

PLANT MATERIAL LEGEND

 **Existing Eucalyptus Tree to Remain**
 1 - 35h x 20w x 15' caliper
 2 - 40h x 25w x 29' caliper
 3 - 35h x 20w x 15' caliper

 **Large Deciduous Canopy Tree:**
 MATURE SIZE: 20-40 TALL x 15-20' WIDE, FORM: SPREADING, 36" BOX SIZE, SUCH AS:
 ULMUS PARVIFLORA 'TRUE GREEN' (TRUE GREEN CHINESE ELM)
 KOELERUTERIA BIPINNATA (CHINESE FLAME TREE)
 PLATANUS RACEMOSA (CALIFORNIA SYCAMORE)

 **Medium Flowering Accent Tree:**
 MATURE SIZE: 15-20 TALL x 15-20' WIDE, FORM: ROUNDED, 36" BOX SIZE, SUCH AS:
 PARKINSONIA ACULEATA (MEXICAN PALO VERDE)
 CALODENDRUM CAPENSE (CAPE CHESTNUT)
 LAGERSTROEMIA INDICA x FAUREI CULTIVARS (VARIOUS CRAPE MYRTLES)

 **Evergreen or Semi-Evergreen Parking Lot Shade Tree**
 MATURE SIZE: 20-40 TALL x 15-25' WIDE, FORM: SPREADING, 36" BOX SIZE (UNLESS OTHERWISE NOTED ON PLAN), SUCH AS:
 ARBUTUS MARINNA (MARINA STRAWBERRY TREE)
 QUERCUS VIRGINIANA (SOUTHERN LIVE OAK)
 CALODENDRUM CAPENSE (CAPE CHESTNUT)

 **Evergreen Community Theme Tree**
 MATURE SIZE: 20-50 TALL x 20-30' WIDE, FORM: UPRIGHT, 24" BOX SIZE (UNLESS OTHERWISE NOTED ON PLAN), SUCH AS:
 EUCALYPTUS CITRIBODORA (LEMON-SCENTED GUM)
 EUCALYPTUS FICIFOLIA (RED FLOWERING GUM)
 EUCALYPTUS TORULATA (CORAL GUM)
 EUCALYPTUS CAUDOCALYX (SUGAR GUM)

 **Tall Evergreen Screening Hedge:**
 MATURE SIZE: 4-8 TALL x 4-6 WIDE, FORM: UPRIGHT, 5 GALLON SIZE, SUCH AS:
 ELAEAGARBUS DECIPENS (JAPANESE BLUEBERRY)
 LIGUSTRUM JAPONICUM 'TEXANUM' (TEXAS PRIVET)
 METALEUCA NESOPHILA (PINK METALEUCA)
 PITTOSPORUM TENNIFOLIUM 'SILVER SHEEN'
 (SILVER SHEEN PITTOSPORUM)
 PODOCARPUS MACROPHYLLUS 'MAUI' (SHRUBBY YEW PINE)

 **Medium Height Evergreen Shrub:**
 MATURE SIZE: 2-4 TALL x 2-4 WIDE, FORM: ROUNDED OR UPRIGHT, 5 GALLON SIZE, SUCH AS:
 CALLISTEMON CITRINUS 'LITTLE JOHN' (LITTLE JOHN BOTTLEBRUSH)
 CARISSA MACROCARPA 'BOWWOOD BEAUTY' (BOWWOOD BEAUTY NATAL PLUM)
 DIETES G. VARIEGATA (STRIPED FORTNIGHT LILY)
 PITTOSPORUM TENNIFOLIUM 'GOLF BALL' (GOLF BALL KOHJIHUI)
 RHAPHIOLEPIS UMBELLATA 'MINOR' (DWARF YEWDO HAMTHORN)
 ROSA SPP.

 **Accent Plants:**
 MATURE SIZE: 3-4 TALL x 3-4 WIDE, FORM: SCULPTURAL, 5 GALLON SIZE, SUCH AS:
 AGAVE ATTENUATA (FOX TAIL AGAVE)
 ALOE SPP.
 FURCRAEA FOETIDA 'MEDIOPICTA' (NCN)
 MISCANTHUS TRANSFORMORISONSIS (EVERGREEN EULALIA)
 PHORMIUM TENAX (NEW ZEALAND FLAX)

 **Evergreen Ornamental Planting:**
 1 GALLON SIZE, SUCH AS:
 AGAVE ATTENUATA (FOX TAIL AGAVE)
 CALANCHOE GRANIFLORA (ROCK PURSLANE)
 CARISSA MACROCARPA 'BOWWOOD BEAUTY' (BOWWOOD BEAUTY NATAL PLUM)
 JUNIPERUS SABINA 'TAMARISCIFOLIA' (TAN JUNIPER)
 RHAPHIOLEPIS UMBELLATA 'MINOR' (DWARF YEWDO HAMTHORN)
 SENCIO MANDRALISCAE (BLUE PICKLE)

 **Transitional Buffer Species:**
 1 GALLON SIZE, SUCH AS:
 ROSMARINUS OFFICINALIS 'PROSTRATUS' (TRAILING ROSEMARY)
 BACCHARIS PHULLOIDES (COYOTE BUSH)

 **Medium Height Flowering Shrub:**
 5 GALLON SIZE, SUCH AS:
 ANISODONTEA x HYPMANDARUM (NCN)
 BOUGAINVILLEA SPP.
 CALLISTEMON CITRINUS 'LITTLE JOHN' (LITTLE JOHN'S BOTTLE BRUSH)
 CESTUS SPP.
 COLEONEMA PULCHELLUM (PINK BREATH OF HEAVEN)
 DIETES G. VARIEGATA (STRIPED FORTNIGHT LILY)
 GREVILLEA NOELLI (NOEL'S GREVILLEA)
 WESTRINGIA FRUTICOSA (COAST ROSEMARY)

 **Ornamental Grasses and Spreading Groundcovers:**
 1 GALLON SIZE, SUCH AS:
 CARISSA MACROCARPA 'TUTTLE' (TUTTLE NATAL PLUM)
 CAREX PANSA (SEDE)
 HELICTOTRICHON SEMPERVIRENS (BLUE OAT GRASS)
 LANтана SPP.
 LOMANDRA LONGIFOLIA 'BREEZE' (BREEZE DWARF MAT RUSH)
 ROSEMARY SPP.
 TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)
 ROSA FLOWER CARPET (FLOWER CARPET ROSE)

 **Pots and Site Furnishings:**
 ACCENT PLANTINGS IN FREE-STANDING CONTAINERS.
 CAFE-STYLE LOOSE TABLES AND CHAIRS WITH UMBRELLAS,
 CONTEMPORARY BENCHES AND DEEP SEATING

LANDSCAPE NOTES

- MINIMUM TREE SEPARATION DISTANCE:
 TRAFFIC SIGNAL, STOP SIGN: 20 FEET
 UNDERGROUND UTILITY LINES (EXCEPT SEWER): 5 FEET
 SEWER LINES: 10 FEET
 ABOVE GROUND UTILITY STRUCTURES: 10 FEET
 DRIVEWAYS: 10 FEET
 INTERSECTIONS
 (INTERSECTING CURB LINES OF TWO STREETS): 25 FEET
- ALL IN-GROUND INSTALLATION OF TREES SHALL BE PROVIDED WITH A 40 SQUARE FEET ROOT ZONE OF PERMEABLE LANDSCAPE AREA. THE MINIMUM DIMENSION (WIDTH) OF THIS AREA SHALL BE 5 FEET.
- TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENT OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. ROOT BARRIERS WILL NOT BE WRAPPED AROUND THE ROOTBALL. ROOT BARRIERS SHALL BE BLACK, INJECTION MOLDED PANELS, OF 0.083" WALL THICKNESS IN MODULES 24 INCHES LONG BY 24 INCHES DEEP, MANUFACTURED WITH A MINIMUM 50% POST-CONSUMER RECYCLED POLYPROPYLENE PLASTIC WITH ADDED ULTRAVIOLET INHIBITORS, RECYCLABLE.
- ALL LANDSCAPE AND IRRIGATION SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CITY LANDSCAPE REGULATIONS LANDSCAPE STANDARDS, AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
- TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 6 FEET ABOVE THE WALKWAY GRADE AND SO ALL BRANCHES OVER VEHICULAR TRAVEL WAYS ARE 14 FEET ABOVE THE GRADE OF THE TRAVEL WAY.
- ALL GRADED, DISTURBED OR ERODED AREAS THAT WILL NOT BE PERMANENTLY PAVED OR COVERED BY STRUCTURES SHALL BE VEGETATED AND IRRIGATED.
- ALL SLOPE AREAS 3:1 OR GREATER SHALL BE REINFORCED WITH STRAW MATS (5C 150 MANUFACTURED BY NORTH AMERICAN GREEN 1-800-473-1965 OR CITY APPROVED EQUAL).
- SEE SHEET 7 FOR LANDSCAPE AREA / POINT AND WATER BUDGET / USE CALCULATIONS.
- SEE SHEET 7A FOR FULL BRUSH MANAGEMENT PLAN AND PROGRAM NOTES.

LANDSCAPE DESIGN STATEMENT

THE LANDSCAPE DESIGN FOR THIS PROJECT IS INTENDED TO CREATE AN INVITING RETAIL CENTER WITH USABLE CONTENTIOUS SPACES FOR DINING, SHOPPING AND SOCIALIZING. EVERGREEN CANOPY TREES SUCH AS ARBUTUS 'MARINNA' ARE USED IN THE PARKING LOT TO PROVIDE SHADE. LARGE DECIDUOUS CANOPY TREES SUCH AS CHINESE ELMS AND CALIFORNIA SYCAMORES HAVE BEEN LOCATED IN COURTYARD AREAS TO PROVIDE SHADE IN THE SUMMER AND ALLOW SUNLIGHT IN THE WINTER MONTHS. EUCALYPTUS TREES ARE USED ALONG THE PROJECT FRONTAGE TO INTEGRATE THE PROJECT INTO THE SCRIPPS RANCH COMMUNITY BY MAINTAINING ITS MAIN PLANTING THEME. FLOWERING ACCENT TREES ARE USED TO HIGHLIGHT THE MAJOR VEHICULAR ENTRANCE AND PEDESTRIAN ACCESS TO THE PROJECT SITE. THEMATIC GARBON OR TEXTURED CONCRETE RETAINING WALLS AND SUCCESSFUL ACCENT PLANTINGS ARE LOCATED ALONG THE PROJECT FRONTAGE GIVING THE PROJECT A UNIQUE IDENTITY WITHIN THE COMMUNITY'S EXISTING CONTEXT.

IRRIGATION AND MAINTENANCE NOTES

IRRIGATION
 ALL LANDSCAPED AREAS WILL BE WATERED WITH A PERMANENT BELOW-GRADE, FULLY AUTOMATIC IRRIGATION SYSTEM. THIS SYSTEM WILL BE CONTROLLED BY A DUAL PROGRAM ELECTRONIC TIME CLOCK AND REMOTE CONTROL VALVES. POP-UP TYPE HEADS WILL BE USED ADJACENT TO WALKWAYS AND ROADWAYS. DRIP IRRIGATION OR BUBBLERS WILL BE USED FOR LANDSCAPED AREAS LESS THAN 8' WIDE. THE SYSTEM WILL BE INSTALLED AS SOON AS POSSIBLE AFTER CONSTRUCTION AND PRIOR TO PLACEMENT OF PLANT MATERIALS. THE SYSTEM SHALL BE IN CONFORMANCE WITH CALIFORNIA'S AB1181 MODEL WATER EFFICIENT CONSERVATION ORDINANCE.

MAINTENANCE
 ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY THE OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED IN A FREE OF DEBRIS AND LITTER AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT, CONSISTENT WITH SECTION 142.0403 (b) (8).

PRESERVATION OF EUCALYPTUS TREES

THE PROJECT IS DESIGNED TO VISUALLY INTEGRATE WITH THE SURROUNDING SCRIPPS RANCH COMMUNITY THROUGH THE PLANTING OF NEW EUCALYPTUS TREES ALONG THE PROJECT'S STREET FRONTAGE AND PERIMETER EDGES, AND THROUGH THE PRESERVATION OF A SIGNIFICANT CLUMP OF EXISTING EUCALYPTUS TREES AT ITS MOST PROMINENT VISUAL CORNER - ITS INTERSECTION AT INTERSTATE 15. WHILE PRESERVATION OF THE EXISTING EUCALYPTUS TREES WITHIN THE SITE IS NOT FEASIBLE DUE TO THE EXTENSIVE GRADING REQUIRED BY THE DEVELOPMENT FOOTPRINT, THE ADDITION OF 18 NEW EUCALYPTUS TREES ALONG CARROLL CANYON ROAD AND ALONG BOTH THE EAST AND WEST PROPERTY LINES WILL ENSURE THE PROJECT MEETS THE DESIGN OBJECTIVES AND SPIRIT OF THE COMMUNITY PLANS DESIGN ELEMENT AND TRANSPORTATION SECTIONS.

STREET TREE CALCULATION

TOTAL LINEAL FEET OF STREET FRONTAGE AT CARROLL CANYON ROAD = 520 LF
 TOTAL STREET TREES REQUIRED = 520 LF / 30 = 17 TREES
 TOTAL STREET TREES PROVIDED = 17 TREES (INCLUDING EXISTING TO REMAIN)
 NOTE: ADDITIONAL TREES HAVE NOT BEEN PROVIDED ALONG THE CALTRANS RIGHT OF WAY ACCESS TO INTERSTATE 15 SINCE THIS AREA IS ALREADY SUBSTANTIALLY VEGETATED WITH EUCALYPTUS TREES SERVING THE FUNCTION.

Figure 3-10b. Carroll Canyon Commercial Center Landscape Development Plan

3.2.5 Site Development Permit

The City of San Diego Municipal Code requires a Site Development Permit (SDP) for: “*Development of a large retail establishment of 100,000 or more square feet gross floor area in all commercial and industrial zones and in all planned districts.*” The project proposes 144,621 square feet of retail commercial space of which includes a major tenant of approximately 120,000 square feet. Therefore, the project will require approval of an SDP.

3.2.6 Neighborhood Use Permit

The Carroll Canyon Commercial Center Project requires a Neighborhood Use Permit for the proposed Comprehensive Sign Plan. A Comprehensive Sign Plan provides parameters and regulations for signage on-site (including monumentation signage, tenant signs, and wayfinding signage). Implementation of a Comprehensive Sign Plan allows for a cohesive signage theme on-site.

The *Carroll Canyon Center Sign Program* (August 9, 2013) (Sign Program) has been prepared for the project by Ultrasigns and is on-file for review at the City of San Diego Development Services Department (1222 First Avenue, San Diego, 92101). The Sign Program sets forth sign criteria with the intent *to provide guidelines necessary to achieve a visually coordinated, balanced, and appealing sign environment, harmonious with the architecture of the project, which maintaining provisions for individual graphic expression.* Signage for the Carroll Canyon Commercial Center project would include major tenant signage, secondary signage for smaller shops and tenants, project monumentation, and freestanding project identification and directional signs.

3.3 DISCRETIONARY ACTIONS

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a project. For the Carroll Canyon Commercial Center project, the following discretionary actions would be considered by the San Diego City Council:

- **General Plan Amendment and Community Plan Amendment** – The 9.52-gross acre (9.28 net acres) project site is located within the Scripps Miramar Ranch Community Plan Area and is designated for Industrial Park uses. The project proposes to change the land use designation to Community Shopping. Because the Community Plan would be amended, this would result in an amendment to the City’s General Plan, as the Community Plan functions as the land use plan for the Scripps Miramar Ranch community of the City. The project would also change the General Plan land use designation for the project site from Industrial Employment to Community Commercial.
- **Rezone** – A rezone is proposed for the project site to change the existing IP-2-1 zone to CR-2-1.
- **Planned Development Permit** – A Planned Development Permit is required for proposed development that requires deviation(s) from strict application of the requirements in the zone. 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 required 100 feet.

- **Site Development Permit** – A Site Development Permit is required, because the project proposes to construct more than 100,000 gross square feet of retail commercial space.
- **Neighborhood Use Permit** – The Carroll Canyon Commercial Center project includes a Comprehensive Sign Plan. As a result, a Neighborhood Use Permit is required.
- **Vesting Tentative Map** – In order to facilitate development of the Carroll Canyon Commercial Center project, a VTM is processed. The Carroll Canyon Commercial Center VTM details proposed grading for the project, as well as necessary infrastructure, and has been prepared in accordance with the guidelines of the State Subdivision Map Act and City of San Diego requirements.
- **Environmental Impact Report** – Concurrent with the Carroll Canyon Commercial Center discretionary actions, an EIR has been prepared in accordance with the provisions of the CEQA. The EIR (SCH No. 2012081029) evaluates the land use, circulation, and infrastructure improvements resulting from implementation of the Carroll Canyon Commercial Center project and the potential environmental impacts that would result from their implementation. Review and certification of this EIR by the decision maker would complete the environmental review for the project in accordance with CEQA and City regulations.

As described in Section 1.4, *Responsible and Trustee Agencies*, of this EIR, review by Caltrans, a State agency, would be required for the proposed project.

- **Caltrans** - Project features and/or mitigation measures that necessitate encroachment into freeway easements and potential permits from Caltrans for improvements within Caltrans' rights-of-way would require coordination with Caltrans for those improvements.

Additionally, the project requires review by the Regional Water Quality Control Board and the Federal Aviation Administration.

- **NPDES Permit** – The project would comply with NPDES requirements for discharge of storm water runoff associated with construction activity. Compliance also requires conformance with applicable BMPs and development of an SWPPP and monitoring program plan. (Water quality is addressed in Section 5.11, *Hydrology/Water Quality*, of this EIR.)

- **Obstruction Evaluation/Airport Airspace Analysis, Part 77 Determination (Federal Aviation Administration)** – The project’s proximity to MCAS Miramar requires notification to the 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 Miramar ALUCP. A letter from MCAS Miramar determined that the proposed project is contained within the MCAS Miramar AICUZ Study Area and is: within the adopted AIA; 2) outside the 60+ dB community noise equivalent level noise contours; 3) outside all Accident Potential Zones; 4) beneath the Outer Horizontal Surface of MCAS Miramar (Federal Aviation Regulation part 77); and beneath and/or near established fixed- and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar. It was determined that the propose project is consistent with the AICUZ noise and safety compatibility guidelines.

4.0 HISTORY OF PROJECT CHANGES

The section chronicles the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

- The applicant worked with the City's Transportation Development section to provide acceptable access for adjacent developments, which included retaining the westbound left-turn into the shopping center (Eucalyptus Square Shopping Center) on the south side of Carroll Canyon Road. As mitigation for the project's direct and cumulative impacts to the segment of Carroll Canyon Road between I-15 and the project's new signalized access and to implement the Community Plan classification of the arterial, the project would construct a raised median on Carroll Canyon Road as part of the project. The raised median would restrict left-turns out of the Eucalyptus Square Shopping Center, located across the Carroll Canyon Road from the proposed project site. The project would retain the westbound left-turn into the Eucalyptus Square Shopping Center.
- The applicant would construct a right-turn lane, extending from the project's proposed signalized driveway entrance westerly to the northbound freeway on-ramp to I-15. Although this mitigation is not required until horizon year (2035) conditions, the applicant would provide this improvement to the community circulation system within 18 months after issuance of a certificate of occupancy for the project.

4.0 HISTORY OF PROJECT CHANGES

The section chronicles the physical changes that have been made to the project in response to environmental concerns raised during the City's review of the project.

- The applicant worked with the City's Transportation Development section to provide acceptable access for adjacent developments, which included retaining the westbound left-turn into the shopping center (Eucalyptus Square Shopping Center) on the south side of Carroll Canyon Road. As mitigation for the project's direct and cumulative impacts to the segment of Carroll Canyon Road between I-15 and the project's new signalized access and to implement the Community Plan classification of the arterial, the project would construct a raised median on Carroll Canyon Road as part of the project. The raised median would restrict left-turns out of the Eucalyptus Square Shopping Center, located across the Carroll Canyon Road from the proposed project site. The project would retain the westbound left-turn into the Eucalyptus Square Shopping Center.
- The applicant would construct a right-turn lane, extending from the project's proposed signalized driveway entrance westerly to the northbound freeway on-ramp to I-15. Although this mitigation is not required until horizon year (2035) conditions, the applicant would provide this improvement to the community circulation system within 18 months after issuance of a certificate of occupancy for the project.

5.0 ENVIRONMENTAL ANALYSIS

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. Issue areas subject to detailed analysis include those that were identified by the City of San Diego as potentially causing significant environmental impacts through the initial study and scoping process and issues which were identified in response to the NOP and the public scoping meeting as having potentially significant impacts. The NOP and letters submitted in response to the NOP are included in Appendix A of this EIR. The following environmental issues are addressed in this Section:

- *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*

5.1 LAND USE

As stated in Section 2.0, *Environmental Setting*, development on the project site is governed by the City's General Plan, the Scripps Miramar Ranch Community Plan, and the City's Land Development Code. Additionally, the project site is influenced by the MCAS Miramar ALUCP and is within the City's Multiple Species Conservation Program (MSCP) area.

This section addresses the consistency of the proposed project with the development regulations of the Land Development Code and with the goals and policies contained in the City of San Diego General Plan, Scripps Miramar Ranch Community Plan, City of San Diego MSCP Subarea Plan, and the MCAS Miramar ALUCP.. The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in the creation of secondary environmental impacts considered significant under CEQA. (The compatibility of the proposed project with surrounding land uses and community character is addressed in Section 5.3, *Visual Effects/Neighborhood Character*.)

5.1.1 Existing Conditions

Relevant Plans and Policies

The planning context of the *Environmental Setting*, Section 2.0 of this EIR, describes the land use plans and development regulations that apply to the development of the proposed project. The following provides a brief recount or expansion of the planning context's discussion of selected plans and development regulations, including the City of San Diego General Plan, Scripps Miramar Ranch Community Plan, MSCP Subarea Plan, the MCAS Miramar ALUCP, and pertinent Land Development Code regulations. A discussion of the project's compatibility with these plans is provided in Section 5.1.2, *Impact Analysis*.

City of San Diego General Plan

The City of San Diego's General Plan sets forth a 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. The current General Plan was adopted in March 2008 and represents a comprehensive update and replacement of the City's 1979 *Progress Guide and General Plan*. The City's General Plan includes incorporation of a Strategic Framework Element and replaces the previous chapter entitled "Guidelines for Future Development."

The General Plan guides development and addresses State requirements through the following eleven elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services, and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. (The Housing Element was adopted December 2006 and is printed under separate cover from the General Plan.) As presented in Section 2.0, *Environmental Setting*, and depicted in Figure 2-6, *City of San Diego General Plan Land Use Map*, the project site is identified as Industrial Employment in the General Plan. The relevancy of the General Plan's elements pertinent to the Carroll Canyon Commercial Center project is discussed below in greater detail.

The *Land Use and Community Planning Element (Land Use Element)* of the General Plan guides future growth and development into a sustainable citywide development pattern while maintaining or enhancing the quality of life. This element provides policies to implement the City of Villages

strategy and establishes a framework to guide and govern the preparation of community plans tailored to each community. The relevant goals and policies of the Land Use Element for the Carroll Canyon Commercial Center project are as follows:

City of Villages Strategy

The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers and focuses on the long-term economic, environmental, and social health of the City and its many communities. The City of Villages strategy recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy is an important component of the City's commitment to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter automobile trips. The following relevant policy applies to the Carroll Canyon Commercial Center project.

- *LU-A.7.b.* Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services.

The City of San Diego has determined the “village propensity” for all areas within City jurisdiction. Village propensity is determined by analyzing an array of factors. The factors considered when locating village sites include community plan-identified capacity for growth, existing or an identified funding source for public facilities, existing or an identified funding source for transit service, community character, and environmental constraints. These factors are mapped and overlaid upon each other to illustrate areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas. According to the *City of San Diego General Plan Village Propensity Map* (Figure 5.1-1), the project site has a low village propensity. Areas west of the project site, beyond I-15, and north of the project site, beyond the drainage channel, have low to moderate levels of village propensity.

