounding neighborhood and Scripps Miramar Ranch community and that meets the regulations of the City's Land Development Code. The project proposes deviations to allow a minimum lot width of 30 feet where the CR-2-1 zone requires 100 feet.

Proposed

The project proposes numerous buildings to accommodate a variety of retail stores, financial institution(s), and restaurants. A major anchor tenant would be located in the northern portion of the site. The anchor retail use would occur on top of the proposed parking garage. Free-standing/sit-down restaurant(s) and smaller scale shops and financial institution(s) would be located directly south of the anchor retail and in the southern portion of the site. Buildings would range in heights of one story to two stories. (See Figure 3-7a, *Carroll Canyon Commercial Center Site Plan*, and Figure 3-7b, *Carroll Canyon Commercial Center Site Plan – Second Level*.)

The project would include pedestrian areas and gathering spaces located between buildings designed as restaurants or shops, as depicted in Figure 3-8, *Plaza Rendering*. Colored concrete enhanced paving would direct pedestrian circulation through the project site and to pedestrian gathering spaces. Stairs, elevators, and escalators would be provided to enhanced pedestrian access throughout the project.

The project would provide a total of 646 parking spaces to serve the range of uses that could occur on the site. A parking structure, located in the northern portion of the site, would provide for at-grade parking covered by the anchor tenant retail space. Parking would also be available on the parking garage cover behind the anchor retail space. Other surface parking areas located throughout the site would provide additional parking spaces.

As shown in Figures 3-9a through 3-9d, *Project Elevations*, the Carroll Canyon Commercial Center project would feature architectural elements that are to be complimentary to the project's design, as well as create high quality design and aesthetic. The project's architectural elements are intended to provide interesting and identifiable features, which would allow pedestrians and the motoring public to easily find their destinations. Architectural features such as varied building materials, heights, and setbacks would provide vertical relief to the façades and would create focal points around the project for both pedestrians and passing vehicles. The project's massing, colors, and materials have been selected to complement and blend with the adjacent business parks.