The *Mobility Element* of the General Plan provides the framework to improve mobility through development of a balanced, multi-modal transportation network that is efficient and minimizes environmental and neighborhood impacts. It is closely linked to the Land Use and Community Planning Element and the City of Villages growth strategy. Project-relevant policies contained within the Mobility Element address the need to improve walkability and the bicycle network, increase transit use, improve performance and efficiency of the street and freeway system, and provide sufficient parking facilities. Specifically, the following goals and policies apply to the Carroll Canyon Commercial Center project:

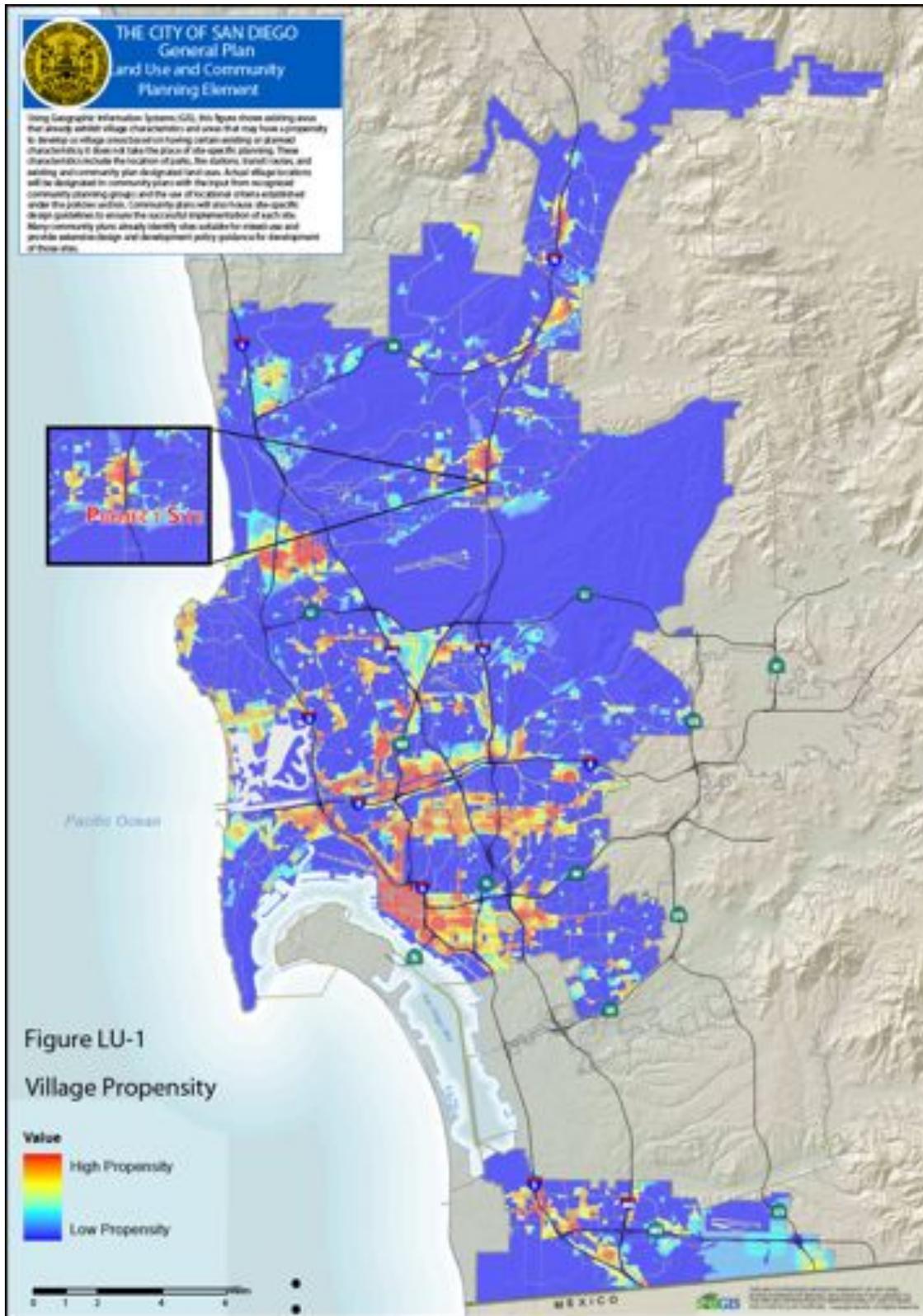


Figure 5.1-1. City of San Diego General Plan Village Propensity Map

Walkable Communities

- A safe and comfortable pedestrian environment.
- A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.
- Greater walkability achieved through pedestrian-friendly street, site and building design.
- *ME-A.4* Make sidewalks and street crossings accessible to pedestrians of all abilities.
- *ME-A.6.* Work toward achieving a complete, functional and interconnected pedestrian network.

Transit First

- An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.
- *ME-B.9.b.* Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.

Street and Freeway System

- *ME-C.6.i.* Employ landscaping to enhance or screen views as appropriate.
- *ME-C.6.j.* Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.

Transportation Demand Management

- Expanded travel options and improved personal mobility.

Bicycling

- A safe and comprehensive local and regional bikeway network.

Parking Management

- Parking that is reasonably available when and where it is needed through management of the supply.
- New development with adequate parking through the application of innovative citywide parking regulations.
- Increased land use efficiencies in the provision of parking.
- *ME-G.1.* Provide and manage parking so that it is reasonably available when and where it is needed.
- *ME-G.2.* Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.

The General Plan's *Urban Design Element* addresses the integration of new development into the natural landscape and/or existing community. The element discusses an *Urban Design Strategy*, or framework, for development as envisioned in the City of Villages strategy based upon the following principles: 1) Contribute to the qualities that distinguish San Diego as a unique living environment; 2) Build upon our existing communities; 3) Direct growth into commercial areas where a high level of activity already exist; and 4) Preserve stable residential neighborhoods. These principles are composed of a balance of several components including natural and created features. The Urban

Design Element also helps implement the “core values” related to urban form that were adopted as a part of the Strategic Framework Element (see below). Relevant goals and policies are as follows:

General Urban Design

- An improved quality of life through safe and secure neighborhoods and public places.
- A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction.
- Utilization of landscape as an important aesthetic and unifying element throughout the City.
- *UD-A.3.* Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.
- *UD-A.5.* Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.
- *UD-A.8.* Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.
- *UD-A.11.* Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.
- *UD-A.12.* Reduce the amount and visual impact of surface parking lots.
- *UD-A.13.* Provide lighting from a variety of sources at appropriate intensities and qualities for safety.

Mixed-Use Villages and Commercial Areas

- Neighborhood commercial shopping areas that serve as walkable centers of activity.
- *UD-C.3* Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.
- *UD-C.7.* Enhance the public streetscape for greater walkability and neighborhood aesthetics.

Public Spaces and Civic Architecture

- Significant public gathering spaces in every community.
- *UD-E.1.* Include public plazas, squares or other gathering spaces in each neighborhood and village center.

The *Economic Prosperity Element* of the General Plan links economic prosperity goals with land use distribution and employment land use policies. Its purpose is “to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy.” Relevant goals and policies for the Carroll Canyon Commercial Center include:

Commercial Land Use

- Economically healthy neighborhood and community commercial areas that are easily accessible to residents.
- New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.
- *EP-B.2.* Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.

- *EP-B.6.* Promote economically vital neighborhood commercial districts that foster small business enterprises and entrepreneurship.
- *EP-B.7.* Promote and facilitate shared parking facilities including parking structures as part of commercial revitalization activities.

Employment Development

- A city with an increase in the number of quality jobs for local residents, including middle-income employment opportunities and jobs with career ladders.

Community and Infrastructure Investment

- Public and private infrastructure that supports economic prosperity.

The General Plan Economic Propensity Element specifically calls for the identification of *Prime Industrial Lands*. The purpose of the Prime Industrial Lands identification is to protect significant industrial lands from encroachment of uses which could affect industries' ability to operate while allowing for future conversion of some industrial land to other uses. Approximately half of the industrially designated land in the City of San Diego qualifies as Prime Industrial Land. The Carroll Canyon Commercial Center project site is not identified as Prime Industrial Lands, as shown in Figure 5.1-2, *Prime Industrial Lands Map*. The project site is identified as Other Industrial; Prime Industrial Lands are located south of the project site.

The General Plan's *Public Facilities, Services, and Safety Element* addresses the provision, prioritization, and financing strategies of fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, disaster preparedness, and seismic safety. Relevant goals and policies of the Public Facilities, Services and Safety Element to the proposed project include the following:

Evaluation of Growth, Facilities, and Services

- Adequate public facilities available at the time of need.
- Public facilities exactions that mitigate the facilities impacts that are attributable to new development.
- Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions.
- *PF-C.1.* Require development proposals to fully address impacts to public facilities and services.

Fire-Rescue

- Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.

Police

- Safe, peaceful, and orderly communities.

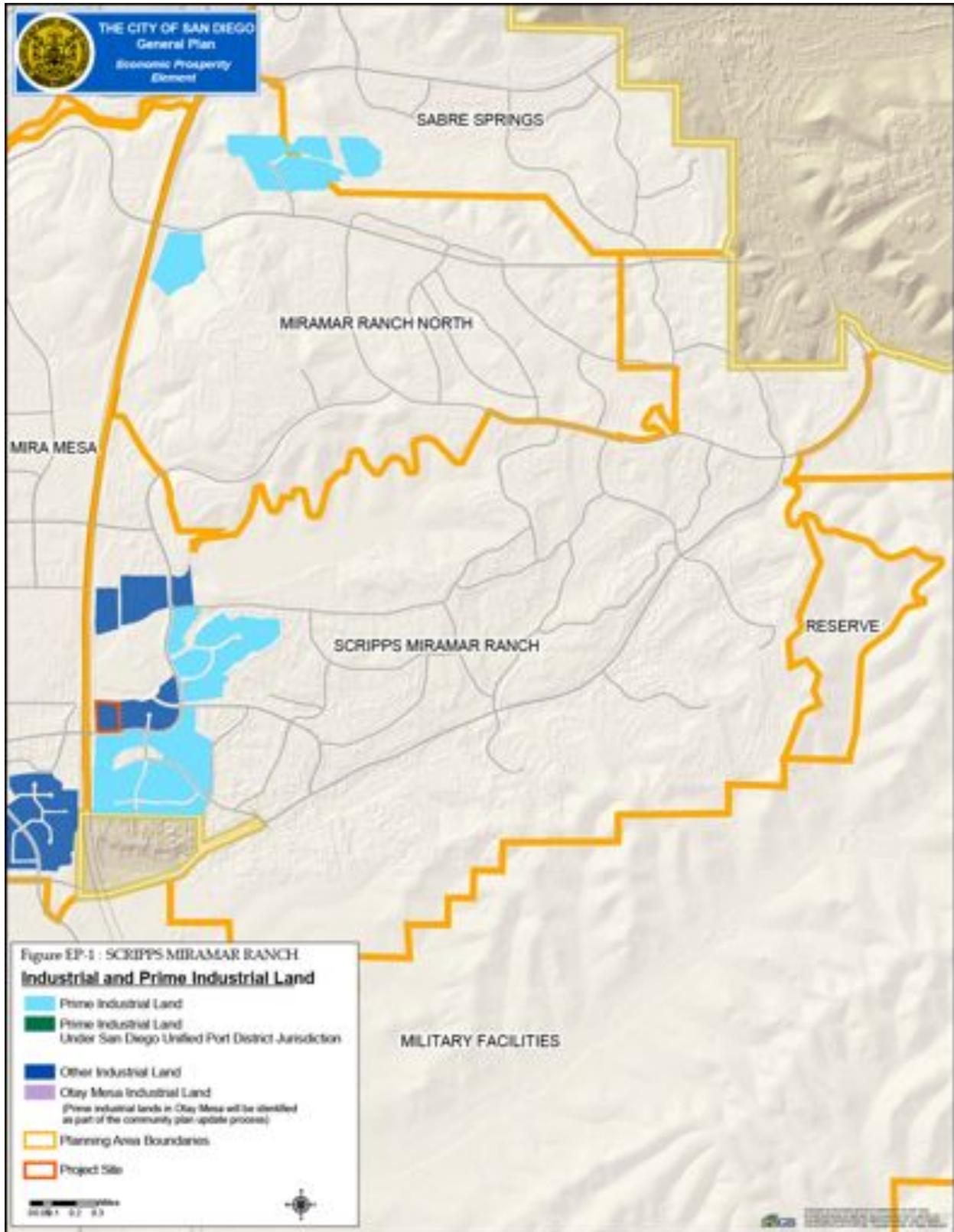


Figure 5.1-2. Prime Industrial Lands Map

Wastewater

- Environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater.
- Increased use of reclaimed water to supplement the region's limited water supply.

Storm Water Infrastructure

- A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.

Waste Management

- Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.
- *PF-I.2.* Maximize water reduction and diversion.

Public Utilities

- Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.

Seismic Safety

- Development that avoids inappropriate land uses in identified seismic risk areas.

The *Conservation Element* of the General Plan contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. Sustainable development and climate change issues are also addressed through the policies of the Conservation Element. Conservation Element goals and policies relevant to the proposed project call for the following:

Climate Change & Sustainable Development

- To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.
- *CE-A.5.* Employ sustainable or "green" building techniques for the construction and operation of buildings.
- *CE-A.9.* Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible.
- *CE-A.10.* Include features in building to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- *CE-A.11.* Implement sustainable landscape design and maintenance.

Open Space and Landform Preservation

- Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique.
- *CE-B.4.* Limit and control runoff, sedimentation, and erosion both during and after construction activity.

- *CE-B.6.* Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures.

Urban Runoff Management

- Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands.
- *CE-E.2.* Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.
- *CE-E.3.* Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.

Air Quality

- Regional air quality which meet state and federal standards.
- Reduction in greenhouse gas emissions effecting climate change.

Sustainable Energy

- An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable.

The General Plan's *Noise Element* is intended to protect people living and working in the City of San Diego from excessive noise. The most prevalent noise source in the City is motor vehicle traffic. Goals and policies provided in the Noise Element guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people from an excessive noise environment. The Noise Element promotes the following goals and policies pertaining to noise relevant to the Carroll Canyon Commercial Center project:

Noise and Land Use Compatibility

- Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.
- *NE-A.2.* Assure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use to minimize the effects on noise-sensitive land uses.
- *NE-A.4.* Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3 of the General Plan), so that noise mitigation measures can be included in the project design to meet the noise guidelines.

Motor Vehicle Noise

- Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.

- *NE-B.1.* Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
- *NE.B.4.* Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
- *NE.B.7.* Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.

Commercial and Mixed-Use Activity Noise

- Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.
- *NE-E.1.* Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.

Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise

- Minimal exposure of residential and other noise-sensitive land uses to excessive construction refuse vehicles, parking lot sweeper-related noise and public noise.
- *NE-G.1.* Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential area and areas abutting residential areas.

Strategic Framework Element

As discussed above, the City of San Diego completed a comprehensive update of its General Plan in March 2008. The City initiated the update with adoption of the Strategic Framework Element in 2002. The Strategic Framework Element provides the overall structure to guide the General Plan update, including future Community Plan updates and amendments and implementation of an action plan. The Strategic Framework Element represents the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its natural resources and amenities. As discussed within the Strategic Framework Element, the City of Villages strategy is a growth strategy that has been designed to create mixed-use areas within communities throughout San Diego. The strategy draws upon strengths and characteristics of existing neighborhoods to determine where and how new growth should occur. Policies guiding the City of Villages strategy have been developed in the following eight areas: urban form, neighborhood quality, public facilities and services, conservation and the environment, mobility, housing affordability, economic prosperity and regionalism, and equitable development.

Scripps Miramar Ranch Community Plan

The project site is governed by the Scripps Miramar Ranch Community Plan, which was adopted by the San Diego City Council on March 4, 1978, and was most recently amended in 2011. The Community Plan is intended to serve as a comprehensive guide for residential, industrial, and commercial developments, open space preservation, and development of a transportation network within the plan area. As presented in Section 2.0, *Environmental Setting*, and depicted in Figure 2-7, *Scripps Miramar Ranch Community Plan Land Use Map*, the project site is identified as Industrial Park in the Scripps Miramar Ranch Community Plan. The project requires an amendment to the Community Plan to change the site's land use designation from Industrial Park to Regional

Commercial, as shown in Figure 3-1, *Scripps Miramar Ranch Community Plan – Proposed Land Use Designations*.

The Scripps Miramar Ranch Community Plan is comprised of ten elements including Residential; Commercial; Industrial; Park, Recreation, and Open Space; School; Public Facilities and Services; Transportation; Community Environment; Social Needs; Design; and Implementation. Goals, objectives, and proposals of each element of the Scripps Miramar Ranch Community Plan which are relevant to the proposed project are presented below.

The *Commercial Element* addresses commercial development within Scripps Miramar Ranch. The project site is not a designated commercial area; however, the project proposes commercial development and to be redesignated as Commercial through a Community Plan Amendment. The following goal and objectives are applicable to the Carroll Canyon Commercial Center project:

- **Goal.** Encourage high design standards within commercial development while providing sufficient commercial area to meet the community's needs.
- **Objective.** Provide sufficient commercial area to meet present and future needs of the community.
- **Objective.** Separate commercial development areas from incompatible land uses.
- **Objective.** Locate commercial areas so as to take advantage of pedestrian, bicycle, and vehicular access routes.
- **Objective.** Encourage the use of eucalyptus and native vegetation in landscaping commercial areas.
- **Objective.** Encourage the use of crime-free design standards for commercial developments, emphasizing landscaping and lighting, which minimize the potential for criminal conduct.
- **Proposal.** Encourage extensive use of wood exteriors and earth tones to achieve architectural compatibility with existing commercial, residential and industrial development.
- **Proposal.** Encourage commercial development which would be harmonious in scale and design with existing developments.
- **Proposal.** Commercial developments should include buffers, preferably landscaped, which provide effective visual screening between disparate land uses.
- **Proposal.** Although strict application of the PCD¹ process may not be appropriate for much of the commercially-zoned land in Scripps Ranch, future development should observe the guidelines and design objectives outlined in the PCD Ordinance.
- **Proposal.** Eucalyptus trees and native vegetation with low water requirements should be emphasized in landscaping.
- **Proposal.** Ingress and egress routes should not cause traffic congestion problems.
- **Proposal.** Specific commercial uses should be compatible with surrounding land uses.
- **Proposal.** Commercial development proposals should be made available to the community's architectural review board so that it may provide input at future public hearings.
- **Proposal.** Commercial facilities should accommodate pedestrian and bicycle traffic, as well as vehicular traffic.

- **Proposal.** Signs should be unobtrusive and tastefully designed for identification purposes only; internally illuminated signs are strongly discouraged.

¹ PCD refers to Planned Commercial Development, which has been replaced by the City's Planned Development Permit process.

Public services include fire protection service, police service, libraries, public utilities, and communications. The *Public Facilities and Services Element* contains goal, objectives, and proposals for the Scripps Miramar Ranch community for public facilities and utilities. Relevant goal, objectives, and policies for the proposed project include the following:

- **Goal.** Assure the availability of adequate public facilities and services to the Scripps Miramar Ranch community and minimize public and private expenditures through prudent planning of these facilities.
- **Objective.** Assure the availability of all utilities needed for new development.
- **Policy (Police Protection).** Police service will continue to be provided out of the substation in University City until such time as the substation proposed for Peñasquitos East is built. In the interim, 24-hour patrol car protection should be provided as needed in order to maintain a quick, efficient response time when police assistance is required. The Police Department's involvement in the planning and development process should be continued to maximize the opportunity for persons to live and work in a crime-free community.
- **Policy (Fire Protection).** The temporary fire station at 10750 Scripps Lake Drive will provide fire protection for Scripps Ranch until a new station is constructed on Spring Canyon Road west of Semillon Boulevard. Upon completion of the new station and the regional road network, response times will be within acceptable levels for the entire community.
- **Policy (Utilities).** The existing gas, electric, sewer, water and telephone services are sufficient to serve the Scripps Miramar Ranch community, with extension and improvements required as development occurs.

Roadways, transit, and bicycle and pedestrian facilities are addressed in the *Transportation Element*. Interest areas include roadway capacity, community roadways, street and parking development, and alternate transportation modes. A goal, objectives, and proposals have been developed to increase the efficiency of the transportation system, maximize transit use, and encourage bicycle and pedestrian activity. The following goal, objectives, and proposals are relevant to the Carroll Canyon Commercial Center project:

- **Goal.** Provide an efficient and aesthetically pleasing transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community and to the greater metropolitan area.
- **Objective.** Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.
- **Objective.** Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees.

- **Objective.** Provide a continuous pedestrian, equestrian, and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns.
- **Objective.** Encourage and facilitate the use of public transit, carpools, and bicycles within and outside the community in conjunction with ongoing citywide programs.
- **Proposal (I-15 Interchanges).** Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road, and Mira Mesa Boulevard for this purpose. The Community Plan supports the latter two designations and encourages construction of adequate four-lane roadways within the community to connect with the facilities provided by the State Department of Transportation as part of their improvement program of I-15.
- **Proposal (Design Objectives).** Maintain and enhance the rural, forested character of the community.
- **Proposal (Design Objectives).** Discourage driveways fronting on major streets, four-lane collectors, and Pomerado Road.
- **Proposal (Design Objectives).** Incorporate eucalyptus trees and compatible vegetation in landscaping along roadways where appropriate.
- **Proposal (Design Objectives).** Preserve mature trees wherever possible.
- **Proposal (Design Objectives).** Minimize conflicts between vehicular and non-motorized traffic.
- **Proposal (Design Objectives).** Support citywide efforts to provide varied and efficient transportation modes.
- **Proposal (Design Objectives).** Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways.
- **Proposal (Design Objectives).** Provide bikeways in accordance with [Scripps Miramar Ranch Community Plan] Figure 16. Allow bicycles in the parking strip and on sidewalks in all residential areas.
- **Proposal (Design Objectives).** Control on-street vehicular parking and recreation vehicle parking through appropriate conditions, covenants, and restrictions (CC&Rs).
- **Proposal (Design Objectives).** Development within the community should not be allowed to exceed the available freeway interchange capacity at Mira Mesa Boulevard, Mercy Road, Carroll Canyon Road, or Pomerado Road.

The quality of community health is addressed in the *Community Environment Element*. This element addresses the health and comfort of living and working in Scripps Miramar Ranch while preserving existing community natural resources and amenities. The relevant goal, objectives, and proposals for the proposed project are the following:

- **Goal.** Ensure a desirable, healthful and comfortable living and working environment for Scripps Miramar Ranch while preserving the community's valuable natural resources and amenities.
- **Objective.** Encourage types and patterns of development which minimize the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring.

- **Objective.** Maximize the utility of open spaces as wildlife habitat by creating contiguous open space systems.
- **Objective.** Support the reduction or elimination of aircraft and motor noise and potential safety and environmental hazards.
- **Objective.** Minimize visual pollution by controlling location, size, design, maintenance, and lighting of outdoor signs.
- **Objective.** Encourage water and energy conservation, water and sewage reclamation and use of natural channels for drainage systems.
- **Proposal.** Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.
- **Proposal.** Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies which require weed removal by developers.
- **Proposal.** Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all runoff carrying contaminants such as fertilizers, pesticides, detergents, and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.
- **Proposal.** Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments² where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in Scripps Miramar Ranch Community Plan Appendix B. When eucalyptus trees are desired in open space areas already covered with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.
- **Proposal.** A variety of eucalyptus species should be used in landscaping.

² *Planned Residential Developments have been replaced by the City's Planned Development Permit process.*

Community aesthetics are addressed in the *Design Element*. This element contains land use-specific development guidelines with a design checklist to ensure quality of individual developments. Additionally, this element addresses areas of Scripps Miramar Ranch that require special design attention due to their highly visible location and/or environmentally sensitive nature. The goal,

objectives, and proposals that have been identified in this element and which are relevant to the Carroll Canyon Commercial Center project are as follows:

- **Goal.** Ensure that future development within Scripps Miramar Ranch will promote a positive community identity, allow for reasonable freedom of design expression, and maintain the character of existing development.
- **Objective.** Encourage design diversity and variety of interpretation but avoid visual chaos and incongruity.
- **Objective (Landform and Grading).** Buildings should not be located in areas subject to flooding.
- **Objective (Street Scene and Trail Treatment).** In order to break up straight and/or lengthy streets, landscaped pockets or parkway strips should be inserted in strategic and logical locations.
- **Objective (Street Scene and Trail Treatment).** Streetlights and other street furniture such as benches and trash cans should complement the design theme of the neighborhood.
- **Objective (Circulation Element).** Collector and Major Streets – Local access streets should have no restrictions concerning driveway access. Collector streets, on the other hand, should be strictly regulated concerning driveway access. Opposing driveways should be discouraged. Driveways should not front on four-lane streets or on Pomerado Road. The preferable treatment is to use local intersecting streets for access with publicly maintained landscaped parkway areas along the collector streets.
- **Objective (Preservation of Eucalyptus Trees).** Important to the historical continuity and overall community design is the preservation of as many existing eucalyptus trees as possible. Hence, all forested areas should be defined on tentative maps and other development plans.
- **Objective (Architectural Form and Character).** Wall materials and colors should be compatible within the same building as well as to neighboring buildings.
- **Objective (Architectural Form and Character).** The following materials are encouraged for building exteriors: natural materials with earth-tone colors; woods with transparent stains or heavy body stains; rough sawn or resawn woods finishes or painted smooth wood; and roof materials of wood shingles or tiles.
- **Objective (Architectural Form and Character).** The way light strikes a building has a great deal to do with how it is perceived. Shadow areas give buildings depth and substance. The visual effect of light and shadow on buildings is perhaps the most valuable design tool available to the housing designer. Every building should have shadow relief. Popouts, overhangs, and recesses may be used to produce effective shadow interest areas. Larger buildings require more shadow relief than do smaller buildings. Large, unbroken expanses of wall should usually be avoided.
- **Objective (Planned Commercial Developments).** Each PCD should be distinctive in character from other PCDs in the Ranch area so as to establish neighborhood identities.
- **Objective (Planned Commercial Developments).** The PCD should incorporate the landscaping themes of any adjoining streets and nearby residential developments in order to have a harmony of design. While safe ingress and egress to commercial developments is important, especially on major streets, it need not be accomplished at the expense of attractive project buffers and landscape areas. Especially for projects at the intersections of

major roads, consideration must be given to streetside landscaping in order to avoid the appearance of a paved island among otherwise wooded areas.

- **Objective (Signs).** Signs in Scripps Miramar Ranch should advertise a place of business or provide directions and information and should be architecturally attractive and contribute to the retention and enhancement of the community's character. Each sign should be in scale with surrounding buildings. The use of natural materials, especially wood, is encouraged. Animated and roof signs should not be permitted. Building or roof outline tube lighting should be prohibited. Building or wall lighting should be indirect. A limited number of spotlights may be used to create shadow, relief, or outline effects when such lighting is concealed or indirect.

Zoning

Zoning for the property located in the City of San Diego is governed by the City's Land Development Code. As presented in Section 2.0, *Environmental Setting*, and shown on Figure 2-8, *Existing Zoning*, the Carroll Canyon Commercial Center project site is zoned IP-2-1. The purpose of the IP-2-1 zone 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 are provided to minimize commercial influence."* The IP-2-1 zone allows for a mix of office and light industrial uses. The project proposes to change the zoning of the project site from IP-2-1 to CR-2-1, as discussed in Section 3.0, *Project Description*, and evaluated under Section 5.1.2, *Impact Analysis*, below. The purpose of the CR-2-1 zone is to *"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. Property within these zones will be primarily located along major streets, primary arterials, and major public transportation lines."* The CR-2-1 zone specifically allows for regional serving commercial and limited industrial uses with an auto orientation but no residential use.

City of San Diego Multiple Species Conservation Program Subarea Plan

The MSCP is a comprehensive plan that will preserve a network of habitat and open space in the region. The MSCP identifies a Multi-Habitat Planning Area (MHPA) in which the permanent MSCP preserve will be assembled and managed for its biological resources. In accordance with the MSCP, the City has developed a Subarea Plan to implement the MSCP and habitat preserve within the City of San Diego. The Carroll Canyon Commercial Center project site is within the City's MSCP Subarea, but is not located within or adjacent to the MHPA (Figure 5.1-3, *Multi-Habitat Planning Area*).



Figure 5.1-3. Multi-Habitat Planning Area

Within the MSCP, the project site is located within an urban habitat area. The City's MSCP Subarea Plan identifies specific management policies and directives for urban habitat lands. Major issues identified for these lands include the following:

- Intense land uses and activities adjacent to and in covered species habitat
- Dumping, litter, and vandalism
- Itinerant living quarters
- Utility, facility, and road repair, construction, and maintenance activities
- Exotic (non-native) and invasive plants and animals
- Urban runoff and water quality

The City's MSCP Subarea Plan also addresses mitigation for impacts to wildlife and habitat. For those impacts occurring outside the MHPA, such as the project site, mitigation is based on the habitat type and location of the mitigation site. The Carroll Canyon Commercial Center project site is fully developed. As such, as presented in Section 5.8, *Biological Resources*, the project site does not contain any biological resources. Indirect impacts due to construction and noise, however, may occur as a result of implementing the project. These impacts, as well as the required mitigation, are addressed in Section 5.8.

Marine Corps Air Station Miramar Airport Land Use Compatibility Plan

The basic function of ALUCPs (or Compatibility Plans) 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 uses. With limited exception, California law requires preparation of a compatibility plan for each public-use and military airport in the state. Most counties have established an airport land use commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the ALUC function rests with the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

The MCAS Miramar ALUCP is the fundamental tool used by the SDCRAA, acting in its capacity as the San Diego County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, this Compatibility Plan: 1) provides for the orderly growth of the airport and the area surrounding the airport; and 2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Compatibility Plan provides policies and criteria for the City of San Diego to implement and the Airport Land Use Commissions (ALUC) to use when reviewing development proposals that require rezones and/or plan amendments within the AIA at MCAS Miramar. 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 Municipal Code).

As shown in Figure 2-9, *MCAS Miramar – Airport Influence Area Map*, the Carroll Canyon Commercial Center project site is located within Review Area 1 of the AIA for MCAS Miramar. As a result, airport – land use compatibility needs to be adhered to. The project has received ALUC consistency determination (see Appendix J), stating that the project is consistent with the MCAS Miramar ALUCP. A discussion of the MCAS Miramar ALUCP is included below under *Issue 3*.

5.1.2 Impact Analysis

Thresholds of Significance

The following thresholds, relevant to the proposed project, have been identified in the City of San Diego's *Significance Determination Guidelines under the California Environmental Quality Act* for evaluating potential impacts to land use:

- Inconsistency/conflict with the environmental goals, objectives, or guidelines of the Miramar Ranch North Community Plan or City of San Diego General Plan.
- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.
- Inconsistency/conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and any applicable MHPA Adjacency Guidelines.

Issue 1

Would the proposed project be inconsistent/conflict with environmental goals, objectives, or guidelines of the Scripps Miramar Ranch Community Plan or the City of San Diego General Plan?

Impact Analysis

The Carroll Canyon Commercial Center project proposes the development of a mix of retail commercial uses and parking (surface and structured). The project provides for the development of approximately 144,621 square feet of commercial space, to include a mix of retail shops, financial institution(s), sit-down restaurant(s), and fast-service restaurant(s). The project proposal also includes the development of space for gathering and dining. (See Section 3.0, *Project Description*, and Figures 3-5a and 3-5b for a discussion of project characteristics and features.)

City of San Diego General Plan

The City of San Diego General Plan identifies the project site as Industrial Employment. Justification for the proposed land use change (from Industrial Park to Commercial) must be supported by an evaluation of the collocation/conversion suitability factors in Appendix C, EP-2 of the General Plan. A *Collocation/Conversion Suitability Factors Analysis* has been completed for the Carroll Canyon Commercial Center project and is on-file with the City of San Diego's Development Services Department.

The *Collocation/Conversion Suitability Factors Analysis* examines the impact of the proposed conversion of industrial land to commercial retail uses. This analysis discusses how industrial lands and Prime Industrial Lands are impacted if a property is converted. The results of the *Collocation/Conversion Suitability Factors Analysis* conclude that the project's conversion to a commercial development is suitable. The project site is located within an area served transit. The project would develop as commercial retail uses, to include a larger major tenant, restaurants, and financial institution(s). These uses offer dining and shopping opportunities which can serve employees of the surrounding light industrial and industrial office developments. The project does not propose any residential uses or residential support uses.

The project does not impact residents or expose sensitive receptors to hazardous materials. Table 5.1-1, *General Plan Consistency*, summarizes the project's consistency with General Plan goals, objectives, and policies. The proposed project is consistent with all other pertinent elements of the General Plan. The project's change in land use does not result in a significant environmental impact relative to consistency with the General Plan.

Scripps Miramar Ranch Community Plan

The project site is situated on an industrially-designated area of the Scripps Miramar Ranch Community Plan. The project proposes to change the designation of the project site from Industrial Park to Commercial. The Scripps Miramar Ranch Community Plan does not contain any goals, objectives, or proposals relative to the preservation of industrial lands at the location of the proposed project.

The Scripps Miramar Ranch Community Plan addresses the development of community commercial uses to meet community needs. The proposed project would create additional community-serving commercial options and provides for retail commercial services in proximity of residents, thereby reducing the need to travel outside the community for these services. The project also provides for an improved gateway for the southern portion of Scripps Miramar Ranch. By creating a project where buildings better address the street and provides for lively pedestrian plazas, the project results in an activated presence at this high-profile community entry. Additionally, the project adheres to the objectives throughout the Community Plan encouraging high standards of design for commercial projects.

The Scripps Miramar Ranch Community Plan calls for preservation of eucalyptus trees as an element for *historical continuity and overall community design*. The Design Element of the Community Plan states that *all forested areas be defined on tentative maps and other development plans* and calls for the justification of the removal of eucalyptus trees having a diameter exceeding eight inches. The Community Plan's Commercial Element encourages the use of eucalyptus trees in the landscaping of commercial areas, recommends that landscaping in new developments emphasize the use of eucalyptus species, and that a variety of eucalyptus species should be used in landscaping.

The project applicant has prepared an *Inventory of Eucalyptus Trees* in order to document forested areas of eucalyptus occurring on the project site, as well as the number of individual eucalyptus trees located throughout the development area. (See Figure 5.1-4, *Inventory of Eucalyptus Trees*.) As shown in the tabulation included on the *Inventory of Eucalyptus Trees*, the project would result in the removal of 80 trees within the two forested areas and all of the individual trees located within the currently developed portions of the site. Many of the eucalyptus trees that occur on the project site are malnourished and diseased and have become a safety risk because of fire hazards and the propensity to randomly drop limbs.

Table 5.1-1. General Plan Consistency

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
<i>Land Use and Community Planning Element (Land Use Element)</i>		
Policy LU-A.7.b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services.	The proposed project would be served by Bus Route 964A, which connects to the regional bus and light rail transit network. Two stops are located proximate to the project site. The proposed project would be consistent with this policy.	Consistent
<i>Mobility Element</i>		
Walkable Communities Goal. A safe and comfortable pedestrian environment.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk promotes a pedestrian environment. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. The proposed project would be consistent with this goal. The project would add a second driveway on Carroll Canyon Road, however, requiring that pedestrians cross an additional driveway and pay particular attention to avoid conflicts with motorists entering and leaving the project.	Consistent
Walkable Communities Goal. A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	As part of the proposed project, non-contiguous a sidewalk would be provided along Carroll Canyon Road. The sidewalk provides for an interconnected pedestrian network that is accessible to people of all abilities. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at curb cuts would be provided for accessibility. The proposed project would be consistent with this goal.	Consistent
Walkable Communities Goal. Greater walkability achieved through pedestrian-friendly street, site, and building design.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk promotes a pedestrian-friendly environment. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Pedestrian walkways into and around the project site would promote wayfinding and ease of movement throughout the project for pedestrians. Building entries would address the pedestrian circulation network internally. The proposed project would be consistent with this goal.	Consistent
Walkable Communities Policy ME-A.4. Make sidewalks and street crossings accessible to pedestrians of all abilities.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
	curb cuts would be provided for accessibility. The proposed project would be consistent with this policy.	
Walkable Communities Policy ME-A.6. Work toward achieving a complete, functional, and interconnected pedestrian network.	As part of the proposed project, a non-contiguous sidewalk would be provided along Carroll Canyon Road. The sidewalk provides for increased pedestrian connectivity. A traffic signal would be installed at the primary site entry, which would allow for signalized crossing of pedestrians. Ramps at curb cuts would be provided for accessibility. The proposed project would be consistent with this policy.	Consistent
Transit First Goal. An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.	The proposed project would be served by Bus Route 964A, which connects to the regional bus and light rail transit network. Two stops are located proximate to the project site. The proposed project would be consistent with this goal.	Consistent
Transit First Policy ME-B.9.b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.	The proposed project would be served by Bus Route 964A, which connects to the regional bus and light rail transit network. Two stops are located proximate to the project site. The proposed project would be consistent with this policy.	Consistent
Street and Freeway System Policy ME-C.6.i. Employ landscaping to enhance or screen views, as appropriate.	Landscaping would be provided along the western property boundary to screen views of the adjacent I-15 freeway. The proposed project would be consistent with this policy.	Consistent
Street and Freeway System Policy ME-C.6.j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.	Project landscaping would include native, native-friendly, and drought tolerant planting. Additionally, some plant materials have been drawn from the existing palette of the area, including multiple varieties of eucalyptus. The proposed project would preserve a stand of eucalyptus trees in addition to new planting. Landscaping on-site would for a high-quality aesthetic that has low water demand and low maintenance. The proposed project would be consistent with this policy.	Consistent
Transportation Demand Management Goal. Expanded travel options and improved personal mobility.	The proposed project would provide for multimodal transportation options. The project has pedestrian circulation and linkage elements and a bike lane along Carroll Canyon Road. Bus service is provided along Carroll Canyon Road by Bus Route 964A; there are two bus stops adjacent to the project site. Parking would be provided on-site for those traveling by personal automobile. The proposed project would be consistent with this goal.	Consistent
Bicycling Goal. A safe and comprehensive local and regional bikeway network.	A bike lane is provided along Carroll Canyon Road, fronting the project site, which connects to the regional bikeway	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
	network of bicycle routes, lanes, and paths. The proposed project would retain this bike lane and would be consistent with this goal.	
Parking Management Goal. Parking that is reasonably available when and where it is needed through management of the supply.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
Parking Management Goal. New development with adequate parking through the application of innovative citywide parking regulations.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
Parking Management Goal. Increased land use efficiencies in the provision of parking.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. Parking would be provided in surface parking and as integrated into the anchor tenant to increase efficiency of the project site area. The proposed project would be consistent with this goal.	Consistent
Parking Management Policy ME-G.1. Provide and manage parking so that it is reasonably available when and where it is needed.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. The proposed project would be consistent with this goal.	Consistent
Parking Management Policy ME-G.2. Implement innovative and up-to-date parking regulations that address the vehicular and bicycle parking needs generated by development.	Parking would be provided in accordance with the regulations of the City of San Diego Land Development Code Chapter 14, Article 2, Division 5, <i>Parking Regulations</i> . Adequate parking would be provided on-site. Parking would be provided in surface parking and as integrated into the anchor tenant to increase efficiency of the project site area. Bicycle parking would be provided as required by the Land Development Code. The proposed project would be consistent with this goal.	Consistent
<i>Urban Design Element [Note: for in-depth discussion of project aesthetics and community character, please see Section 5.3, Visual Quality and Neighborhood Character.]</i>		
General Urban Design Goal. An improved quality of life through safe and secure neighborhoods and public places.	The proposed project would provide for improved quality of life by providing for new retail opportunities and outdoor places for people to congregate and dine. Project safety	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
	would be promoted through site design and lighting. The proposed project would provide for a longer daily use than the surrounding industrial development, thereby providing for greater activity for longer periods during the day, which promotes safety. The proposed project would be consistent with this goal.	
General Urban Design Goal. A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.	The proposed project would provide for a new commercial center in the Scripps Miramar Ranch community. The pattern and scale of development would be varied by providing for commercial uses in a number of buildings ranging in size from stand alone shops to multi-shop buildings to a larger anchor tenant. This center would provide residents, employees, and visitors of Scripps Miramar Ranch and neighboring Mira Mesa with new shopping and lifestyle amenity options. Outdoor space would provide for social interaction opportunities. The size and scale of the proposed development is consistent with the existing community character and context. The proposed project would be consistent with this goal.	Consistent
General Urban Design Goal. Utilization of landscape as an important aesthetic and unifying element throughout the City.	Landscaping would be utilized to tie the proposed project in with the surrounding community through the use of existing and proposed eucalyptus trees. Project landscaping would be provided to enhance wayfinding and promote the visual aesthetic of the proposed project. The proposed project would be consistent with this goal.	Consistent
General Urban Design Policy UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.	The northern boundary of the proposed project abuts an open drainage corridor. The project Landscape Development Plan includes two brush management zones to buffer this open space area from the proposed project and to provide a visual transition from the urban nature of the project to the natural character of the drainage corridor. The proposed project would be consistent with this policy.	Consistent
General Urban Design Policy UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
	elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this policy.	
General Urban Design Policy UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. Landscape design includes existing and proposed eucalyptus trees, large deciduous canopy trees, flowering accent trees and plants, evergreen planting, and ornamental grasses and groundcovers. Landscaping and design features/elements would enhance building entries, provide for pedestrian and vehicular wayfinding, and define the various components of the proposed project. Landscaping would include native, native-friendly, and drought tolerant plantings to the extent possible, providing for environmental benefits. The proposed project would be consistent with this policy.	Consistent
General Urban Design Policy UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.	The project proposes a combination of surface and structured parking to provide for efficient use of site area. The structured parking area would be incorporated into the anchor tenant, with the remaining parking provided as surface parking. The proposed project would be consistent with this policy.	Consistent
General Urban Design Policy UD-A.12. Reduce the amount and visual impact of surface parking lots.	The surface parking lot would be broken into smaller portions by landscaped medians, pedestrian circulation elements, and site design. The visual impact of surface parking would be further reduced by landscaping that includes evergreen or semi-evergreen shade trees, flowering accent trees, deciduous canopy trees, evergreen shrubs, and ornamental grasses and groundcovers. The proposed project would be consistent with this policy.	Consistent
General Urban Design Policy UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.	Lighting would be provided throughout the project site to provide for safety and wayfinding. Lighting would be limited by the regulations of the City of San Diego Land Development Code, which avoid light pollution and impacts	Consistent

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	on sensitive habitats. The proposed project would be consistent with this policy.	
<p>Mixed-Use Village and Commercial Areas Goal. Neighborhood commercial shopping areas that serve as walkable centers of activity.</p>	The proposed project would provide a new commercial center within walking distance to existing surrounding industrial uses. Additionally, the project site is less than one mile east of residential developments in the Mira Mesa community, providing those residents with additional commercial shopping opportunities accessible by walking, bicycling, transit, or driving. The proposed project would be consistent with this goal.	Consistent
<p>Mixed-Use Village and Commercial Areas Policy UD-C.3. Develop and apply building design guidelines and regulations to create diversity rather than homogeneity, and improve the quality of infill development.</p>	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this policy.	Consistent
<p>Mixed-Use Village and Commercial Areas Policy UD-C.7. Enhance the public streetscape for greater walkability and neighborhood aesthetics.</p>	The proposed project would enhance the streetscape by providing a non-contiguous sidewalk and extensive landscaping, to include existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics. The proposed project would be consistent with this policy.	Consistent
<p>Public Spaces and Civic Architecture Goal. Significant public gathering spaces in every community.</p>	The project proposes the inclusion of outdoor space in the form of two plazas for dining and gathering. This would contribute to the overall amount of public space in the community. The proposed project would be consistent with this goal.	Consistent
<p>Public Spaces and Civic Architecture Policy UD-E.1. Include public plazas, squares, or other gathering spaces in each neighborhood and village center.</p>	The project proposes the inclusion of outdoor space in the form of two plazas for dining and gathering. This would contribute to the overall amount of public space in the community. The proposed project would be consistent with	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
<i>Economic Prosperity Element</i>		
<p>Commercial Land Use Goal. Economically healthy neighborhood and community commercial areas that are easily accessible to residents.</p>	<p>The project proposes the development of a commercial center to serve employees, residents, and visitors of Scripps Miramar Ranch. Residential developments in Mira Mesa would be provided easy access to the commercial center due to their close proximity. The proposed project would be consistent with this goal.</p>	<p>Consistent</p>
<p>Commercial Land Use Goal. New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.</p>	<p>The commercial center proposed by the project would provide new retail opportunities within Scripps Miramar Ranch. The project would promote the local economy and create a synergy between the proposed project, the existing commercial development to the south, employment uses to the south and east, and surrounding residential developments. The proposed project would be consistent with this goal.</p>	<p>Consistent</p>
<p>Commercial Land Use Policy EP-B.2. Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.</p>	<p>The commercial center proposed by the project would provide new retail opportunities within Scripps Miramar Ranch. The project would promote the local economy and create a synergy between the proposed project, the existing commercial development to the south, employment uses to the south and east, and surrounding residential developments. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Commercial Land Use Policy EP-B.6. Promote economically vital neighborhood commercial districts that foster small business enterprises and entrepreneurship.</p>	<p>The commercial center proposed by the project would provide new retail opportunities within Scripps Miramar Ranch. The project would promote the local economy and create a synergy between the proposed project, the existing commercial development to the south, employment uses to the south and east, and surrounding residential developments. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Commercial Land Use Policy EP-B.7. Promote and facilitate shared parking facilities including parking structures as part of commercial revitalization activities.</p>	<p>The project provides for shared parking on-site between the various tenant buildings. Structured parking would be integrated into the anchor tenant building. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Employment Development Goal. A city with an increase in the number of quality jobs for local residents, including middle-income employment opportunities and jobs with career</p>	<p>The project proposes a mix of retail uses within a commercial center. These uses would provide local residents with entry-level and middle-income job opportunities, including career</p>	<p>Consistent</p>

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
ladders.	ladders within retail uses. The proposed project would be consistent with this goal.	
Community and Infrastructure Investment Goal. Public and private infrastructure that supports economic prosperity	The project would construct a new signalized primary access at the easterly project driveway, would construct a new right-in/right-out driveway between the existing primary driveway and I-15, and would dedicate a twenty two (22) foot parkway along the project frontage that may be used for a future travel lane if needed. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project applicant would construct a raised median on Carroll Canyon Road as part of project. In this manner, the project would provide for improvements to the circulation infrastructure that would serve the community.	Consistent
<i>Public Facilities, Services, and Safety Element [Note: for in-depth discussion of public services and facilities, please see Section 5.13, Public Services and Facilities.]</i>		
Evaluation of Growth, Facilities, and Services Goal. Adequate public facilities available at the time of need.	Adequate public facilities are available or will be available at the time the proposed project is developed, as needed. Where adequate facilities are not available, the proposed project would contribute to those facilities, if the facilities are directly impacted by project development, as applicable. The proposed project would be consistent with this goal.	Consistent
Evaluation of Growth, Facilities, and Services Goal. Public facilities exactions that mitigate the facilities impacts that are attributable to new development.	Adequate public facilities are available or will be available at the time the proposed project is developed, as needed. Where adequate facilities are not available, the proposed project would contribute to those facilities, if the facilities are directly impacted by project development, as applicable. The proposed project would be consistent with this goal.	Consistent
Evaluation of Growth, Facilities, and Services Goal. Improvement of quality of life in communities through the evaluation of private development and the determination of appropriate exactions.	If any exactions are required as a result of proposed project development, the appropriate amount would be determined as part of project development. The proposed project would be consistent with this goal.	Consistent
Evaluation of Growth, Facilities, and Services Policy PF-C.1. Require development proposals to fully address impacts to public facilities and services.	Public facilities and services are fully addressed in Section 5.13 of this EIR. The proposed project would be consistent with this policy.	Consistent
Fire-Rescue Goal. Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Fire-Rescue services. The proposed project would be consistent with this goal.	Consistent

5.0 ENVIRONMENTAL ANALYSIS

5.1 Land Use

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
Police Goal. Safe, peaceful, and orderly communities.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Police services. The proposed project would be consistent with this goal.	Consistent
Wastewater Goal. Environmentally sound collection, treatment, re-use, disposal, and monitoring of wastewater.	Wastewater from the proposed project would be collected and treated in a manner consistent with City policies and procedures. The proposed project would be consistent with this goal.	Consistent
Wastewater Goal. Increased use of reclaimed water to supplement the region's limited water supply.	The proposed project would utilize reclaimed water to the extent possible and practical. The proposed project would be consistent with this goal.	Consistent
Storm Water Infrastructure Goal. A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.	Stormwater would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this goal.	Consistent
Waste Management Goal. Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	The proposed project has prepared a Waste Management Plan to ensure the maximum diversion of materials possible. The proposed project would be consistent with this goal.	Consistent
Waste Management Policy PF-1.2. Maximize water reduction and diversion.	The proposed project has prepared a Waste Management Plan to ensure the maximum diversion of materials possible. The proposed project would be consistent with this goal.	Consistent
Public Utilities Goal. Public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape.	Service providers, including those that provide public utilities, were contacted during preparation of this EIR to ensure adequate infrastructure and supply is available for the proposed project. The proposed project would be consistent with this goal.	Consistent
Seismic Safety Goal. Development that avoids inappropriate land uses in identified seismic risk areas.	The project site is listed in Geologic Hazard Category 52: Other level areas, gently sloping to steep terrain, favorable geologic structure; low risk. The proposed project would be consistent with this goal.	Consistent
Conservation Element		
Climate Change & Sustainable Development Goal. To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.	The proposed project has been designed to contribute toward the City's goal of overall carbon footprint reduction. Project buildings would be constructed to a minimum of Title 24 standards, ensuring compliance with State sustainable building practices and energy efficiency. The project site would be served by multi-modal transportation options, including Bus Route 964A, a bike lane, pedestrian sidewalks, and personal automobile circulation elements. Project landscaping would be native, native-friendly, or drought	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
	tolerant to the extent possible. The proposed project would be consistent with this goal.	
<p>Climate Change & Sustainable Development Policy CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.</p>	The proposed project has been designed to contribute toward the City’s goal of overall carbon footprint reduction. Project buildings would be constructed to a minimum of Title 24 standards, ensuring compliance with State sustainable building practices and energy efficiency. Project landscaping would be native, native-friendly, or drought tolerant to the extent possible. The proposed project would be consistent with this policy.	Consistent
<p>Climate Change & Sustainable Development Policy CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible.</p>	Per the proposed project’s Waste Management Plan, the project would utilize building materials containing post-consumer recycled content to the extent possible. The proposed project would be consistent with this policy.	Consistent
<p>Climate Change & Sustainable Development Policy CE-A.10. Include features in building to facilitate recycling of waste generated by building occupants and associated refuse storage areas.</p>	The proposed project would comply with Chapter 14, Article 2, Division 8, <i>Refuse and Recyclable Materials Storage Regulations</i> , of the City of San Diego Land Development Code. As a result, the project would facilitate recycling and provide refuse storage areas. The proposed project would be consistent with this policy.	Consistent
<p>Climate Change & Sustainable Development Policy CE-A.11. Implement sustainable landscape design and maintenance.</p>	The project proposes a landscape plan that includes native, native-friendly, and drought tolerant plant materials. The proposed project would be consistent with this policy.	Consistent
<p>Open Space and Landform Preservation Goal. Preservation and long-term management of the natural landforms and open spaces that help make San Diego unique.</p>	The proposed project is located adjacent to an open space drainage corridor. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. The proposed project would be consistent with this goal.	Consistent
<p>Open Space and Landform Preservation Policy CE-B.4. Limit and control runoff, sedimentation, and erosion both during and after construction activity.</p>	Stormwater and run-off would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this policy.	Consistent
<p>Open Space and Landform Preservation policy CE-B.6. Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures.</p>	The proposed project is located adjacent to an open space drainage corridor. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. These brush management zones provide defensible space. The proposed project would be consistent with this policy.	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
Urban Runoff Management Goal. Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands.	The proposed project is located adjacent to an open space drainage corridor, within which is an intermittent blue line stream. The project would include two brush management zones within the Landscape Development Plan to buffer this open space area. Stormwater and run-off would be handled on-site through stormwater conveyance systems. Pollutants within urban run-off and stormwater would be reduced to the extent practicable. The proposed project would be consistent with this policy.	Consistent
Urban Runoff Management Policy CE-E.2. Apply water quality protection measures to land development projects early in the process – during project design, permitting, construction, and operations – in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this policy.	Consistent
Urban Runoff Management Policy CE-E.3. Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this policy.	Consistent
Air Quality Goal. Regional air quality which meet state and federal standards.	Section 5.4, <i>Air Quality</i> , of this EIR evaluates project conformance with State and Federal air quality standards. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent
Air Quality Goal. Reduction in greenhouse gas emissions effecting climate change.	Section 5.5, <i>Global Climate Change</i> , of this EIR evaluates project conformance with greenhouse gas emissions standards. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent
Sustainable Energy Goal. An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable.	Section 5.6, <i>Energy</i> , of this EIR analyzes project energy use and impacts. The proposed project would be consistent with this goal, per the analysis contained in this EIR.	Consistent
Noise Element		
Noise and Land Use Compatibility Goal. Consider existing and future noise levels when making land use planning decisions to minimize people’s exposure to excessive noise.	Section 5.7, <i>Noise</i> , of this EIR analyzed projected noise levels and impacts of the proposed project. Per this analysis, the proposed project would not permanently expose people to excessive noise. The proposed project would be consistent	Consistent

City of San Diego General Plan Applicable Aspect	Project Analysis	Project Consistency
<p>Noise and Land Use Compatibility Policy NE-A.2. Assure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use to minimize the effects on noise-sensitive land uses.</p>	<p>with this goal. City guidelines were consulted to ensure the proposed project uses' compatibility with noise levels existing and in the future. The proposed project would be consistent with this policy, per the analysis provided in this EIR.</p>	<p>Consistent</p>
<p>Noise and Land Use Compatibility Policy NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the [City of San Diego General Plan] Land Use – Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.</p>	<p>A Noise Report was prepared for the proposed project by Ldn Consulting and is summarized in Section 5.7. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Motor Vehicle Noise Goal. Minimal excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.</p>	<p>Section 5.7, <i>Noise</i>, of this EIR analyzed projected noise levels and impacts of the proposed project. Per this analysis, the proposed project would not permanently expose people to excessive noise. The proposed project would be consistent with this goal.</p>	<p>Consistent</p>
<p>Motor Vehicle Noise Policy NE-B.1. Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.</p>	<p>City guidelines were consulted to ensure the proposed project uses' compatibility with noise levels existing and in the future. Adjacency to I-15 was included in this analysis. The proposed project would be consistent with this policy, per the analysis provided in this EIR.</p>	<p>Consistent</p>
<p>Motor Vehicle Noise Policy NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.</p>	<p>The proposed project is multi-modal transportation supportive. Bus Route 964A runs along Carroll Canyon Road and two transit stops are provided adjacent to the project site. A bus lane is provided along Carroll Canyon Road. Pedestrian circulation would include a sidewalk along project frontage at Carroll Canyon Road. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Motor Vehicle Noise Policy NE-B.7. Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.</p>	<p>The project does not propose the use of any walls. Landscaping, setbacks, and architectural details would be utilized to enhance project aesthetic. The proposed project would be consistent with this policy.</p>	<p>Consistent</p>
<p>Commercial and Mixed-Use Activity Noise Goal. Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.</p>	<p>The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The project would not result in excessive</p>	<p>Consistent</p>

<i>City of San Diego General Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
	noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	
Commercial and Mixed-Use Activity Noise Policy NE-E.1. Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.	The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The project would not result in excessive noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	Consistent
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Goal. Minimal exposure to residential and other noise-sensitive land uses to excessive construction refuse vehicles, parking lot sweeper-related noise, and public noise.	The project site is not immediately surrounded by any residential or sensitive receptor land uses. Scripps Ranch High School is located north of the project site, beyond the open drainage corridor. The project would not result in excessive noise exposure to surrounding uses, as analyzed in Section 5.7. The proposed project would be consistent with this goal.	Consistent
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise Policy NE-G.1. Implement limits on the hours of operation or non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas	The proposed project would comply with City noise ordinance regulations relative to hours of construction and noise generating activities. The proposed project would be consistent with this policy.	Consistent

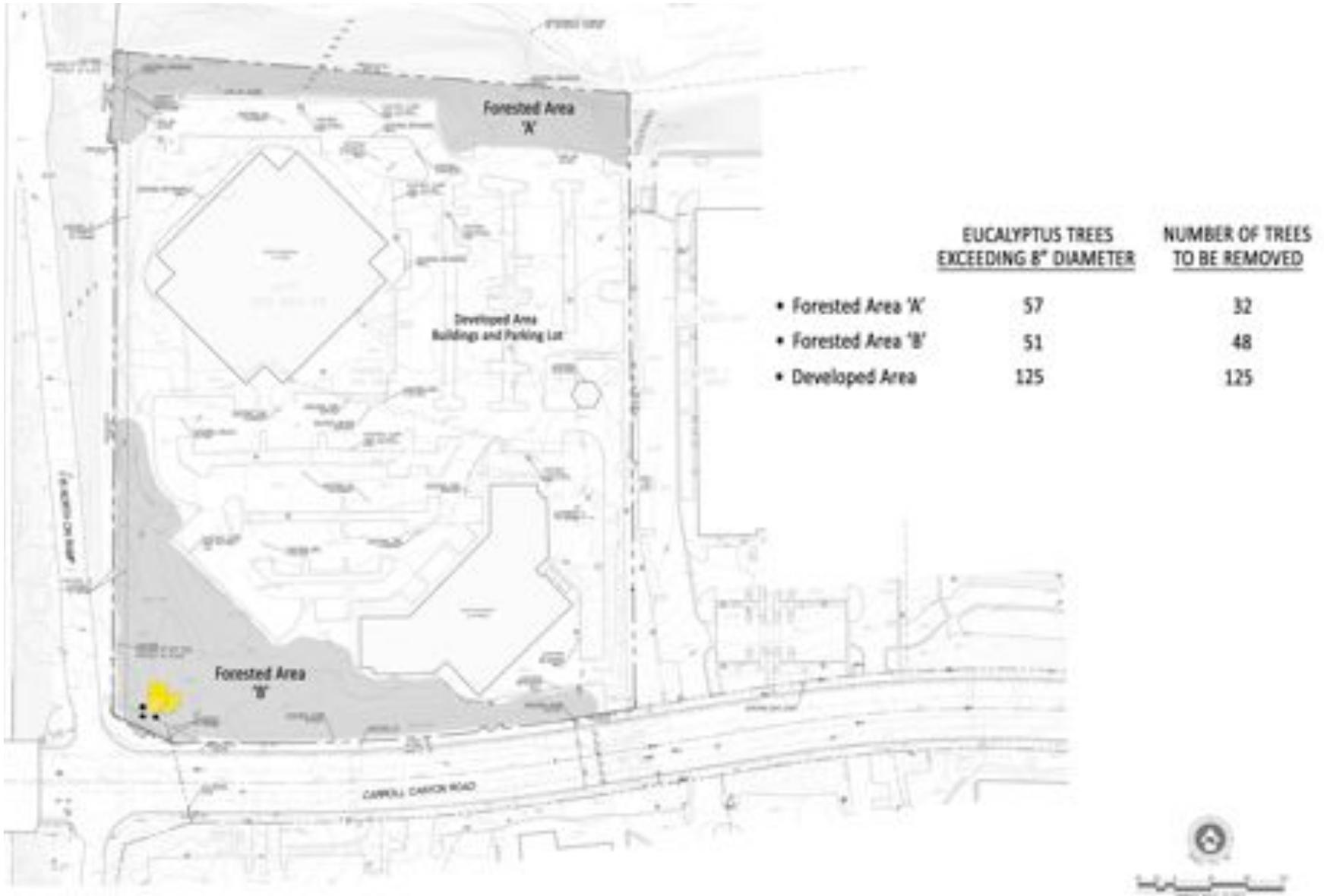


Figure 5.1-4. Inventory of Eucalyptus Trees

Redevelopment of the project site requires removal of each tree shown for removal on the *Inventory of Eucalyptus Trees* in the forested areas of the project site in order to accomplish redevelopment of the site. An extensive amount of site grading is required to accommodate the buildings and contemporary landscaping in accordance with the City's landscape requirements. Additionally, the proposed project would preserve some (28) existing eucalyptus trees within the forested areas on-site and includes the addition of 21 new eucalyptus trees of four potential species in the project's Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project respects the Community Plan's goal of preserving the heritage of the community. Use of a variety of new, more pedestrian-friendly and healthier eucalyptus species in the project's landscape plan is proposed to conform with recommendations of the Community Plan, to enhance the landscape elements of the project, to promote the historical continuity of the community, and to create areas of eucalyptus that add to the overall community design.

The Carroll Canyon Commercial Center project is consistent with all other applicable elements of the Community Plan. Table 5.1-2, *Scripps Miramar Ranch Community Plan Consistency*, summarizes the proposed project's consistency with the Scripps Miramar Ranch Community Plan's goals, objectives, and proposals. The proposed land use change does not represent a significant impact to Community Plan consistency. The proposed project would not result in significant environmental impacts associated with land use recommendations of the Scripps Miramar Ranch Community Plan.

Significance of Impacts

The proposed project is consistent with the overall intent and requirements of the City of San Diego General Plan. The project proposes to change the land use designation of Industrial Employment to Commercial; the project site is not identified as Prime Industrial Lands, and this land use change would not represent a significant impact, as illustrated by *Collocation/Conversion Suitability Factors Analysis*. The project's proposal to remove the industrial land use would not result in significant environmental impacts associated with Land Use.

The proposed project is consistent with the overall intent and requirements of the Scripps Miramar Ranch Community Plan. The Carroll Canyon Commercial Center project proposes to develop a mix of community-serving commercial uses. The project is not consistent with the Community Plan's designation for the site as Industrial Park and requires an amendment to the Community Plan to allow uses proposed by the project, no environmental impacts would result from not providing such uses on the project site.

Mitigation Measures

The project would not result significant impacts associated with Land Use. No mitigation is required.

Table 5.1-2. Scripps Miramar Ranch Community Plan Consistency

<i>Scripps Miramar Ranch Community Plan Applicable Aspect</i>	<i>Project Analysis</i>	<i>Project Consistency</i>
<i>Commercial Element</i>		
Goal. Encourage high design standards within commercial development while providing sufficient commercial area to meet the community's needs.	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this goal.	Consistent
Objective. Provide sufficient commercial area to meet present and future needs of the community.	The project proposes to develop an additional 145,000 square feet of commercial space within the Scripps Miramar Ranch community. This would contribute to the existing commercial retail stock and provide new retail and dining opportunities for residents, employees, and visitors of Scripps Miramar Ranch, as well as neighboring Mira Mesa. The proposed project would be consistent with this objective.	Consistent
Objective. Separate commercial development areas from incompatible land uses.	The project proposed to develop commercial land uses in an area of existing commercial and industrial uses. The project site is located within one mile of residential developments in the Mira Mesa community. The proposed project is compatible with surrounding land uses. The proposed project would be consistent with this objective.	Consistent
Objective. Locate commercial areas so as to take advantage of pedestrian, bicycle, and vehicular access routes.	The proposed project is located along existing multi-modal transportation routes. Bus Route 964A runs along Carroll Canyon Road and two transit stops are located adjacent to the project site. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provide internally with development of the proposed project. The proposed project would be consistent with this objective.	Consistent
Objective. Encourage the use of eucalyptus and native vegetation in landscaping commercial areas.	The project's Landscape Development Plan includes the retention of a stand of mature eucalyptus trees and the	Consistent

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	planting of four varieties of eucalyptus. The proposed project would be consistent with this objective.	
Objective. Encourage the use of crime-free design standards for commercial developments, emphasizing landscaping and lighting, which minimize the potential for criminal conduct.	The project proposes ample lighting along commercial buildings, project walkways, and within parking areas. Landscaping would not be so dense as to inhibit safety. Additionally, with the provision of multiple dining options, the proposed project would have greater life at varied times of the day, providing for extra safety. The proposed project would be consistent with this objective.	Consistent
Proposal. Encourage extensive use of wood exteriors and earth tones to achieve architectural compatibility with existing commercial, residential and industrial development.	The project does not encourage the extensive use of wood exteriors. The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. However, the proposed project remains compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this proposal.	Consistent
Proposal. Encourage commercial development which would be harmonious in scale and design with existing developments.	The project proposes a development that is mostly single story buildings, with the anchor tenant at the north of the project site being two stories. Buildings surrounding the project site are mostly single story. The project would locate single story buildings along Carroll Canyon Road and in the eastern portion of the project site to blend with the scale and design of existing uses. The two-story anchor tenant building is setback far from existing uses and would not disrupt the harmony of the existing built environment. The proposed project would be compatible with this proposal.	Consistent
Proposal. Commercial developments should include buffers, preferably landscaped, which provide effective visual screening between disparate land uses.	The Landscape Development Plan for the proposed project includes a buffer between the project site and the open drainage corridor to the north. Along the western project boundary, evergreen screening is used to separate the project site from I-15. The proposed project would be consistent with this proposal.	Consistent
Proposal. Although strict application of the PCD process may not be appropriate for much of the commercially-zoned land	The proposed project adheres to the guidelines and regulations of the PDP process, which is the successor of the	Consistent

<p>Scripps Miramar Ranch Community Plan Applicable Aspect</p>	<p>Project Analysis</p>	<p>Project Consistency</p>
<p>in Scripps Ranch, future development should observe the guidelines and design objectives outlined in the PCD Ordinance.</p>	<p>PCD. The proposed project would be consistent with this proposal.</p>	
<p>Proposal. Eucalyptus trees and native vegetation with low water requirements should be emphasized in landscaping.</p>	<p>The project’s Landscape Development Plan includes the retention of a stand of mature eucalyptus trees and the planting of four varieties of eucalyptus. The planting palette includes native, native-friendly, and drought tolerant landscaping. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal. Ingress and egress routes should not cause traffic congestion problems.</p>	<p>As analyzed in Section 5.2 of this EIR, project access would not create new congestion problems. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal. Specific commercial uses should be compatible with surrounding land uses.</p>	<p>The project proposed to develop commercial land uses in an area of existing commercial and industrial uses. The project site is located within one mile of residential developments in the Mira Mesa community. The proposed project is compatible with surrounding land uses. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal. Commercial development proposals should be made available to the community's architectural review board so that it may provide input at future public hearings.</p>	<p>The proposed project has been presented to the Scripps Miramar Ranch Planning Group for input and recommendation for approval. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal. Commercial facilities should accommodate pedestrian and bicycle traffic, as well as vehicular traffic.</p>	<p>The proposed project is located along existing multi-modal transportation routes. Bus Route 964A runs along Carroll Canyon Road and two transit stops are located adjacent to the project site. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provide internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal. Signs should be unobtrusive and tastefully designed for identification purposes only; internally illuminated signs are strongly discouraged.</p>	<p>Signage would be consistent with City regulations and Community Plan requirements. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
<i>Public Facilities and Services Element</i>		
Goal. Assure the availability of adequate public facilities and services to the Scripps Miramar Ranch community and minimize public and private expenditures through prudent planning of these facilities.	Adequate public facilities are available or will be available at the time the proposed project is developed, as needed. Where adequate facilities are not available, the proposed project would contribute to those facilities, if the facilities are directly impacted by project development, as applicable. The proposed project would be consistent with this goal.	Consistent
Objective. Assure the availability of all utilities needed for new development.	Adequate utilities are available or will be available at the time the proposed project is developed, as needed, as indicated by "will serve" letters from utility providers summarized in Section 5.13 of this EIR. The proposed project would be consistent with this objective.	Consistent
Policy (Police Protection). Police service will continue to be provided out of the substation in University City until such time as the substation proposed for Peñasquitos East is built. In the interim, 24-hour patrol car protection should be provided as needed in order to maintain a quick, efficient response time when police assistance is required. The Police Department's involvement in the planning and development process should be continued to maximize the opportunity for persons to live and work in a crime-free community.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Police services. The proposed project would be consistent with this policy.	Consistent
Policy (Fire Protection). The temporary fire station at 10750 Scripps Lake Drive will provide fire protection for Scripps Ranch until a new station is constructed on Spring Canyon Road west of Semillon Boulevard. Upon completion of the new station and the regional road network, response times will be within acceptable levels for the entire community.	As analyzed in Section 5.13, the proposed project would not adversely impact the provision of Fire Protection services. The proposed project would be consistent with this policy.	Consistent
Policy (Utilities). The existing gas, electric, sewer, water, and telephone services are sufficient to serve the Scripps Miramar Ranch community, with extension and improvements required as development occurs.	Service providers, including those that provide public utilities, were contacted during preparation of this EIR to ensure adequate infrastructure and supply is available for the proposed project. The proposed project would be consistent with this policy.	Consistent
<i>Transportation Element</i>		
Goal. Provide an efficient and aesthetically pleasing transportation system for vehicular, bicycle, equestrian, and pedestrian traffic within the community and to the greater metropolitan area.	The proposed project is located along existing multi-modal transportation routes. Bus Route 964A runs along Carroll Canyon Road and two transit stops are located adjacent to the project site. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network.	Consistent

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	Pedestrian access is provided along the project frontage and would provide internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this goal.	
Objective. Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15.	The project would construct a new signalized primary access at the easterly project driveway, would construct a new right-in/right-out driveway between the existing primary driveway and I-15, and would dedicate a twenty two (22) foot parkway along the project frontage and construct a right turn lane onto northbound Interstate 15. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project applicant would construct a raised median on Carroll Canyon Road as part of project.	Consistent
Objective. Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees.	The proposed project includes within the Land Development Plan existing and proposed eucalyptus trees. The proposed project would be consistent with this objective.	Consistent
Objective. Provide a continuous pedestrian, equestrian, and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns.	The proposed project is located along existing multi-modal transportation routes. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provide internally with development of the proposed project. The proposed project would be consistent with this objective.	Consistent
Objective. Encourage and facilitate the use of public transit, carpools, and bicycles within and outside the community in conjunction with ongoing citywide programs.	The proposed project is located along existing multi-modal transportation routes. Bus Route 964A runs along Carroll Canyon Road and two transit stops are located adjacent to the project site. A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. The proposed project would be consistent with this objective.	Consistent
Proposal (I-15 Interchanges). Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of	The project would construct a new signalized primary access at the easterly project driveway, would construct a new right-in/right-out driveway between the existing primary	Consistent

<p>Scripps Miramar Ranch Community Plan Applicable Aspect</p>	<p>Project Analysis</p>	<p>Project Consistency</p>
<p>traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard for this purpose. The Community Plan supports the latter two designations and encourages construction of adequate four-lane roadways within the community to connect with the facilities provided by the State Department of Transportation as part of their improvement program of I-15.</p>	<p>driveway and I-15, and would dedicate a twenty two (22) foot parkway along the project frontage that may be used for a future travel lane if needed. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project applicant would construct a raised median on Carroll Canyon Road as part of project. The project's design features combined with mitigation measures that would be implemented as part of the project help to provide an efficient connection to the I-15 freeway.</p>	
<p>Proposal (Design Objectives). Maintain and enhance the rural, forested character of the community.</p>	<p>The proposed project includes, within the Landscape Development Plan, existing and proposed eucalyptus trees. Additional landscaping includes flowering accent trees and evergreen trees. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal (Design Objectives). Discourage driveways fronting on major streets, four-lane collectors and Pomerado Road.</p>	<p>The project would add an additional driveway on Carroll Canyon Road.</p>	<p>Not Consistent</p>
<p>Proposal (Design Objectives). Incorporate eucalyptus trees and compatible vegetation in landscaping along roadways where appropriate.</p>	<p>The proposed project includes within the Land Development Plan existing and proposed eucalyptus trees. The proposed project would enhance the streetscape by providing a sidewalk and extensive landscaping, to include existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal (Design Objectives). Preserve mature trees wherever possible.</p>	<p>The project proposes to preserve a stand of eucalyptus at the northwest corner of the project site. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal (Design Objectives). Minimize conflicts between vehicular and non-motorized traffic.</p>	<p>The project includes distinct and separate pedestrian and vehicular circulation. Where the two interface, enhanced paving differentiates the pedestrian circulation network from vehicular travelways. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>
<p>Proposal (Design Objectives). Support citywide efforts to provide varied and efficient transportation modes.</p>	<p>The proposed project is located along existing multi-modal transportation routes. Bus Route 964A runs along Carroll Canyon Road and two transit stops are located adjacent to the project site. A bike lane is provided along Carroll Canyon</p>	<p>Consistent</p>

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	Road, connecting to the regional bikeway network. Pedestrian access is provided along the project frontage and would be provided internally with development of the proposed project. Parking would be provided entirely on-site and to City requirements. A primary signalized entry and secondary right-in/right-out entry would accommodate vehicular traffic. The proposed project would be consistent with this proposal.	
Proposal (Design Objectives). Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways.	The pedestrian walkway provided along project frontage would be buffered from the roadway by a landscaped parkway. Access into the proposed project would be provided from the frontage walkway. The proposed project would be consistent with this proposal.	Consistent
Proposal (Design Objectives). Provide bikeways in accordance with [Scripps Miramar Ranch Community Plan] Figure 16. Allow bicycles in the parking strip and on sidewalks in all residential areas.	A bike lane is provided along Carroll Canyon Road, connecting to the regional bikeway network. The proposed project would be consistent with this proposal.	Consistent
Proposal (Design Objectives). Control on-street vehicular parking and recreational vehicle parking through appropriate conditions, covenants and restrictions (CC&Rs).	The proposed project would provide for all required parking on-site. No street parking would be permitted along Carroll Canyon Road. The proposed project would be consistent with this proposal.	Consistent
Proposal (Design Objectives). Development within the community should not be allowed to exceed the available freeway interchange capacity at Mira Mesa Boulevard, Mercy Road, Carroll Canyon Road, or Pomerado Road.	The project would result in impacts to Carroll Canyon Road intersections with the I-15 freeway ramps. Impacts at the Carroll Canyon Road/I-15 northbound ramp intersection would be mitigated to below a level of significance through project improvements. Fair share contributions at the Carroll Canyon road/I-15 southbound ramp intersection would mitigate the project's cumulative impacts at this intersection. Mitigation measures would ensure that the proposed project does not result in exceeding capacity at the Carroll Canyon Road/I-15 interchange. The project would not result in significant impacts to I-15 freeway segments or metered freeway ramps.	Consistent
<i>Community Environment Element</i>		
Goal. Ensure a desirable, healthful, and comfortable living and working environment for Scripps Miramar Ranch while preserving the community's valuable natural resources and amenities.	The proposed project would develop a new commercial center with a mix of retail, restaurant, and financial uses. The project would include two brush management zones to buffer the existing open drainage corridor to the north from	Consistent

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	the proposed development. The proposed project would be consistent with this goal.	
Objective. Encourage types and patterns of development which minimize the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring.	As analyzed in this EIR, the proposed project would not result in significant impacts related to air quality, hazards, hydrology/water quality, or geology. The proposed project would be consistent with this objective.	Consistent
Objective. Maximize the utility of open spaces as wildlife habitat by creating contiguous open space systems.	An open drainage corridor exists to the north of the project site. The proposed project would incorporate two brush management zones that would buffer this open area. The proposed project would be consistent with this objective.	Consistent
Objective. Support the reduction or elimination of aircraft and motor noise and potential safety and environmental hazards.	As presented in Section 5.7, Noise, of this EIR, the project would not result in significant noise impacts from aircraft and motor vehicles. The proposed project would be consistent with this objective.	Consistent
Objective. Minimize visual pollution by controlling location, size, design, maintenance, and lighting of outdoor signs.	<p>The project proposes a development that is mostly single story buildings, with the anchor tenant at the north of the project site being two stories. Buildings surrounding the project site are mostly single story. The project would locate single story buildings along Carroll Canyon Road and in the eastern portion of the project site to blend with the scale and design of existing uses. The two-story anchor tenant building is setback far from existing uses and would not disrupt the harmony of the existing built environment.</p> <p>The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. However, the proposed project remains compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes.</p> <p>The proposed project includes, within the Landscape Development Plan, existing and proposed eucalyptus trees. The proposed project would enhance the streetscape by providing a sidewalk and extensive landscaping, to include</p>	Consistent

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	<p>existing and proposed eucalyptus trees, canopy trees, ornamental grasses and groundcovers, and accent plants. This treatment of the public streetscape would promote pedestrian use and neighborhood aesthetics.</p> <p>Lighting would be provided throughout the project site to provide for safety and wayfinding. Lighting would be limited by the regulations of the City of San Diego Land Development Code, which avoid light pollution and impacts on sensitive habitats. The proposed project would be consistent with this objective.</p>	
<p>Objective. Encourage water and energy conservation, water and sewage reclamation, and use of natural channels for drainage systems.</p>	<p>The proposed project is the redevelopment of an existing, fully developed site. The project would implement water and energy saving measures, in accordance with Title 24. Stormwater runoff would be directed into existing stormdrains, after being filtered and managed in accordance with local and state regulations and the City's hydromodification requirements.</p>	<p>Consistent.</p>
<p>Proposal. Prior to any development, detailed biological surveys should be conducted over the subject property as part of the normal environmental review process. Mitigation of any impacts should follow the recommendations of the City of San Diego Environmental Quality Division. The habitats of sensitive and/or critical biological resources should be preserved wherever practicable.</p>	<p>Project impacts to biology have been analyzed in Section 5.8, <i>Biological Resources</i>, of this EIR. This section is based upon the Biological Assessment Report prepared for the proposed project by BLUE Consulting Group (July 31, 2012). The proposed project would be consistent with this proposal. Indirect impacts to off-site native habitat could result from the project. The project would implement mitigation measures to ensure that impacts are reduced to below a level of significance.</p>	<p>Consistent.</p>
<p>Proposal. Grading should be followed by construction and landscaping as soon as practicable. Any grading activity undertaken during the rainy season should have adequate safeguards against erosion and damage to adjacent property, as determined by the City Engineer. Reseeding of areas disturbed by grading should take place expediently, provided that sufficient water supply exists in the forms of irrigation and/or rainfall to permit germination. Furthermore, seed mixtures should consist of species with low water requirements. This proposal will require a change in the City's General Services Department and Fire Department policies</p>	<p>Project grading and construction would follow demolition. Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this proposal.</p>	<p>Consistent</p>

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
which require weed removal by developers.		
Proposal. Runoff containing chemical pollutants should not be permitted to contaminate the public water supply in Miramar Reservoir. Therefore, all runoff carrying contaminants such as fertilizers, pesticides, detergents, and petroleum products should drain away from the reservoir into a natural or City-approved drainage system. Enforcement of this protective measure will be assured by the Public Health Department and Regional Water Quality Resources Board during the tentative map process.	Water quality control measures, to include an SWPPP and BMPs, would be implemented at the earliest stage in project development and would remain in place through demolition, construction, and operation. These measures would ensure water quality. The proposed project would be consistent with this proposal.	Consistent
Proposal. Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in Scripps Miramar Ranch Community Plan Appendix B. When eucalyptus trees are desired in open space areas already covered with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective.	Consistent
Proposal. A variety of eucalyptus species should be used in landscaping.	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project would be consistent with this objective.	Consistent
<i>Design Element</i>		
Goal. Ensure that future development within Scripps Miramar Ranch will promote a positive community identity, allow for reasonable freedom of design expression, and maintain the character of existing development.	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. Building entries would mostly orient internally, but design would be enhanced along Carroll Canyon Road to relate this elevation to the neighborhood. High quality design and	Consistent

Scripps Miramar Ranch Community Plan Applicable Aspect	Project Analysis	Project Consistency
	finishes would contribute to existing neighborhood character and enhance this entry to the Scripps Miramar Ranch community. The proposed project would be consistent with this goal.	
Objective. Encourage design diversity and variety of interpretation but avoid visual chaos and incongruity.	The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. However, the proposed project remains compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this objective.	Consistent
Objective (Landform and Grading). Buildings should not be located in areas subject to flooding.	The proposed project is not located in an area subject to flooding. The proposed project would be consistent with this objective.	Consistent
Objective (Street Scene and Trail Treatment). In order to break up straight and/or lengthy streets, landscaped pockets or parkway strips should be inserted in strategic and logical locations.	The project Landscape Development Plan includes the creation of a landscaped parkway along Carroll Canyon Road. This parkway would include a non-contiguous sidewalk and varied landscaping to include existing and proposed eucalyptus trees. The proposed project would be consistent with this objective.	Consistent
Objective (Street Scene and Trail Treatment). Streetlights and other street furniture such as benches and trash cans should complement the design theme of the neighborhood.	Street lights, benches, trash cans, tables, and other street furniture throughout the project would be consistent with the project's overall design theme. The proposed project would be consistent with this objective.	Consistent
Objective (Circulation Element). Collector and Major Streets – Local access streets should have no restrictions concerning driveway access. Collector streets, on the other hand, should be strictly regulated concerning driveway access. Opposing driveways should be discouraged. Driveways should not front on four-lane streets or on Pomerado Road. The preferable treatment is to use local intersecting streets for access with publicly maintained landscaped parkway areas along the collector streets.	The project proposes a signalized primary entry at Carroll Canyon Road. However, a secondary driveway would be added between the primary drive and I-15. As a result, the proposed project would not be consistent with this objective.	Not Consistent
Objective (Preservation of Eucalyptus Trees). Important to the historical continuity and overall community design is the	The project proposes to utilize existing and proposed eucalyptus trees of four varieties. The proposed project	Consistent

<p>Scripps Miramar Ranch Community Plan Applicable Aspect</p>	<p>Project Analysis</p>	<p>Project Consistency</p>
<p>preservation of as many existing eucalyptus trees as possible. Hence, all forested areas should be defined on tentative maps and other development plans.</p>	<p>would be consistent with this objective.</p>	
<p>Objective (Architectural Form and Character). Wall materials and colors should be compatible within the same building as well as to neighboring buildings.</p>	<p>Proposed project color palette would be informed by existing buildings in the surrounding community to complement the existing character. Wall materials are consistent with some of the surrounding buildings (industrial developments with concrete or stucco walls) and compatible with the overall character of the surrounding community. The proposed project would be consistent with this objective.</p>	<p>Consistent</p>
<p>Objective (Architectural Form and Character). The following materials are encouraged for building exteriors: natural materials with earth-tone colors; woods with transparent stains or heavy body stains; rough sawn or resawn woods finishes or painted smooth wood; and roof materials of wood shingles or tiles.</p>	<p>The project proposes architectural design features including overhangs, differentiated roof lines, and varied building entries. Finishes and materials would include split sandstone, smooth finish plaster, aluminum storefront, metal column covers, patinated metal, and manufactured stone. However, the proposed project remains compatible with existing commercial and industrial developments as surrounding uses apply a mixture of wood and concrete in their finishes. As a result, the proposed project would be consistent with this objective.</p>	<p>Consistent</p>
<p>Objective (Architectural Form and Character). The way light strikes a building has a great deal to do with how it is perceived. Shadow areas give buildings depth and substance. The visual effect of light and shadow on buildings is perhaps the most valuable design tool available to the housing designer. Every building should have shadow relief. Popouts, overhangs, and recesses may be used to produce effective shadow interest areas. Larger buildings require more shadow relief than do smaller buildings. Large, unbroken expanses of wall should usually be avoided.</p>	<p>Architectural design features such as recessed building entries and windows would provide for visual light effects and shadow relief. The proposed project would be consistent with this objective.</p>	<p>Consistent</p>
<p>Objective (Planned Commercial Developments). Each PCD should be distinctive in character from other PCDs in the Ranch area so as to establish neighborhood identities.</p>	<p>The proposed project adheres to the guidelines and regulations of the PDP process, which is the successor of the PCD. The proposed project would be consistent with this objective.</p>	<p>Consistent</p>
<p>Objective (Planned Commercial Developments). The PCD should incorporate the landscaping themes of any adjoining streets and nearby residential developments in order to have</p>	<p>The proposed project adheres to the guidelines and regulations of the PDP process, which is the successor of the PCD. The proposed project would be consistent with this</p>	<p>Consistent</p>

<p>Scripps Miramar Ranch Community Plan Applicable Aspect</p>	<p>Project Analysis</p>	<p>Project Consistency</p>
<p>a harmony of design. While safe ingress and egress to commercial developments is important, especially on major streets, it need not be accomplished at the expense of attractive project buffers and landscape areas. Especially for projects at the intersections of major roads, consideration must be given to streetside landscaping in order to avoid the appearance of a paved island among otherwise wooded areas.</p>	<p>objective.</p>	
<p>Objective (Signs). Signs in Scripps Miramar Ranch should advertise a place of business or provide directions and information and should be architecturally attractive and contribute to the retention and enhancement of the community's character. Each sign should be in scale with surrounding buildings. The use of natural materials, especially wood, is encouraged. Animated and roof signs should not be permitted. Building or roof outline tube lighting should be prohibited. Building or wall lighting should be indirect. A limited number of spotlights may be used to create shadow, relief or outline effects when such lighting is concealed or indirect.</p>	<p>Project signage would be consistent with City and Community Plan regulations. The proposed project would be consistent with this objective.</p>	<p>Consistent</p>

Issue 2

Would the project result in a conflict with the environmental goals, objectives, and recommendations of the Community Plan in which it is located?

Impact Analysis

The Scripps Miramar Ranch Community Plan designates the project site for Industrial Park use. The project proposes retail commercial uses and proposes rezoning the project site from IP-2-1 to CR-2-1 to allow the development of commercial retail uses. In order to develop the site as a commercial retail project, an amendment to the Scripps Miramar Ranch Community Plan would be required. Therefore, the project proposes a change in the Community Plan land use designation from Industrial Park to Commercial.

As discussed under *Issue 1*, the proposed project conflicts with the General Plan identification of the project site as Industrial Employment and proposes an amendment to the General Plan to change the General Plan land use designation from Industrial Employment to Commercial. As analyzed in Issue 1, above, the removal of this site from Industrial Employment would not result in a detriment to the regional industrial lands, as the project site is not a high value (Prime Industrial) site. The proposed project would not result in significant environmental impacts associated with removing the project site from Industrial Employment lands. No indirect or secondary land use impacts would occur.

As discussed under *Issue 1*, above, the proposed project is consistent with the Scripps Miramar Ranch Community Plan in that it would develop additional community-serving retail uses, which the Community Plan identifies as being needed. The project requires an amendment to the Community Plan to allow uses proposed by the project; however, no indirect or secondary environmental impacts to land use would occur with the proposed land use plan amendment.

A *Fiscal Revenue Generation Study* (“market study”) has been prepared for the proposed project by The London Group. (A copy of that study is on-file and available for review at the City Development Services Department, 1222 First Avenue, San Diego, CA 92101.) The market study provides a supply and demand analysis of the retail market and includes a fiscal revenue generation study. The supply and demand analysis includes a determination of primary and secondary market areas, a reconciliation of market supply and demand, and typical upscale market development requirements. The fiscal revenue generation study analyzes construction-related tax revenues, sales tax, and property tax revenue to be generated after project completion; government fees and exactions; full-time equivalent jobs generated on-site; and a ten-year forecast of sales tax and property tax revenues.

The proposed project would require one deviation to allow the frontage on one lot to be 30 feet, where the CR-2-1 zone requires lot frontage of 100 feet. This deviation would not result in any environmental impacts.

Significance of Impacts

The project proposes to change the land use designation of Industrial Employment to Commercial; the project site is not identified as Prime Industrial Lands, and the proposed land use change would not represent a significant impact, as illustrated by *Collocation/Conversion Suitability Factors* analysis.

The project's proposal to remove the "Other Industrial" designation would not result in significant environmental impacts associated with Land Use.

The proposed project is consistent with the overall intent and requirements of the Scripps Miramar Ranch Community Plan. The Carroll Canyon Commercial Center project proposes to develop a mix of community-serving commercial uses. The project's proposed land use plan amendment would not result in environmental impacts. Additionally, the proposed deviation to allow a reduced lot frontage would not result in environmental impacts.

Mitigation Measures

The project would not result in significant indirect or secondary environmental impacts relevant to land use. No mitigation measures have been identified.

Issue 3

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

Impact Analysis

For a discussion of the applicable land use plans and policies, see *Issue 1* and *Issue 2*, above.

The project site is located within MCAS Miramar's AIA. The AIA is "*the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.*" To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the AIA is divided into Review Area 1 and Review Area 2. The project site is located within Review Area 1. The composition of each area is determined as follows:

- 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 community noise level equivalent (CNEL) 60 decibels (dB) or greater together with all of the safety zones depicted on the associated maps in this chapter. Within Review Area 1, certain types of land use actions, including rezones and plan amendments, are to be submitted to the ALUC for review and consistency determination with the ALUCP for MCAS Miramar.
- 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 MCAS Miramar 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 ALUCP contains four principle compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft, airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights). The project site is located within the 60 to 65 a-weighted decibel

(dBA) community noise equivalent level (CNEL), as shown in Figure 5.1-5 (*MCAS Miramar Compatibility Policy Map: Noise*). Noise impacts are fully evaluated in Section 5.7, *Noise*, of this EIR. As discussed in Section 5.7, the proposed community-serving commercial retail project is a compatible with the ALUCP noise regulations and no impacts would result due to aircraft noise from operations at MCAS Miramar.

As shown in Figure 5.1-6, *MCAS Miramar Compatibility Policy Map: Safety*, the project site is not located within any safety zones. No impacts would result.

Figure 5.1-7, *MCAS Miramar Compatibility Policy Map: Airspace Protection*, illustrates that the proposed project site is located within the Conical Surface Airspace Protection area. Specifically, the airspace protection compatibility area shall geographically consist of locations within the FAR Part 77 primary surface and beneath the approach (to where it intersects the outer horizontal surface), transitional, horizontal, and conical surfaces together with locations within the Federal Aviation Administration notification area as described below, excluding the federally owned lands that comprise MCAS Miramar. The project has received an FAA Part 77 Letter of Non-Obstruction (see Appendix K), stating the project has no impacts on airspace protection.

Overflight compatibility concerns apply to the proposed project. The project site is located within the Overflight Notification Area, as shown in Figure 5.1-8, *MCAS Miramar Compatibility Policy Map: Overflight*. An Overflight Notification is a buyer awareness tool that ensures prospective buyers of residential land use development near an airport are informed about the airport's potential impact on the property. The project does not propose residential land uses; therefore, this notification area is not applicable. No impacts would result.

Significance of Impacts

Although the project site is within the MCAS Miramar AIA, the proposed project would not result in impacts associated with the four compatibility concern areas. The project has received ALUC consistency determination (see Appendix J), stating that the project is consistent with the MCAS Miramar ALUCP. As a result, there are no impacts to any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

Mitigation Measures

The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, no impacts would result, and no mitigation is required.

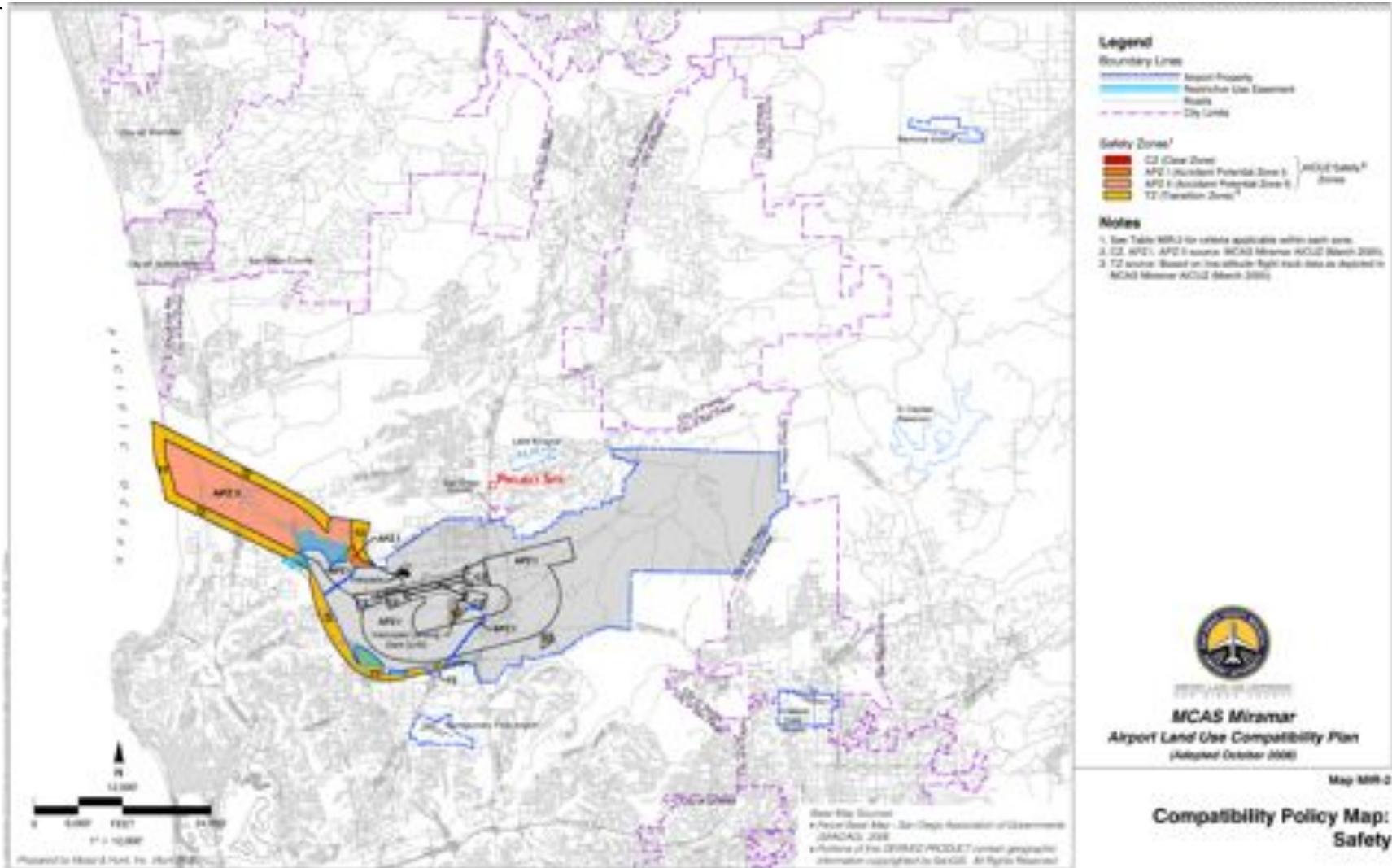


Figure 5.1-6. MCAS Miramar Compatibility Policy Map: Safety

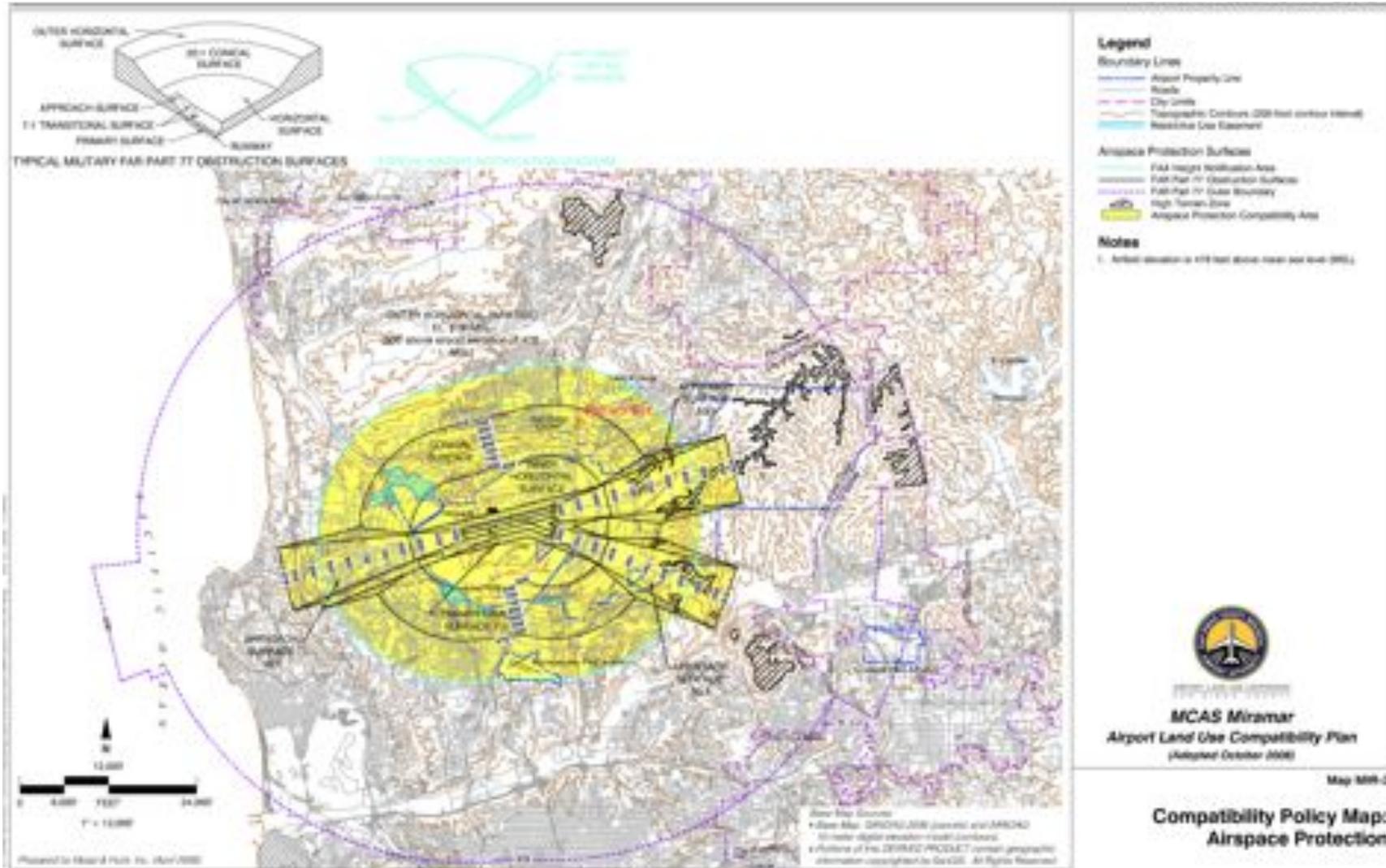


Figure 5.1-7. MCAS Miramar Compatibility Policy Map: Airspace Protection

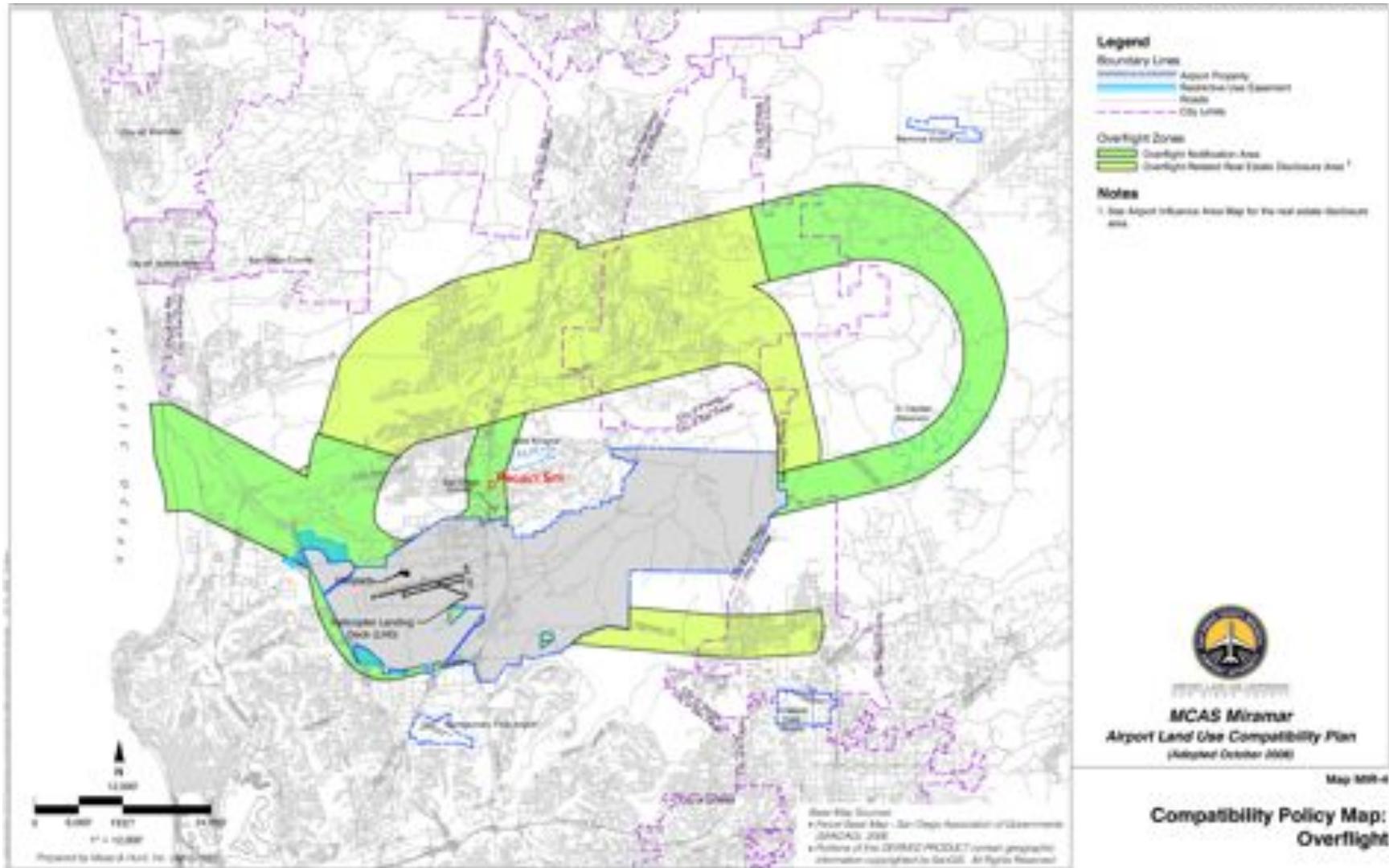


Figure 5.1-8. MCAS Miramar Compatibility Policy Map: Overflight

Issue 4

Would the project be inconsistent/conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan and any applicable MHPA Adjacency Guidelines?

Impact Analysis

As shown in Figure 5.1-3, *Multi-Habitat Planning Area*, the Carroll Canyon Commercial Center project site is located within the City's MSCP and outside of the MHPA boundary. The project site is currently fully graded and developed; no impacts to sensitive habitat are anticipated. Drainage for the proposed project drains away from the MHPA and open space areas due to site topography (see Section 5.11, *Hydrology/Water Quality*). Additionally, all stormwater would be treated by filtrate and dispatch devices before leaving the site. Therefore, no impacts to the MHPA due to drainage and stormwater runoff would occur. The project would not conflict with the MSCP. The project could result in indirect impacts to potential nesting raptors, and mitigation measures would be required to reduce indirect biology impacts to below a level of significance. (See Section 5.8, *Biological Resources*, for a discussion of impacts and mitigation associated with biological resources.)

Significance of Impacts

In accordance with the City's MSCP, the project would include measures to avoid impacts to adjacent open space areas. No impacts to the MHPA would occur, as the project site is not located within or adjacent to an MHPA area.

Mitigation Measures

No impacts to the MHPA would occur, as the project site is not located within or adjacent to an MHPA area. No mitigation measures relative to the MHPA are required.

5.2 TRANSPORTATION / TRAFFIC CIRCULATION / PARKING

This section of the EIR is based on the *Transportation Impact Analysis* prepared for the proposed project by LOS Engineering, Inc., dated April 18, 2013. A copy of the *Transportation Impact Analysis* is included as Appendix B to this EIR.

The *Transportation Impact Analysis* examines the effects of the proposed Carroll Canyon Commercial Center project on the existing and planned circulation system based on development of the project and build-out of the community. The study area for the proposed project includes existing intersections and their corresponding street segments. The study area includes the following intersections:

- 1) Carroll Canyon Road/Black Mountain Road (signalized)
- 2) Carroll Canyon Road/Maya Linda Road (signalized)
- 3) Carroll Canyon Road/I-15 Southbound Ramp (signalized)
- 4) Carroll Canyon Road/I-15 Northbound Ramp (signalized)
- 5) Carroll Canyon Road/Business Park Avenue (signalized)
- 6) Carroll Canyon Road/Scripps Ranch Boulevard (signalized)

The following street segments were also analyzed as part of this study:

- 1) Carroll Canyon Road from Black Mountain Road to I-15
- 2) Carroll Canyon Road from I-15 to Businesspark Avenue
- 3) Carroll Canyon Road from Businesspark Avenue to Scripps Ranch Boulevard

Due to the project site's vicinity to I-15, freeway segment analysis is included in the traffic study. The following freeway segments were analyzed as part of this study:

- 1) I-15 from Mira Mesa Boulevard to Carroll Canyon Road
- 2) I-15 from Carroll Canyon Road to Miramar Road

The following freeway ramps were analyzed in the study:

- 1) I-15/Carroll Canyon Road Southbound On-Ramp
- 2) I-15/Carroll Canyon Road Northbound On-Ramp

The Transportation Impact Analysis evaluates existing conditions (based on current street improvements and operations), Existing with Project Conditions, Near Term (existing plus cumulative) without Project Conditions, Near Term (existing plus cumulative) with Project Conditions, Horizon Year (2035) without Project Conditions, and Horizon Year (2035) with Project Conditions. The term "near term" is meant to discuss a condition occurring within the next several years to reflect the proposed project's opening day. This reflects the best information available for determining what traffic would be in the next several years. The analysis used for transportation modeling purposes is the Horizon Year 2035.

The Traffic Impact Analysis also includes an analysis of transit, parking, and access. That analysis is also presented within this EIR section.

5.2.1 Existing Conditions

The proposed project is located in the northeast quadrant of the Carroll Canyon Road/I-15 interchange in the Scripps Miramar Ranch community. (See Figure 2-2, *Vicinity Map*.) The site has been previously graded and is fully developed as an office complex with two office buildings (currently vacant) totaling 76,241 square feet. Parking is accommodated within surface parking lots with landscaping. Access to the existing office complex is via a single driveway off Carroll Canyon Road. The development is proposed to be accessed via a signalized entry from Carroll Canyon Road, as well as a channelized right in/out driveway on Carroll Canyon Road, west of the project's primary entry, between the project entry and I-15.

Existing Roadway Facilities

Interstate 15 – I-15, from Miramar Road/Pomerado Road to Mira Mesa Boulevard, is classified as a *Freeway* in the City of San Diego Mira Mesa Community Plan. From Mira Mesa Boulevard to Carroll Canyon Road, the freeway is currently built with five northbound mainline lanes, one northbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median. On this same segment in the southbound direction, I-15 is built with six southbound mainline lanes, one southbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median. I-15 from Carroll Canyon Road to Miramar Road/Pomerado Road is currently built with six northbound mainline lanes, one northbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median. On this same segment in the southbound direction, I-15 is built with six southbound mainline lanes, one southbound auxiliary lane, and two controlled access reversible high occupancy vehicle lanes in the freeway median.

Carroll Canyon Road – Carroll Canyon Road from Black Mountain Road to I-15 is classified as a *4-Lane Major*; from I-15 to Businesspark Avenue as a *4-Lane Prime*; and from Businesspark Avenue to Scripps Ranch Boulevard as a *4-Lane Major* in the City of San Diego Mira Mesa and Scripps Miramar Ranch Community Plans. Carroll Canyon Road from Black Mountain Road to Maya Linda Road within the Mira Mesa community, west of the I-15 freeway and the project site, is currently built within approximately 68 feet of pavement with two-travel lanes in each direction, a center Two Way Left Turn Lane (TWLTL), several driveways serving adjacent multi family residential areas, and parking generally allowed on both sides of the roadway. From Maya Linda Road to I-15, Carroll Canyon Road has 69 feet of pavement and is currently built with two-travel lanes in each direction, a painted median with on-street parking prohibited on both side of the roadway. East of I-15 and within the Scripps Miramar Ranch community, Carroll Canyon Road from I-15 to Scripps Ranch Boulevard is built within approximately 69 feet of pavement with two-travel lanes in each direction, a Class II bike lane on both sides of the roadway, and a center TWLTL.

Existing Traffic Volumes and Levels of Service

Figure 5.2-1, *Existing Volumes*, show the existing average weekday 24-hour traffic volumes for street segments in the project study area. Existing street segment functional classifications were used for purposes of this analysis. Traffic counts summarized on this figure were completed in October and November 2011.

Black Mt. Road 15 (10) → 10 (5) → 10 (7) → 5 (9) ↓	5 (13) 739 (510) 281 (474) 412 (389) 1 (5) 751 (136)	1 284 (868) 102 (342)	Carroll Canyon Road 5 (12) → 439 (744) → 27 (19) → 18 (16) ↓	17 (9) 15 (9) 227 (126) 146 (203) 1112 (535) 37 (66)	2 17 (27) 76 (164)	I-15 SB Ramp 433 (203) → 20 () ↓ 265 (163) → 862 (601) ← 403 (361) ↓	Carroll Canyon Road 353 (684) → 389 (350) ↓	3 14 (20) 2 (2) 2 (2)	Carroll Canyon Road 11 (2) 790 (563) 102 (27)
220 (389) → 398 (458) → 478 (427) ↓ 0 (3) 569 (647)	4 0 (3) 149 (295) 787 (535)	4 0 (3) 149 (295) 787 (535)	Project Dwy 0 () → 967 (1105) → 0 () ↓	5 0 () ↓ 936 (830)	5 0 () ↓ 936 (830)	Bus-ness-park Ave 30 (8) → 431 (893) → 323 (226) → 135 (301) ↓ 5 (4) 45 (39)	6 30 (8) 431 (893) 323 (226)	6 11 (2) 790 (563) 102 (27)	Carroll Canyon Road 220 (389) 398 (458)
6 (4) → 2 (8) → 8 (8) → 10 (4) ↓	49 (2) 477 (380) 230 (159) 271 (145) 10 (1) 304 (88)	7 288 (512) 89 (403)	Scripps Ranch Blvd 271 (145) 10 (1) 304 (88)	7 288 (512) 89 (403)	7 288 (512) 89 (403)	Carroll Canyon Road 6 (4) 2 (8) 8 (8)	7 288 (512) 89 (403)	Scripps Ranch Blvd 271 (145) 10 (1) 304 (88)	

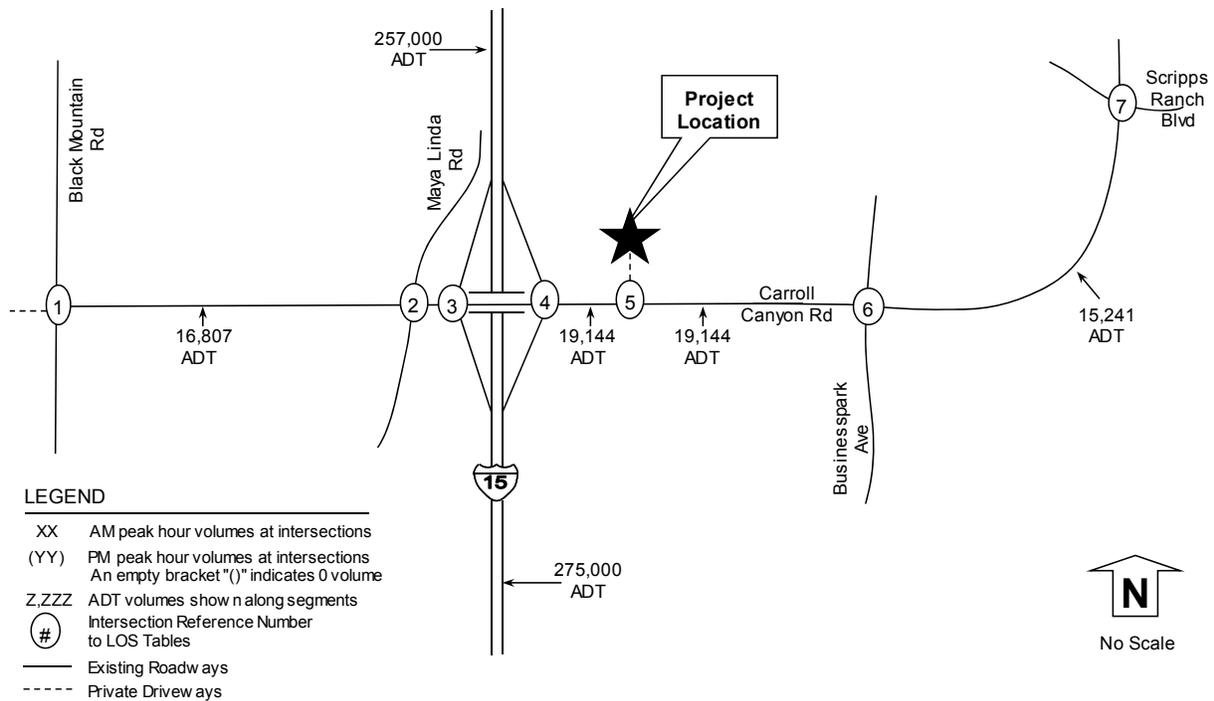


Figure 5.2-1. Existing Volumes

Roadway segment and intersection operating conditions are typically described in terms of “Level of Service” (LOS). LOS is a qualitative measure of a roadway’s or an intersection’s operating performance and the motorists’ perception of roadway performance. LOS is expressed as a letter designation from A to F, with A representing the best operating conditions and F the worst. LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, and operating speeds beginning to be affected by traffic volume; LOS C represents stable flow, more restrictions, and the point at which maneuverability and speed, motorist comfort, and convenience begin to decline noticeably; LOS D represents conditions approaching unstable flow with traffic volumes that profoundly affect arterials; LOS E represents unstable flow and some stoppages; LOS F represents forced flow, many stoppages, and low operating speeds.

While roadway LOS based on daily traffic volumes is useful in describing traffic operating conditions, roadway performance is most often controlled by the performance of intersections and, more specifically, intersection performance during peak traffic periods. Intersection performance is important because traffic control at intersections interrupts traffic flow, which would otherwise be relatively unimpeded (except for the influences of on-street parking, access to adjacent uses or other factors, which result in interaction among vehicles between controlled intersections).

Existing morning (AM) and afternoon (PM) peak hour traffic data was collected at the intersections. As required by the City of San Diego, the analysis of peak hour intersection performance was based on the 2000 Highway Capacity Manual (HCM) using operational analysis procedures. A computer program (Synchro), which is based on these procedures, was used to complete the analysis. As shown on Table 5.2-1, *Existing Intersection Levels of Service*, all intersections currently operate at a level of service “D” or better during the AM and PM peak hour periods.

Table 5.2-1. Existing Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing	
			Delay ²	LOS ³
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	22.6	C
	All	PM	25.3	C
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	19.3	B
	All	PM	14.5	B
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	28.9	C
	All	PM	21.8	C
	Caltrans (ILV)	AM	1,318	Un
	Caltrans (ILV)	PM	1,351	Un
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	26.1	C
	All	PM	30.5	C
	Caltrans (ILV)	AM	1,318	Un
	Caltrans (ILV)	PM	1,351	Un
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE
	All	PM	DNE	DNE
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	25.1	C
	All	PM	27.8	C
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	18.0	B
	All	PM	15.2	B

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist.

The acceptable LOS for roadways in San Diego is LOS D. As shown in Table 5.2-2, *Existing Street Segment ADT Volumes and Levels of Service*, all study area street segments currently operate at acceptable LOS.

Table 5.2-2. Existing Street Segment ADT Volumes and Levels of Service

Segment	Classification	Existing			V/C	LOS
		Daily Volume	# of lanes	LOS E Capacity		
Carroll Canyon Road						
From Black Mountain Rd to I-15	4-Lane Major (1)	16,807	4	30,000	0.56	C
From I-15 to Project Access	4-Lane Prime (1)	19,144	4	30,000	0.64	C
From Project Access to Businesspark Ave	4-Lane Prime (1)	19,144	4	30,000	0.64	C
From Businesspark to Scripps Ranch	4-Lane Major (1)	15,241	4	30,000	0.51	C

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

Ramp meters have been evaluated at Carroll Canyon Road on the I-15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-3a, *Existing On-Ramp Operations*, shows the existing state of this ramp meter at the most restrictive meter rate. Additionally, existing ramp meter operations were observed during AM and PM peak hours. The *observed* delays are presented in Table 5.2-3b. Existing intersection queuing is shown in Table 5.3-4, *Existing Intersection 95th Percentile Queuing*.

Table 5.2-3a. Existing On-Ramp Operations

Location & Peak Period	Scenario	Vehicle Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	Existing	812	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	Existing	711	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM	Existing	322	1 SOV	924	924	0	0.0	0
	Existing	47	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	369						
I-15/Carroll Canyon NB PM	Existing	599	1 SOV	924	924	0	0.0	0
	Existing	88	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	687						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 87.2% SOV usage and 12.8% HOV usage. (2) Rate obtained from CALTRANS. NB On-Ramp meter was off under existing AM conditions; therefore, the PM rate was used to match the SB operations where the AM and PM has the same rate.

Table 5.2-3b. Existing On-Ramp Observations

Location & Direction	Date and Period (1)	Number and Type of lanes	Maximum Observed (2)		
			Delay (Minutes)	Vehicles	Queue (ft)
I-15/Carroll Canyon SB	Thur 2/28/13 AM	2 SOV	1.0	8	200
I-15/Carroll Canyon NB	Thur 2/28/13 AM	1 SOV & 1 HOV	Ramp Meter Not Turned On		
I-15/Carroll Canyon SB	Thur 2/28/13 PM	2 SOV	0.5	7	175
I-15/Carroll Canyon NB	Thur 2/28/13 PM	1 SOV & 1 HOV	1.6	15	375

Notes: NB Northbound. SB Southbound. SOV: Single Occupancy Vehicle lane. HOV: High Occupancy Vehicle lane. (1) Thursday 2/28/13 AM SB observation (7:03am-7:31am), PM SB observations (5:01pm-5:15pm), and PM NB observations (5:15pm-5:56pm). Queue based on 25ft/veh (City of San Diego Traffic Study Manual page 29). (2) Observations covered both lanes serving on-ramp and maximum observed reflects highest observed between both lanes.

Table 5.2-4. Existing Intersection 95th Percentile Queuing

Intersection of Carroll Canyon at	Existing 95 th % Queue (ft)	
	AM	PM
Maya Linda		
WB LT ↙	41	59
Available Storage (ft)	55	55
Difference (ft)	14	-4
I-15 SB Ramps		
WB LT ↙	422	301
Available Storage (ft)	120	120
Difference (ft)	-302	-181
I-15 NB Ramps		
EB LT ↘	223	388
Available Storage (ft)	120	120
Difference (ft)	-103	-268

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

Freeway segments were analyzed based on the City of San Diego ramp metering analysis as outlined in Appendix 2 of the City of San Diego *Traffic Study Manual*, July 1998. On-ramp meter rates for the study on-ramps were obtained from Caltrans. The northbound on-ramp at Carroll Canyon Road at I-15 has a Single Occupancy Vehicle (SOV) lane and a High Vehicle Occupancy (HOV) lane. To determine the SOV/HOV split or usage, counts were collected that documented an 87.2 percent SOV and 12.8 percent HOV split. Table 5.2-5, *Existing Freeway Volumes and Level of Service*, illustrates current freeway conditions. As shown in Table 5.2-5, all freeway segments operate at an acceptable level of service in the existing conditions.

Table 5.2-5. Existing Freeway Volumes and Level of Service

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
	A M		P M		A M		P M	
Existing (Year 2011)	257,000				273,000			
ADT								
Peak Hour Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	9,039	12,662	11,343	10,335	9,601	13,451	12,049	10,979
Volume to Capacity	0.589	0.715	0.739	0.584	0.542	0.760	0.681	0.620
LOS	C	D	D	C	C	D	C	C

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

City of San Diego engineering staff provided information on cumulative projects within the immediate surrounding area. Upon review of the cumulative project information, four cumulative projects were identified that are anticipated to add traffic to the study area roadways used by the project. The remaining cumulative projects are anticipated to be built after the completion of the proposed project, have either been constructed, or are not anticipated to add traffic to the study area roadways. The five cumulative projects anticipated to be constructed and occupied by the time the proposed project is operational include:

- 1) *Casa Mira View I* – A residential project of 1,848 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard. About 200 dwelling units per year are anticipated to be built, beginning in 2011. The traffic generation for this cumulative project is calculated at 4,800 ADT (for the initial 800 dwelling units anticipated to be occupied by 2014).
- 2) *Casa Mira View II* – A residential project of 319 multi-family homes located on the west side of I-15 just north of Mira Mesa Boulevard. The traffic generation for this cumulative project is calculated at 1,914 ADT.
- 3) *Erma Road Apartments* – This residential project of approximately 114 apartments units is located on the south side of Erma Road just east of I-15. The traffic generation for this cumulative project is calculated at 684 ADT.
- 4) *Miramar Community College Master Plan* – A master plan for the existing Miramar Community College located on a site west of I-15, east of Black Mountain Road, south of Hillery Drive and north of Gold Coast Drive. The near-term traffic generation for this cumulative project is 980 ADT.
- 5) *The Watermark* - A commercial project located on Scripps Poway Parkway adjacent to I-15. This cumulative project is located approximately 2.3 miles north of the proposed project and

is anticipated to add only cumulative traffic to I-15 in the study area. The traffic generation for this cumulative project is calculated at 21,509 ADT.

The following cumulative projects are anticipated to be built after the completion of the proposed project and are located far enough away to be expected to add only a minimal amount of traffic to the study area roadways:

- 1) *Stone Creek* – A proposed mixed-use project consisting of 4,445 residential dwelling units, 174,000 square-feet of retail uses, 200,000 square-feet of office space, 850,000 square-feet of industrial/business park use, 175 room hotel, and 26.2 acres of neighborhood park space. This project is located west of I-15 between Camino Ruiz and Black Mountain Road on both the north and south sides of Carroll Canyon Road. This cumulative project is not planned to be constructed before the Carroll Canyon Commercial Center.
- 2) *Carroll Canyon Master Plan* – A mixed-use project with approximately 69 acres of residential and 40 acres of commercial generally located on the east side of Camino Santa Fe north of Carroll Canyon Road. This cumulative project is located approximately 5.5 miles from the proposed project and is not anticipated to be constructed before the Carroll Canyon Commercial Center.
- 3) *Fenton Carroll Canyon Tech Center* - An 896,000 SF Industrial Park generally located on the west side of Camino Santa Fe north of Carroll Canyon Road. Some of this cumulative project is constructed. This cumulative project is located approximately 5.5 miles from the proposed project and is not anticipated to a significant amount of traffic to the study area roadways.

5.2.2 Impact Analysis

Thresholds of Significance

Relative to Transportation/Traffic Circulation, the following thresholds have been established to determine significant traffic impacts:

1. If any intersection, roadway segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in the table below.
2. At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in the table below.
3. If a project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp, the impact may be significant.
4. If a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway), the impact would be significant.
5. If a project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with other existing or planned roadways.
6. If a project would result in a substantial restriction in access to publicly or privately

owned land, the impact would be significant.

Level of Service with Project *	Allowable Change Due To Project Impact **					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

* All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual. The acceptable LOS for freeways, roadways, and intersections is generally —DI (—CI for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

KEY:

Delay = Average control delay per vehicle measured in seconds for intersections, or minutes for ramp meters

LOS = Level of Service

Speed = measured in miles per hour

V/C = Volume to Capacity ratio

Relative to Parking, parking requirements vary by land use and location and are dictated by the City of San Diego Municipal Code. Non-compliance with the City's parking ordinance does not necessarily constitute a significant environmental impact. However, it can lead to a decrease in the availability of existing public parking in the vicinity of the project. Generally, if a project is deficient by more than ten percent of the required amount of parking and at least one the following criteria applies, then a significant impact may result:

1. The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.
2. The parking deficiency would severely impede the accessibility of a public facility, such as a park or beach.

Issue 1

Would the project result in:

- *Traffic generation in excess of specific community plan allocation?*
- *An increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system based on the table presented under Thresholds of Significance above?*
- *Addition of substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in the table under Significance of Thresholds above?*
- *Substantial impact upon existing or planned transportation systems?*
- *Substantial alterations to present circulation improvements including effects on existing public access to beaches, parks, or other open space areas?*

Impacts

Please see *Issue 6*, below, for a discussion of non-motorized travel, including pedestrian and bicycle mobility, as well as mass transit.

Project Trip Generation

The project trip generation for a community shopping center was calculated using trip rates from the City of San Diego Trip Generation Manual, May 2003. Two trip generation rates were applied: a driveway rate for project access points and a cumulative rate (accounts for primary and diverted trips) that was applied for all other analyzed roadways. Based on the Trip Generation Manual, a community shopping center with approximately 144,800 square feet has driveway traffic volumes calculated at 10,136 ADT with 304 AM peak hour trips (182 inbound and 122 outbound) and 1,014 PM peak hour trips (507 inbound and 507 outbound). The cumulative traffic volumes were calculated at 7,095 ADT with 213 AM peak hour trips (128 inbound and 85 outbound) and 710 PM peak hour trips (355 inbound and 355 outbound). (See Table 5.2-6, *Carroll Canyon Commercial Center Project Traffic Generation*.) (Note: The TIA evaluates project impacts based on a conservative assumption of 144,800 square feet, which has been rounded up from the project’s proposed 144,621 square feet.)

Table 5.2-6. Carroll Canyon Commercial Center Project Traffic Generation

Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM			PM			
						IN	OUT	%	Split	IN	OUT	
<u>Driveway Rate (for the main entrance)</u>												
Community Shopping Center	70 /KSF	144,800 SF	10,136	3%	0.6 0.4	182	122	10%	0.5 0.5	507	507	
<u>Cumulative Rate (for surrounding study roadways)</u>												
Community Shopping Center	49 /KSF	144,800 SF	7,095	3%	0.6 0.4	128	85	10%	0.5 0.5	355	355	

Source: City of San Diego *Trip Generation Manual*, May 2003. Notes: ADT=Average Daily Trips, KSF=1,000 Square Feet; Split=% inbound vs outbound

Project Trip Distribution

Project traffic was distributed to the adjacent roadway network based on a Series 12 SANDAG Select Zone Assignment (SZA). Figure 5.2-2, *Near-Term Project Distribution*, Figure 5.2-3, *Near-Term Project Assignment*, Figure 5.2-4, *Horizon Year Project Distribution*, and Figure 5.2-5, *Horizon Year Project Assignment*, shows the near-term and long-term distribution and assignment of the project traffic. Under near-term conditions, Carroll Canyon Road does not extend westerly beyond Black Mountain Road; therefore, the near-term distribution assigns project traffic to the north and south along Black Mountain Road. Under horizon year conditions, SANDAG has modeled Carroll Canyon Road extending westerly past Black Mountain Road and connecting with Carroll Canyon Road near I-805, as planned in the Mira Mesa Community Plan.

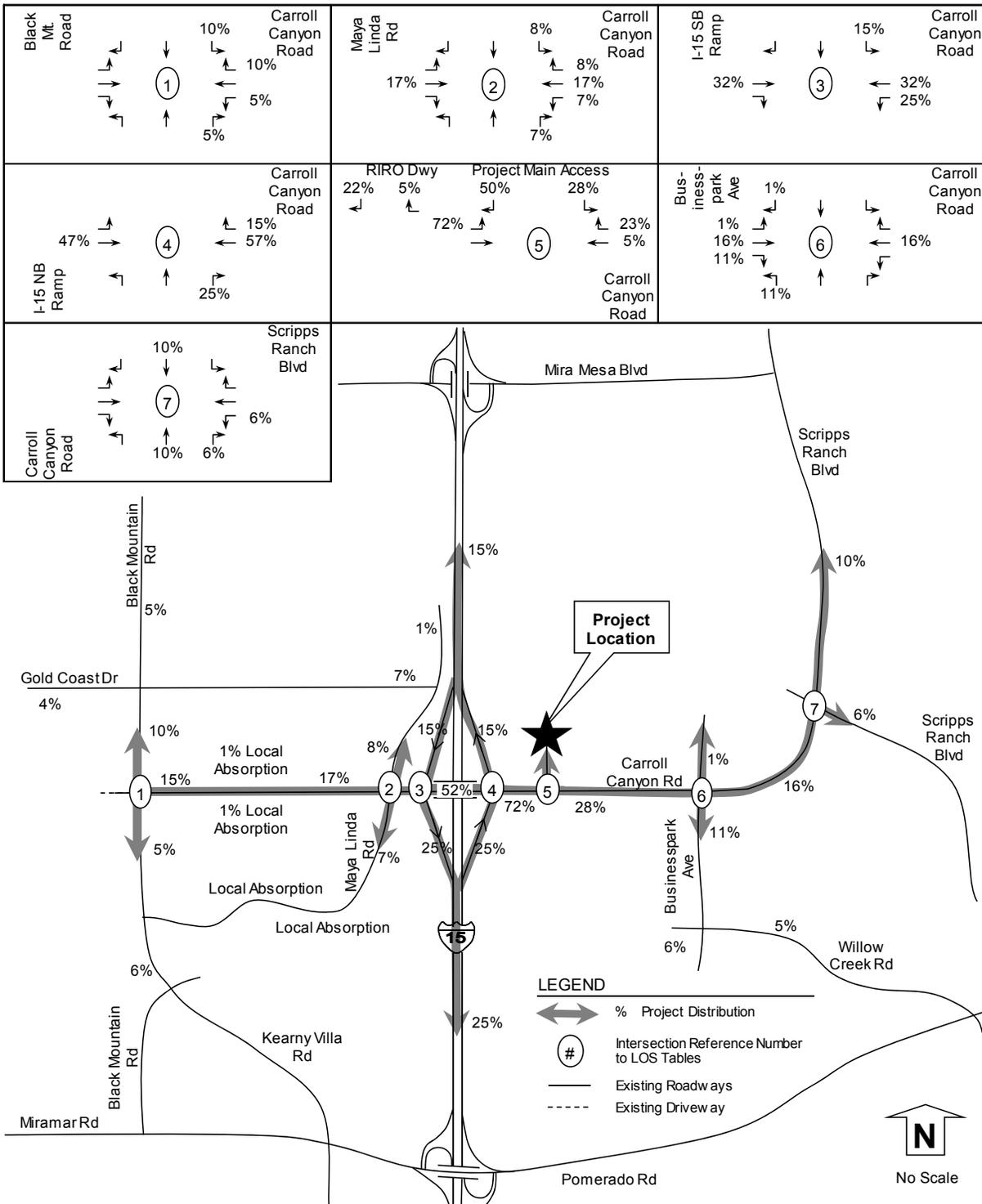


Figure 5.2-2. Near-Term Project Distribution

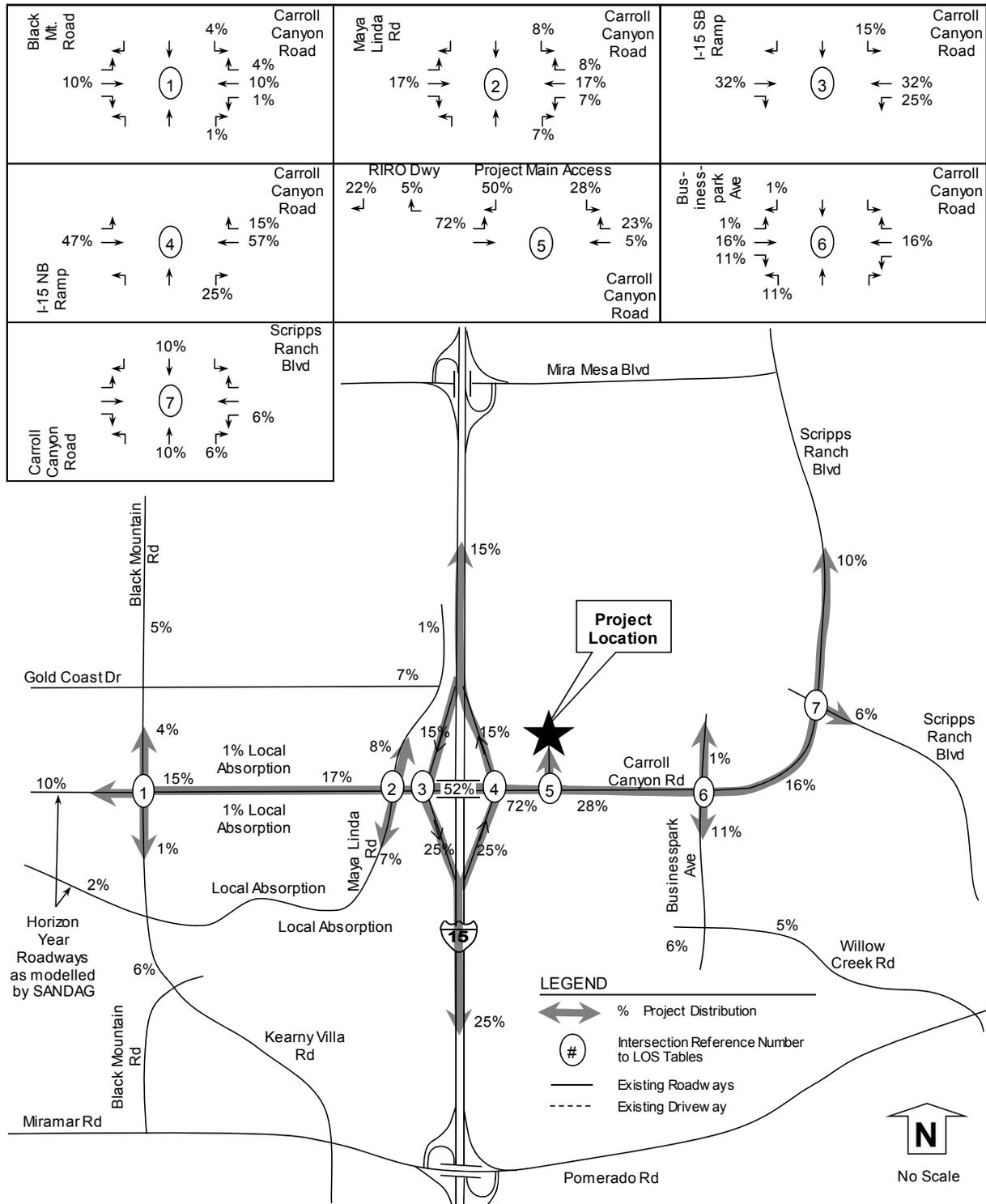


Figure 5.2-4. Horizon Year Project Distribution

Existing with Project Conditions

In order to determine Existing with Project traffic, Carroll Canyon Commercial Center project traffic was added to the existing traffic presented in Section 5.2.1, above. No road or freeway improvements are assumed in the Existing scenarios.

The existing with project conditions assumed the existing project office buildings to be vacant (as the buildings were either generating minimal or no project traffic when counts were taken) with the total new project traffic added on top of existing background roadway traffic. The existing office buildings have been occupied in the past, but now are mostly vacant due to the proposed planned development.

The applicant proposes to construct a traffic signal on Carroll Canyon Road at the project driveway along with widening and improving this new signalized intersection. This analysis is based on the original project driveway being closed and a new signal would be constructed at Carroll Canyon Road. In addition to the project traffic, the new traffic signal on Carroll Canyon Road will have the addition of eastbound u-turns from the Eucalyptus Square Shopping Center, located across the street from the project site on Carroll Canyon Road.

Table 5.2-7, *Existing with Project Intersection Levels of Service*, shows the resulting AM and PM peak hour levels of service for peak hour traffic volumes from the project traffic when added to existing peak hour volumes at the study area intersections. Table 5.2-8, *Existing with Project Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service and significant impacts measured with project traffic.

Table 5.2-7. Existing with Project Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing		Existing + Project			
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Direct Impact? ⁵
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	22.6	C	22.8	C	0.2	No
	All	PM	25.3	C	28.8	C	3.5	No
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	19.3	B	19.9	B	0.6	No
	All	PM	14.5	B	15.5	B	1.0	No
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	28.9	C	34.1	C	5.2	No
	All	PM	21.8	C	27.7	C	5.9	No
	Caltrans (ILV)	AM	1,318	Un	1,396	Un	NA	NA
	Caltrans (ILV)	PM	1,351	Un	1,578	Cap	NA	NA
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	26.1	C	32.7	C	6.6	No
	All	PM	30.5	C	36.4	D	5.9	No
	Caltrans (ILV)	AM	1,318	Un	1,396	Un	NA	NA
	Caltrans (ILV)	PM	1,351	Un	1,578	Cap	NA	NA
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	21.5	C	NA	No
	All	PM	DNE	DNE	22.5	C	NA	No
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	25.1	C	26.1	C	1.0	No
	All	PM	27.8	C	30.4	C	2.6	No
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	18.0	B	18.2	B	0.2	No
	All	PM	15.2	B	16.4	B	1.2	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Direct Impact? (yes or no).

Table 5.2-8. Existing with Project Street Segment ADT Volumes and Levels of Service

Segment	Classification	Existing				Project	Existing + Project					
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C
Carroll Canyon Road												
From Black Mountain Rd to I-15	4-Lane Major (1)	16,807	30,000	0.560	C	1,206	18,013	30,000	0.600	C	0.040	No
From I-15 to Project Access	4-Lane Prime (1)	19,144	30,000	0.638	C	7,298	26,442	30,000	0.881	E	0.243	Yes
From Project Access to Businesspark Ave	4-Lane Prime (1)	19,144	30,000	0.638	C	1,987	21,131	30,000	0.704	D	0.066	No
From Businesspark to Scripps Ranch	4-Lane Major (1)	15,241	30,000	0.508	C	1,135	16,376	30,000	0.546	C	0.038	No

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

Ramp meters have been evaluated for the I-15 freeway ramps at Carroll Canyon Road. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-9, *Existing with Project On-Ramp Operations*, shows the existing impacts to ramp meters using the most restrictive meter rate. A significant impact occurs at the ramp if the change in delay is greater than one or two minutes and the ramp experiences a delay greater than 15 minutes with the freeway operating at LOS E or F. Existing with Project Conditions would not result in an increase in delay. Therefore, no impacts would occur.

Table 5.2-9. Existing with Project On-Ramp Operations

Location & Peak Period	Scenario	Vehicle Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	E+P	834	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	E+P	800	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM	E+P	333	1 SOV	Meter Not Turned On		0	0.0	0
	E+P	49	1 HOV	Meter Not Turned On		0	0.0	0
	Total (SOV & HOV)	382						
I-15/Carroll Canyon NB PM Peak	E+P	645	1 SOV	924	924	0	0.0	0
	E+P	95	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	740						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 87.2% SOV usage and 12.8% HOV usage. (2) Rate obtained from CALTRANS (Appendix C). The NB On-Ramp meter was not turned on under existing AM conditions; therefore, the rate per lane is noted as "meter not turned on".

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-10, *Existing with Project Freeway Volumes and Level of Service*, illustrates near-term impacts to I-15 with project conditions. No significant impacts to freeway main line segments would occur.

Table 5.2-10. Existing with Project Freeway Volumes and Level of Service

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
	A M		P M		A M		P M	
Existing (Year 2011)	257,000				273,000			
ADT	A M		P M		A M		P M	
Peak Hour Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	9,039	12,662	11,343	10,335	9,601	13,451	12,049	10,979
Volume to Capacity	0.589	0.715	0.739	0.584	0.542	0.760	0.681	0.620
LOS	C	D	D	C	C	D	C	C
Project Peak Hour Vol	13	19	53	53	32	22	89	89
Existing + Project								
Peak Hour Volume	9,052	12,681	11,396	10,388	9,633	13,473	12,138	11,068
Volume to Capacity	0.590	0.716	0.742	0.587	0.544	0.761	0.686	0.625
LOS	C	D	D	C	C	D	C	C
Increase in V/C	0.001	0.001	0.003	0.003	0.002	0.001	0.005	0.005
Direct Impact?	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M= 6 main line lanes; 1A= 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

A queuing analysis was performed for the project to determine if the project would result in a significant increase in the queues at study area intersection. The queuing analysis shows the 95th percentile queue for the eastbound left-turn lane into the project signalized driveway at 73 feet (AM peak hour) and 175 feet (PM peak hour). The available left turn storage is approximately 190 feet with a transition of approximately 70 feet.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95th percentile queue. As shown in Table 5.2-11, *Existing with Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th percentile queues (ranging from less than one vehicle [0.1 vehicles] to one vehicle) and in one case is calculated to reduce a queue by about two vehicles (1.8 per calculations). Also shown in Table 5.2-11 is the difference between the available storage and what the 95th percentile queue is estimated to occupy. On the bridge, both back-to-back left turn lanes are calculated to have a shortage of left-turn storage under Existing and Existing Plus Project conditions. Under Existing and Existing Plus Project conditions, however, the intersections of Carroll Canyon Road/Maya Linda, Carroll Canyon Road/I-15 SB Ramps, and Carroll Canyon/I-15 NB Ramps are calculated at LOS D or better conditions. There are no significance criteria thresholds that identify if a measureable change in queue length would result in an impact if an intersection is operating at LOS D or better condition. As part of the project, the project applicant proposes a near-term project feature of an additional westbound to northbound right turn lane at the intersection of Carroll Canyon Road/I- 15 NB Ramp that would provide a benefit to the existing westbound queuing along Carroll Canyon Road.

Table 5.2-11. Existing with Project Intersection 95th Percentile Queuing

Intersection of Carroll Canyon at	Existing		E+P		Change in		Equivalent # of Vehicles	
	95th % Queue (ft) AM	95th % Queue (ft) PM	95th % Queue (ft) AM	95th % Queue (ft) PM	95th % Queue (ft) AM	95th % Queue (ft) PM	AM	PM
Maya Linda								
WB LT ↙	41	59	51	71	10	12	0.4	0.5
Available Storage (ft)	55	55	55	55				
Difference (ft)	14	-4	4	-16				
I-15 SB Ramps								
WB LT ↙	422	301	425	325	3	24	0.1	1
Available Storage (ft)	120	120	120	120				
Difference (ft)	-302	-181	-305	-205				
I-15 NB Ramps								
EB LT ↗	223	388	233	343	10	-45	0.4	-1.8
Available Storage (ft)	120	120	120	120				
Difference (ft)	-103	-268	-113	-223				

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

Under existing with project conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better with the exception of Carroll Canyon Road from I-15 to the project signalized access (operations are calculated at LOS E on a daily basis). The project is calculated to have one direct impact to the segment of Carroll Canyon Road from I-15 to the signalized project access due to increasing the volume to capacity ratio by more than 0.02 under LOS E conditions. Metered on-ramps were calculated to operate acceptably.

Near Term without Project Conditions

The near-term without project conditions describe the anticipated roadway operations during the opening year of the project anticipated to be 2014. This scenario includes surrounding cumulative projects added to the existing traffic volumes identified in Section 5.2.1, *Existing Conditions*. The project-only traffic for these projects was added to the existing traffic to reflect an “existing plus other project” or Near Term scenario. No road or freeway improvements are assumed in the Near Term scenarios.

Table 5.2-12, *Near Term (Existing plus Cumulative) Intersection Levels of Service*, shows the resulting AM and PM peak hour levels of service for peak hour traffic volumes from the “other projects” when added to existing peak hour volumes at the study area intersections. As shown in Table 5.2-10, no intersections are expected to operate at an unacceptable level of service.

Table 5.2-12. Near Term (Existing plus Cumulative) Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing		Existing + Cumulative	
			Delay ²	LOS ³	Delay ²	LOS ³
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	22.6	C	23.1	C
	All	PM	25.3	C	27.3	C
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	19.3	B	19.6	B
	All	PM	14.5	B	14.6	B
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	28.9	C	33.9	C
	All	PM	21.8	C	22.0	C
	Caltrans (ILV)	AM	1,318	Un	1,318	Un
	Caltrans (ILV)	PM	1,351	Un	1,367	Un
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	26.1	C	26.6	C
	All	PM	30.5	C	30.7	C
	Caltrans (ILV)	AM	1,318	Un	1,318	Un
	Caltrans (ILV)	PM	1,351	Un	1,367	Un
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	DNE	DNE
	All	PM	DNE	DNE	DNE	DNE
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	25.1	C	25.8	C
	All	PM	27.8	C	27.9	C
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	18.0	B	18.1	B
	All	PM	15.2	B	16.1	B

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, (ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service.

Table 5.2-13, *Near Term (Existing plus Cumulative) Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service and significant impact measure without project traffic. As shown in Table 5.2-13, no street segments are expected to operate at an unacceptable level of service.

Table 5.2-13. Near Term (Existing plus Cumulative) Street Segment ADT Volumes and Levels of Service

Segment	Classification (as built)	Existing				Cumulative Daily Volume	Existing + Cumulative				
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	LOS	
Carroll Canyon Road											
From Black Mountain Rd to I-15	4-Lane Major (1)	16,807	30,000	0.560	C	235	17,042	30,000	0.568	C	
From I-15 to Project Access	4-Lane Prime (1)	19,144	30,000	0.638	B	126	19,270	30,000	0.642	B	
From Project Access to Businesspark Ave	4-Lane Prime (1)	19,144	30,000	0.638	B	126	19,270	30,000	0.642	B	
From Businesspark to Scripps Ranch	4-Lane Major (1)	15,241	30,000	0.508	C	96	15,337	30,000	0.511	C	

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

Ramp meters have been evaluated at Carroll Canyon Road on the I-15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-14, *Near Term (Existing and Cumulative) On-Ramp Operations*, shows the near-term impacts to ramp meters using the most restrictive meter rate. A significant impact occurs at the ramp if the change in delay is greater than one or two minutes and the ramps experiences a delay greater than 15 minutes with the freeway operating at LOS E or F. As shown in Table 5.2-14, no change in delay would occur.

Table 5.2-14. Near Term (Existing and Cumulative) On-Ramp Operations

Location & Peak Period	Scenario	Vehicle Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	E+C	825	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	E+C	737	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM Peak	E+C	322	1 SOV	Meter Not Turned On		0	0.0	0
	E+C	47	1 HOV	Meter Not Turned On		0	0.0	0
	Total (SOV & HOV)	369						
I-15/Carroll Canyon NB PM Peak	E+C	599	1 SOV	924	924	0	0.0	0
	E+C	88	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	687						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 87.2% SOV usage and 12.8% HOV usage. (2) Rate obtained from CALTRANS (Appendix C). The NB On-Ramp meter was not turned on under existing AM conditions; therefore, the rate per lane is noted as "meter not turned on".

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps in the *Near-Term (Existing + Cumulative) Intersection 95th Percentile Queue* are shown in Table 5.2-15.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-16, *Near Term (Existing plus Cumulative) Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 without the proposed project conditions. As shown in Table 5.2-16, all freeway segments are expected to operate at an acceptable level of service.

Table 5.2-15. Near-Term (Existing + Cumulative) Intersection 95th Percentile Queue

Intersection of Carroll Canyon at	Near-Term 95 th % Queue (ft)	
	AM	PM
Maya Linda		
WB LT ↙	44	59
Available Storage (ft)	55	55
Difference (ft)	11	-4
I-15 SB Ramps		
WB LT ↙	415	301
Available Storage (ft)	120	120
Difference (ft)	-295	-181
I-15 NB Ramps		
EB LT ↗	223	387
Available Storage (ft)	120	120
Difference (ft)	-103	-267

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

Table 5.2-16. Near Term (Existing plus Cumulative) Freeway Volumes and Levels of Service

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
	A M		P M		A M		P M	
Existing (Year 2011)	257,000				273,000			
ADT								
Peak Hour Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	9,039	12,662	11,343	10,335	9,601	13,451	12,049	10,979
Volume to Capacity	0.589	0.715	0.739	0.584	0.542	0.760	0.681	0.620
LOS	C	D	D	C	C	D	C	C
Cumulative Pk Hr Vol	182	262	238	217	180	233	229	201
Existing+Cumulative								
Peak Hour Volume	9,221	12,924	11,581	10,552	9,781	13,684	12,278	11,180
Volume to Capacity	0.601	0.730	0.754	0.596	0.553	0.773	0.694	0.632
LOS	C	D	D	C	C	D	C	C

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

Near Term with Project Conditions

This section evaluates the Near Term with Project Conditions by adding the “other projects” plus the Carroll Canyon Commercial Center project traffic to existing volumes and evaluating project traffic impacts. The project proposes to construct a traffic signal on Carroll Canyon Road at the project driveway along with widening, median improvements, and improving this new signalized intersection. The traffic analysis is based on the existing driveway to the project site being replaced with a new signalized driveway.

The Near Term with Project Conditions intersection analysis takes into account existing traffic plus “other projects” plus the Carroll Canyon Commercial Center project combined traffic volumes during AM/PM peak hours at study area intersections. Table 5.2-17, *Near Term with Project Intersection Levels of Service*, includes study area intersection levels of service with the Carroll Canyon Commercial Center project traffic added. As shown in Table 5.2-17, no intersections would operate at an unacceptable level of service under Near Term with Project Conditions.

Table 5.2-17. Near Term with Project Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Existing + Cumulative		Existing + Cumulative + Project				
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Near-Term Impact ⁵	
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	23.1	C	23.2	C	0.1	No	
	All	PM	27.3	C	31.4	C	4.1	No	
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	19.6	B	20.2	C	0.6	No	
	All	PM	14.6	B	16.0	B	1.4	No	
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	33.9	C	34.4	C	0.5	No	
	All	PM	22.0	C	28.1	C	6.1	No	
	Caltrans (ILV)	All	AM	1,318	Un	1,389	Un	NA	NA
	Caltrans (ILV)	All	PM	1,367	Un	1,594	Cap	NA	NA
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	26.6	C	33.4	C	6.8	No	
	All	PM	30.7	C	37.0	D	6.3	No	
	Caltrans (ILV)	All	AM	1,318	Un	1,389	Un	NA	NA
	Caltrans (ILV)	All	PM	1,367	Un	1,594	Cap	NA	NA
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	21.6	C	NA	No	
	All	PM	DNE	DNE	22.7	C	NA	No	
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	25.8	C	26.2	C	0.4	No	
	All	PM	27.9	C	30.6	C	2.7	No	
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	18.1	B	18.2	B	0.1	No	
	All	PM	16.1	B	16.5	B	0.4	No	

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Near-Term Impact? (yes or no).

Table 5.2-18, *Near Term with Project Street Segment ADT Volumes and Levels of Service*, shows street segment levels of service with Carroll Canyon Commercial Center project traffic. As shown in Table 5.2-18, the project is calculated to have one near-term impact to the segment of Carroll Canyon Road from I-15 to the signalized project access due to increasing the volume to capacity ratio by more than 0.02 under LOS E conditions. This is regarded as a significant direct project impact.

Table 5.2-18. Near Term with Project Street Segment ADT Volumes and Levels of Service

Segment	Classification	Existing + Cumulative				Project		Existing + Cumulative + Project					
		Daily Volume	LOS E Capacity	V/C	LOS	Daily Volumes	Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C	Near-Term Impact?	
Carroll Canyon Road													
	From Black Mountain Rd to I-15	4-Lane Major (1)	17,042	30,000	0.568	C	1,206	18,248	30,000	0.608	C	0.040	No
	From I-15 to Project Access	4-Lane Prime (1)	19,270	30,000	0.642	C	7,298	26,568	30,000	0.886	E	0.243	Yes
	From Project Access to Businesspark Ave	4-Lane Prime (1)	19,270	30,000	0.642	C	1,987	21,257	30,000	0.709	D	0.066	No
	From Businesspark to Scripps Ranch	4-Lane Major (1)	15,337	30,000	0.511	C	1,135	16,472	30,000	0.549	C	0.038	No

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

Table 5.2-19, *Near Term with Project On-Ramp Operations*, shows the near-term impacts on ramp meters including proposed project traffic. A significant impact occurs at the ramp if the change in delay between the two conditions is greater than one or two minutes and the ramp experiences a delay that is greater than 15 minutes with the freeway operating at LOS E or F. As shown in Table 5.2-19, no change in delay would occur. Therefore, no impacts would occur.

Table 5.2-19. Near Term with Project On-Ramp Operations

Location	Scenario	Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	E+C	847	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	E+C	826	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM Peak	E+C	333	1 SOV	Meter Not Turned On		0	0.0	0
	E+C	49	1 HOV	Meter Not Turned On		0	0.0	0
Total (SOV & HOV)		382						
I-15/Carroll Canyon NB PM Peak	E+C	645	1 SOV	924	924	0	0.0	0
	E+C	95	1 HOV	924	924	0	0.0	0
Total (SOV & HOV)		740						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle, Split between SOV and HOV based on count data that documented 87.2% SOV usage and 12.8% HOV usage. (2) Rate obtained from CALTRANS (Appendix C). The NB On-Ramp meter was not turned on under existing AM conditions; therefore, the rate per lane is noted as "meter not turned on".

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-20, *Near Term with Project Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 with proposed project development. As shown in Table 5.2-20, all freeway segments are expected to operate at an acceptable level of service.

Table 5.2-20. Near Term with Project Freeway Volumes and Levels of Service

Freeway Segment	I-15 Mira Mesa Blvd to Carroll Canyon Rd				I-15 Carroll Canyon Rd to Miramar			
	<u>Existing+Cumulative</u>							
Peak Hour Volume	9,221	12,924	11,581	10,552	9,781	13,684	12,278	11,180
Volume to Capacity	0.601	0.730	0.754	0.596	0.553	0.773	0.694	0.632
LOS	C	D	D	C	C	D	C	C
<u>Project Peak Hour Vol</u>	13	19	53	53	32	22	89	89
<u>Existing+Cumulative+Project</u>								
Peak Hour Volume	9,234	12,943	11,634	10,605	9,813	13,706	12,367	11,269
Volume to Capacity	0.602	0.731	0.757	0.599	0.554	0.774	0.699	0.637
LOS	C	D	D	C	C	D	C	C
Increase in V/C	0.001	0.001	0.003	0.003	0.002	0.001	0.005	0.005
Near-Term Impact?	No	No	No	No	No	No	No	No

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95th percentile queue. As shown in Table 5.2-21, *Near-Term with Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th percentile queues [ranging from less than one vehicle (0.1 vehicles) to almost one vehicle (0.8 vehicles)] and in one case is calculated to reduce a queue by two vehicles (2.2 per calculations). Also shown in 5.2-21 is the difference between the available storage and what the 95th percentile queue is estimated to occupy. On the bridge, both back-to-back left-turn lanes are calculated to have a shortage of left-turn storage under Near-Term and Near-Term Plus Project conditions. Under Near-Term and Near-Term Plus Project conditions, however, the intersections of Carroll Canyon Road/Maya Linda, Carroll Canyon Road/I-15 SB Ramps, and Carroll Canyon/I-15 NB Ramps are

calculated at LOS D or better conditions. As part of the project, the project applicant proposes a near-term project feature of an additional westbound to northbound right turn lane at the intersection of Carroll Canyon Road/I-15 NB Ramp that would provide a benefit to the near-term westbound queuing along Carroll Canyon Road.

Under near term with project conditions, all of the study intersections, street segments, and freeway segments were calculated to operate at LOS D or better, with the exception of Carroll Canyon Road from I-15 to the project's signalized access. The project would result in a significant direct impact on this segment due to increasing the volume to capacity ratio by more than 0.02 under LOS E conditions. Metered on-ramps were also calculated to operate acceptably.

Table 5.2-21. Near-Term with Project Intersection 95th Percentile Queuing

Intersection of Carroll Canyon at	Near-Term		Near-Term + P		Change in		Equivalent #	
	95th % Queue (ft) AM	95th % Queue (ft) PM	95th % Queue (ft) AM	95th % Queue (ft) PM	95th % Queue (ft) AM	95th % Queue (ft) PM	of Vehicles AM	of Vehicles PM
Maya Linda								
WB LT ↖	44	59	51	73	7	14	0.3	0.6
Available Storage (ft)	55	55	55	55				
Difference (ft)	11	-4	4	-18				
I-15 SB Ramps								
WB LT ↖	415	301	421	322	6	21	0.2	0.8
Available Storage (ft)	120	120	120	120				
Difference (ft)	-295	-181	-301	-202				
I-15 NB Ramps								
EB LT ↗	223	387	226	332	3	-55	0.1	-2.2
Available Storage (ft)	120	120	120	120				
Difference (ft)	-103	-267	-106	-212				

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

Horizon Year (2035) without Project Conditions

This section evaluates the Horizon Year 2035 without project condition. The SANDAG Series 12 regional traffic forecast model is based on planning efforts involving all jurisdictions within the County of San Diego. SANDAG, as the regional planning agency, collects data from these plans and collates this data within a traffic model. SANDAG also prepared the Regional Transportation Plan (RTP) utilized by the traffic model as a basis for estimating future traffic. Forecasted growth in traffic volumes from the traffic model was utilized to evaluate Horizon Year 2035 conditions with and without the project. To calculate Horizon Year 2035 conditions without the project, the Carroll Canyon Commercial Center project was subtracted from Horizon Year 2035 conditions with the project, which were based on forecasted volumes.

Intersection volumes were factored up from near-term turn moves based on the increase in ADT for each intersection approach against the horizon year ADTs. Project-only peak hour volumes were subtracted from Horizon Year 2035 with Project Conditions volumes to reflect Horizon Year 2035 without Project Conditions peak hour volumes.

Table 5.2-22, *Horizon Year (2035) without Project Intersection Levels of Service*, shows the peak hour intersection levels of service.

Table 5.2-22. Horizon Year (2035) without Project Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Horizon Year 2035	
			Delay ²	LOS ³
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	57.1	E
	All	PM	140.0	F
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	26.7	C
	All	PM	26.3	C
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	83.0	F
	All	PM	67.1	E
	Caltrans (ILV)	AM	1,706	Cap
	Caltrans (ILV)	PM	1,962	Cap
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	47.7	D
	All	PM	74.7	E
	Caltrans (ILV)	AM	1,706	Cap
	Caltrans (ILV)	PM	1,962	Cap
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE
	All	PM	DNE	DNE
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	28.9	C
	All	PM	34.9	C
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	19.8	B
	All	PM	18.8	B

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist.

The following intersections would operate at unacceptable levels of service under the Horizon Year (2035) without Project Conditions scenario:

- 1) Intersection of Carroll Canyon Road/Black Mountain Road (LOS F AM & PM),
- 2) Intersection at Carroll Canyon Road/I-15 SB Ramps (LOS F AM, LOS E PM), and
- 3) Intersection at Carroll Canyon Road/I-15 NB Ramps (LOS E PM).

The street segment levels of service for Horizon Year 2035 conditions without the project are shown in Table 5.2-23, *Horizon Year 2030 without Project Street Segment ADT Volumes and Levels of Service*. As shown in Table 5.2-23, all street segments operate at acceptable levels of service under this scenario.

Table 5.2-23. Horizon Year (2035) without Project Street Segment ADT Volumes and Levels of Service

Segment	Classification (as built)	Horizon Year (2035)			
		Daily Volume	LOS E Capacity	V/C	LOS
Carroll Canyon Road					
From Black Mountain Rd to I-15	4-Lane Major (1)	23,000	30,000	0.767	D
From I-15 to Project Access	4-Lane Prime (1)	24,600	30,000	0.820	D
From Project Access to Businesspark Ave	4-Lane Prime (1)	24,600	30,000	0.820	D
From Businesspark to Scripps Ranch	4-Lane Major (1)	16,100	30,000	0.537	C

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions.

Ramp meters have been evaluated at Carroll Canyon Road on the Interstate 15 ramps. The meter rate is based on the existing meter rates provided by Caltrans. Table 5.2-24, *Horizon Year (2035) without Project On-Ramp Operations*, shows the horizon year impacts on ramp meters without proposed project traffic. A significant impact occurs at the ramp if the change in delay between the two conditions is greater than one or two minutes and the ramp experiences a delay greater than 15 minutes with the freeway operating at LOS E or F. As shown in Table 5.2-24, no change in delay would occur under the Horizon Year (2035) without Project Conditions scenario. Therefore, no impacts would occur.

Table 5.2-24. Horizon Year (2035) without Project On-Ramp Operations

Location	Scenario	Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	Year 2035	1,090	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	Year 2035	1,100	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM	Year 2035	480	1 SOV	Meter Not Turned On		0	0.0	0
	Year 2035	70	1 HOV	Meter Not Turned On		0	0.0	0
	Total (SOV & HOV)	550						
I-15/Carroll Canyon NB PM	Year 2035	846	1 SOV	924	924	0	0.0	0
	Year 2035	124	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	970						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle; Horizon Year split between SOV and HOV based on existing split of 87.2% SOV usage and 12.8% HOV usage. (2) Existing rate used for horizon year because horizon year rate not available from CALTRANS.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-25, *Horizon Year (2035) without Project Freeway Volumes and Levels of Service*, illustrates Horizon Year (2035) without Project Conditions impacts to I-15.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps in the *Horizon Year (2035) Without Project 95th Percentile Queuing* are shown in Table 5.2-26.

Table 5.2-25. Horizon Year (2035) without Project Freeway Volumes and Levels of Service

Freeway Segment	I-15				I-15			
	Mira Mesa Blvd to Carroll Canyon Rd				Carroll Canyon Rd to Miramar			
SANDAG (Horizon Year 2035)								
ADT	300,100				314,100			
Peak Hour	A M		P M		A M		P M	
Direction	NB	SB	NB	SB	NB	SB	NB	SB
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	10,554	14,786	13,245	12,069	11,047	15,476	13,863	12,632
Volume to Capacity	0.688	0.835	0.863	0.682	0.624	0.874	0.783	0.714
LOS	C	D	D	C	C	D	D	D

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

Table 5.2-26. Horizon Year (2035) Without Project Intersection 95th Percentile Queuing

Intersection of Carroll Canyon at	Horizon Year 95 th % Queue (ft)	
	AM	PM
Maya Linda		
WB LT ↙	37	111
Available Storage (ft)	55	55
Difference (ft)	18	-56
I-15 SB Ramps		
WB LT ↙	449	363
Available Storage (ft)	120	120
Difference (ft)	-329	-243
I-15 NB Ramps		
EB LT ↘	309	474
Available Storage (ft)	120	120
Difference (ft)	-189	-354

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

Under horizon year (2035) without project conditions, all of the study intersections and study segments were calculated to operate at LOS D or better except for:

- 1) Intersection of Carroll Canyon Road/Black Mountain Road (LOS E AM & LOS F PM),
- 2) Intersection at Carroll Canyon Road/I-15 SB Ramps (LOS F AM, LOS E PM), and
- 3) Intersection at Carroll Canyon Road/I-15 NB Ramps (LOS E PM),

Metered on-ramps were calculated to operate acceptably.

Horizon Year (2035) with Project Conditions

This section evaluates the Horizon Year 2035 with Project Conditions. The horizon year analysis was prepared according to the City of San Diego, *Traffic Impact Study Manual* that requires a horizon year analysis with additional site traffic if the project deviates from the community plan. Since the proposed project deviates from the Community Plan, the additional site traffic was reflected in the SANDAG traffic model by removing the existing land use for the site and replacing it with the proposed land use for the site. This discussion documents the effects of the project by including the project with the proposed commercial land uses in the SANDAG traffic model. Intersection volumes were factored up from near-term turn moves based on the increase in ADT for each intersection approach against the horizon year ADTs from the SANDAG model with the proposed project for the project site.

Table 5.2-27, *Horizon Year (2035) with Project Intersection Levels of Service*, shows the AM and PM peak hour levels of service for the Horizon Year 2035 with Project Conditions.

Table 5.2-27. Horizon Year (2035) with Project Intersection Levels of Service

Intersection and (Analysis) ¹	Movement	Peak Hour	Horizon Year		Horizon Year 2035 + Project				
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Cumulative Impact? ⁵	
1) Carroll Canyon Rd at Black Mount Rd (S)	All	AM	57.1	E	63.8	E	6.7	Yes	
	All	PM	140.0	F	148.4	F	8.4	Yes	
2) Carroll Canyon Rd at Maya Linda Rd (S)	All	AM	26.7	C	30.5	C	3.8	No	
	All	PM	26.3	C	33.6	C	7.3	No	
3) Carroll Canyon Rd at I-15 SB Ramps (S)	All	AM	83.0	F	96.5	F	13.5	Yes	
	All	PM	67.1	E	73.0	E	5.9	Yes	
	Caltrans (ILV)	All	AM	1,706	Cap	1,772	Cap	NA	NA
	Caltrans (ILV)	All	PM	1,962	Cap	2,032	Cap	NA	NA
4) Carroll Canyon Rd at I-15 NB Ramps (S)	All	AM	47.7	D	60.8	E	13.1	Yes	
	All	PM	74.7	E	85.7	F	11.0	Yes	
	Caltrans (ILV)	All	AM	1,706	Cap	1,772	Cap	NA	NA
	Caltrans (ILV)	All	PM	1,962	Cap	2,032	Cap	NA	NA
5) Carroll Canyon Rd at Project Access (S)	All	AM	DNE	DNE	22.0	C	NA	No	
	All	PM	DNE	DNE	22.8	C	NA	No	
6) Carroll Canyon Rd at Business Park Ave (S)	All	AM	28.9	C	29.2	C	0.3	No	
	All	PM	34.9	C	35.4	D	0.5	No	
7) Carroll Canyon Rd at Scripps Ranch Blvd (S)	All	AM	19.8	B	19.9	B	0.1	No	
	All	PM	18.8	B	19.2	B	0.4	No	

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, ILV for Caltrans. 2) Delay - HCM Average Control Delay in seconds. ILV - Intersecting Lane Volumes (Stb - stable; Un - unstable; Cap: at capacity). 3) LOS: Level of Service. DNE: Does Not Exist. 4) Delta is the increase in delay from project. 5) Cumulative Impact? (yes or no).

As shown in Table 5.2-27, the following intersections are projected to operate at unacceptable levels of service taking into account proposed project conditions, representing a significant cumulative project impact:

- 1) Intersection of Carroll Canyon Road/Black Mountain Road (LOS F AM & PM)
- 2) Intersection at Carroll Canyon Road/I-15 SB Ramps (LOS F AM, LOS E PM)
- 3) Intersection at Carroll Canyon Road/I-15 NB Ramps (LOS E AM & LOS F PM)

An analysis was completed for street segments in the Horizon Year 2035 with Project Conditions. The street segment levels of service for Horizon Year 2035 conditions with the project are shown in Table 5.2-28, *Horizon Year (2035) with Project Street Segment ADT Volumes and Levels of Service*.

Table 5.2-28. Horizon Year (2035) with Project Street Segment ADT Volumes and Levels of Service

Segment	Classification	Horizon Year 2035				Project Daily Volumes	Horizon Year 2035 with Project						
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	V/C Delta	LOS	Cumulative Impact?	
Carroll Canyon Road						See Note (2)							
From Black Mountain Rd to I-15	4-Lane Major (1)	23,000	30,000	0.767	D	600	23,600	30,000	0.787	0.020	D	No	
From I-15 to Project Access	4-Lane Prime (1)	24,600	30,000	0.820	D	4,400	29,000	30,000	0.967	0.147	E	Yes	
From Project Access to Businesspark Ave	4-Lane Prime (1)	24,600	30,000	0.820	D	400	25,000	30,000	0.833	0.013	E	Yes	
From Businesspark to Scripps Ranch	4-Lane Major (1)	16,100	30,000	0.537	C	700	16,800	30,000	0.560	0.023	C	No	

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. (1) Analyzed as a 4 lane Collector (30,000 ADT for LOS E Capacity) to reflect existing roadway conditions. (2) Project volumes are delta between Series 12 with current project zoning and Series 12 with project CPA zoning.

As shown in Table 5.2-28, two street segments would operate at unacceptable levels of service under the Horizon Year 2035 with Project Conditions scenario.

- 1) Segment of Carroll Canyon Road between I-15 and the project access (LOS E Daily) and
- 2) Segment of Carroll Canyon Road between the project access and Businesspark Avenue (LOS E Daily - LOS E is triggered at 25,000 ADT, which is the horizon year ADT for this segment, thus the operations are at the transition between LOS D of acceptable to E unacceptable).

Table 5.2-29, *Horizon Year (2035) with Project On-Ramp Operations*, shows impacts to study area ramp meters with the project. As shown in Table 5.2-29, no increase in delay would occur. Therefore, no impacts would occur.

Table 5.2-29. Horizon Year (2035) with Project On-Ramp Operations

Location	Scenario	Demand	Number and type of lanes (1)	Rate per lane (2)	On-Ramp Rate	Excess Demand	Average Delay	Average Queue
I-15/Carroll Canyon SB AM	Yr 2035 + P	1,112	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon SB PM	Yr 2035 + P	1,189	2 SOV	852	1,704	0	0.0	0
I-15/Carroll Canyon NB AM	Yr 2035 + P	491	1 SOV	Meter Not Turned On		0	0.0	0
	Yr 2035 + P	72	1 HOV	Meter Not Turned On		0	0.0	0
	Total (SOV & HOV)	563						
I-15/Carroll Canyon NB PM	Yr 2035 + P	892	1 SOV	924	924	0	0.0	0
	Yr 2035 + P	131	1 HOV	924	924	0	0.0	0
	Total (SOV & HOV)	1,023						

Notes: (1) SOV: Single Occupancy Vehicle, HOV: High Occupancy Vehicle; Horizon Year split between SOV and HOV based on existing split of 87.2% SOV usage and 12.8% HOV usage. (2) Existing rate used for horizon year because horizon year rate not available from CALTRANS.

Freeway main lane segments have been evaluated utilizing Caltrans procedures. Table 5.2-30, *Horizon Year (2035) with Project Freeway Volumes and Levels of Service*, illustrates near-term impacts to I-15 with the proposed project. As shown on Table 5.2-30, no freeway impacts are anticipated.

Table 5.2-30. Horizon Year (2035) with Project Freeway Volumes and Levels of Service

Freeway Segment	I-15				I-15				
	Mira Mesa Blvd to Carroll Canyon Rd				Carroll Canyon Rd to Miramar				
SANDAG (Horizon Year 2035 without project rezone)									
Peak Hour	A M		P M		A M		P M		
Direction	NB	SB	NB	SB	NB	SB	NB	SB	
Number of Lanes	5M+1A+2HOV	6M+1A+2HOV	5M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV	6M+1A+2HOV
Capacity (1)	15,350	17,700	15,350	17,700	17,700	17,700	17,700	17,700	17,700
K Factor (2)	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0808	0.0816	0.0816
D Factor (3)	0.4189	0.5811	0.5257	0.4743	0.4189	0.5811	0.5257	0.4743	0.4743
Truck Factor (4)	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624	0.9624
Peak Hour Volume	10,554	14,786	13,245	12,069	11,047	15,476	13,863	12,632	
Volume to Capacity	0.688	0.835	0.863	0.682	0.624	0.874	0.783	0.714	
LOS	C	D	D	C	C	D	D	D	
Project Pk Hr Vol	13	19	53	53	32	22	89	89	
SANDAG (Horizon Year 2035 + Project with rezone)									
Peak Hour Volume	10,567	14,805	13,298	12,122	11,079	15,498	13,952	12,721	
Volume to Capacity	0.688	0.836	0.866	0.685	0.626	0.876	0.788	0.719	
LOS	C	D	D	C	C	D	D	D	
Increase in V/C	0.000	0.001	0.003	0.003	0.002	0.002	0.005	0.005	
Cumulative Impact?	No	No	No	No	No	No	No	No	

Notes: (1) Capacity of 2,350 pcphpl for mainline from CALTRANS' Guide for the Preparation of Traffic Impact Studies, December 2002 and 1,200 for aux lanes and HOV lanes. (2) Latest K factor from Caltrans (based on 2008 data), which is the percentage of AADT in both directions. (3) Latest D factor from Caltrans (based on 2008 data), which when multiplied by K and ADT will provide peak hour volume. (4) Latest truck factor from Caltrans (based on 2007E data). Number of lanes: 6M = 6 main line lanes; 1A = 1 Aux lane; 2HOV = 2 High occupancy vehicle/Fastrak lanes.

Queues for left turns along Carroll Canyon Road at the intersections of Carroll Canyon Road at Maya Linda Road, I-15 SB Ramps, and I-15 NB Ramps were reviewed to determine if the project would significantly increase the 95th percentile queue. As shown in Table 5.2-31, *Horizon Year (2035) With Project Intersection 95th Percentile Queuing*, the project is not calculated to significantly increase the 95th percentile queues [ranging from less than one vehicle (0.1 vehicles) to about half a vehicle (0.4 vehicles)] and in one case is calculated to reduce a queue by almost 3 vehicles (2.8 per calculations). Also shown in Table 5.2-31 is the difference between the available storage and what the 95th percentile queue is estimated to occupy. On the bridge, both back-to-back left-turn lanes are calculated to have a shortage of left-turn storage under horizon and horizon plus project conditions. A queuing analysis shows the 95th percentile queue for the eastbound left turn lane into the project at 91 feet (AM peak hour) and 181 feet (PM peak hour). The left turn storage has approximately 190 feet with a transition of approximately 70 feet. To address any potential cumulative queuing concerns for the intersections operating at LOS E/F (i.e. Carroll Canyon Road/I-15 SB Ramps and Carroll Canyon/I-15 NB Ramps), the project applicant proposes a near-term project feature of an additional westbound to northbound right turn lane at the intersection of Carroll Canyon Road/I-15 NB Ramp that will provide a benefit to the horizon year westbound queuing along Carroll Canyon Road.

Table 5.2-31. Horizon Year (2035) With Project Intersection 95th Percentile Queuing

Intersection of Carroll Canyon at	Horizon Year 95th % Queue (ft)		Horizon Year + P 95th % Queue (ft)		Change in 95th % Queue (ft)		Equivalent # of Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM
Maya Linda								
WB LT ↙	37	111	40	111	3	0	0.1	0
Available Storage (ft)	55	55	55	55				
Difference (ft)	18	-56	15	-56				
I-15 SB Ramps								
WB LT ↙	449	363	460	294	11	-69	0.4	-2.8
Available Storage (ft)	120	120	120	120				
Difference (ft)	-329	-243	-340	-174				
I-15 NB Ramps								
EB LT ↗	309	474	315	440	6	-34	0.2	-1.4
Available Storage (ft)	120	120	120	120				
Difference (ft)	-189	-354	-195	-320				

Notes: WB=Westbound; EB=Eastbound; LT=Left Turn. Equivalent number of vehicles based on dividing change in queue by 25 feet (per City of San Diego Traffic Study Manual average queue based on 25 feet/vehicle - page 29).

The project is calculated to have five cumulative (horizon year) impacts at the following locations, representing significant cumulative impacts:

- 1) Intersection of Carroll Canyon Rd/Black Mountain Road,
- 2) Intersection of Carroll Canyon Rd/I-15 SB Ramps,
- 3) Intersection of Carroll Canyon Rd/I-15 NB Ramps,
- 4) Segment of Carroll Canyon Road between I-15 and the project access, and
- 5) Segment of Carroll Canyon Road between project access and Businesspark Avenue.

Summary of Impacts

The proposed project would result in one direct and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 southbound freeway ramps, Carroll Canyon Road/I-15 northbound ramps.

Impact 5.2-1 The proposed project would result in a direct impact to a segment of Carroll Canyon Road, from I-15 to the signalized main project access under the Existing plus Project and the Near-Term plus Project conditions, and a cumulatively significant impact under the Horizon Year plus Project conditions.

Impact 5.2-2 The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and Black Mountain Road under the Horizon Year plus Project conditions.

Impact 5.2-3 The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 southbound freeway ramps under the Horizon Year plus Project conditions.

Impact 5.2-4 The proposed project would result in a cumulatively significant impact at the intersection of Carroll Canyon Road and the I-15 northbound freeway ramps under the Horizon Year plus Project conditions.

Impact 5.2-5 The project would result in a cumulatively significant impact to a segment of Carroll Canyon Road between the project signalized access and Businesspark Avenue.

Significance of Impacts

The proposed project would result in one direct and cumulative impact to the segment of Carroll Canyon Road, from I-15 to the signalized project access; one cumulative impact to the segment of Carroll Canyon Road, between the project access and Businesspark Avenue; and three horizon year (2035) cumulative impacts at the intersections of Carroll Canyon Road/Black Mountain Road, Carroll Canyon Road/I-15 southbound freeway ramps, and Carroll Canyon Road/I-15 northbound ramps.

Mitigation Measures

The following mitigation measures would be implemented to reduce the project's impacts to traffic and circulation to below a level of significance.

MM 5.2-1 Carroll Canyon Road (segment between I-15 and project signalized access) (Impacts 5.2-1) – Prior to the issuance of the first building permit, the owner/permittee shall ensure by permit and bond the construction of a raised median along the project frontage 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. This would mitigate these impacts to below a level of significance.

MM 5.2-2 Carroll Canyon Road/Black Mountain Road Intersection (Impact 5.2-2) – To mitigate the cumulative impact to below a level of significance, 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. T-6 proposes to extend Carroll Canyon Road westerly from Black Mountain Road and T-91 proposes to widen Black Mountain Road to a six-lane primary arterial from Gold Coast Drive to Maya Linda Road. With both of these projects, the intersection of Carroll Canyon Road/Black Mountain Road would be improved with additional lanes added to match the segment improvements; otherwise, the improvements would not connect with the intersection. However, because completion of the PFFP improvement relies on funding by others, for purposes of this EIR, it is assumed that the cumulative impact may not be fully

mitigated. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

- MM 5.2-3 Carroll Canyon Road/I-15 SB Ramp Intersection (Impact 5.2-3)** – To mitigate the cumulative impact to below a level of significance, prior to the 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. T-7A proposes to add an additional eastbound right turn lane. However, because completion of the PFFP improvement relies on funding by others, for purposes of this EIR, it is assumed that the cumulative impact may not be fully mitigated. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.
- MM 5.2-4 Carroll Canyon Road/I-15 NB Ramp Intersection (Impact 5.2-4)** - To mitigate the cumulative impact to below a level of significance, prior to the first building permit, the owner/permittee shall assure by permit and bond 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 to the satisfaction of the City Engineer. Construction of the right turn lane shall be completed within 18 months after the issuance of a certificate of occupancy for the project. When implemented in the near term by the applicant, the calculated cumulative impact is mitigated to below a level of significance because the horizon year plus project condition with the additional right turn lane is calculated to operate at pre- project levels.
- MM 5.2-5 Carroll Canyon Road Between Project Signalized Access and Businesspark Avenue (Impact 5.2-5)** – To mitigate this cumulative impact to below a level of significance, 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 *Proposed Ultimate Striping Via Deferred Improvement Agreement exhibit (Prime Arterial)* 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. However, because completion of the PFFP improvement relies on funding by others, for purposes of this EIR it is assumed that the cumulative impact may not be fully mitigated. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

In addition to the proposed mitigation measures outlined in this above, the applicant proposes the following project features:

- 1) Construct a new signalized primary access at the easterly project driveway (traffic signal warrant Figure 4C-103 based on estimated ADT is satisfied with calculations included in Appendix I),
- 2) Construct a new right-in/right-out driveway between the existing primary driveway and I-15, and
- 3) Widen Carroll Canyon Road to accommodate an eastbound second left turn lane into the project at the project signalized access.

Significance of Impacts after Implementation of Mitigation Measures

Following implementation of Mitigation Measures MM 5.2-1, above, the project's direct and cumulative impacts to a segment of Carroll Canyon Road, from I-15 to the signalized main project access would be reduced to below a level of significance. Mitigation Measure MM 5.2-2 would mitigate the project's cumulative impact at the intersection of Carroll Canyon Road/I-15 northbound ramp. Mitigation Measure 5.2-4 would mitigate the project's cumulative impact at the Carroll Canyon Road/I-15 Ramp Intersection to below a level of significance. Mitigation Measures MM 5.2-3, and MM 5.2-5 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 its cumulative impacts, because completion of those improvements relies on funding by others, the cumulative impact may not be fully mitigated. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

Issue 2

Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated road or highways?

Impacts

The City of San Diego has developed a Traffic Impact Study Manual (July 1998). The stated purpose of the Traffic Impact Study Manual is "...to ensure consistency with all applicable City and State regulations." The Traffic Impact Study Manual provides guidance regarding preparation of transportation impact reports in the City of San Diego. Since the proposed project is located in City of San Diego, the traffic impact report for the Carroll Canyon Commercial Center project follows the procedures outlined in the City's traffic manual. The manual includes guidelines for forecasting, trip generation and assignment, and analysis procedures.

The City's Traffic Impact Study Manual also establishes criteria and methods for analyzing study area street segments. Specifically, the San Diego Association of Governments (SANDAG) Congestion Management Program (CMP) is intended to determine if a large project (greater than 2,400 ADT or more than 200 peak hour trips) will adversely impact the CMP transportation system. A CMP analysis is included because this project is calculated to generate more than 2,400 ADT and more than 200 peak hour trips. As part of the CMP analysis a SANDAG Select Zone Assignment or traffic model was run and the CMP system roadways were reviewed to determine if an arterial

analysis would be required. Since the study area does not include roadways identified in the CMP system roadway list, an arterial analysis was not required.

As noted in *Transportation/Traffic Circulation/Parking Issue 1*, above, impacts occur to area intersections. Mitigation Measures MM 5.2-1 through MM 5.2-3 are able to mitigate these impacts to below a level of significance.

Significance of Impacts

The proposed project does not meet the requirements of analysis under the Congestion Management Program. There are no project impacts relative to the CMP. Therefore, it would not conflict with SANDAG's CMP.

Mitigation Measures

There are no impacts relative to CMP. No mitigation is required.

Significance of Impacts Following Implementation of Mitigation Measures

The proposed project would not result in significant impacts relative to the Congestion Management program. No mitigation measures are required.

Issue 3

Would the project result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Impacts

The project proposes to alter existing traffic patterns in the immediate vicinity of the project site. The project proposes to improve and signalize the existing driveway and add a right-in/right-out driveway between the existing driveway and I-15. A traffic signal warrant is satisfied for the proposed traffic signal at the easterly project driveway. The traffic signal warrant is based on the estimated average daily traffic at this location, as shown on California MUTCD Figure 4C-103, for the Existing plus Project conditions.

The project would also dedicate project frontage to be used as a right-turn lane to northbound I-15. As mitigation for the project's direct and cumulative impacts to a segment of Carroll Canyon Road, between I-15 and the project's new signalized access, the project would construct a raised median on Carroll Canyon Road as part of project. The raised median would restrict left-turns out of the Eucalyptus Square Shopping Center, located across the Carroll Canyon Road from the proposed project site. The project would maintain a left-turn into the Eucalyptus Square Shopping Center. The restricted left-turns out of the Eucalyptus Square Shopping Center would likely make a u-turn at the project's proposed signalized access driveway.

Traffic levels would increase over time with the proposed project and without the proposed project. Impacts of the project on Carroll Canyon Road between I-15 and the project main access, as well as the intersection of Carroll Canyon Road and I-15 northbound ramps, have been fully mitigated (see *Issue 1*, above). Remaining impacts to the intersections of Carroll Canyon Road/Black Mountain Road and Carroll Canyon Road/I-15 southbound ramps, and the segment of Carroll Canyon Road between project signalized access and Businesspark Avenue would not be fully mitigated following

payment of fair share fees and remain significant. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

Significance of Impacts

The project proposes a change in traffic patterns in the immediate vicinity of the project site. However, no significant impacts would result from that change. Impacts related to traffic volumes result in a significant impacts to intersections and segments, as discussed under *Issue 1*, above.

Mitigation Measures

Mitigation measures MM 5.2-1 and MM 5.2-4 are presented under *Issue 1*, above, to mitigate project impacts to below a level of significance. Implementation of Mitigation measures MM 5.2-2, MM 5.2-3, and MM 5.2-5 would not fully mitigate project impacts and these impacts would remain above a level of significance. Therefore, project approval would require adoption of a Statement of Overriding Consideration for the project.

Significance of Impacts after Implementation of Mitigation Measures

Following implementation of MM 5.2-1 through MM 5.2-4, no unmitigated project impacts remain.

Issue 4

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?

Impacts

The project does not propose major changes to existing circulation. The project proposes no hazardous design features, such as sharp curves or dangerous intersections. Uses within the proposed project and adjacent community are compatible. Pedestrian circulation (see *Issue 6*, below) has been designed so as to minimize potential conflicts. Additionally, the project site is located adjacent to existing commercial development to the south. The uses proposed within the Carroll Canyon Commercial Center project are compatible with adjacent development.

Significance of Impacts

The project does not substantially increase hazards due to design features or incompatible uses. No impacts result.

Mitigation Measures

The proposed project does not increase hazards. No mitigation is required.

Issue 5

Would the project result in inadequate emergency access?

Impacts

The Carroll Canyon Commercial Center project would take access via Carroll Canyon Road at a primary signalized intersection and a secondary right-in/right-out access drive. Acceptable levels of service "D" or better would be achieved in all peak hours following implementation of MM 5.2-1 through MM 5.2-4. Emergency access would not be impeded by project development.

Significance of Impacts

The proposed project would not result in inadequate emergency access.

Mitigation Measures

No impacts to emergency access are anticipated. Therefore, no mitigation measures are required.

Issue 6

Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Impacts

The project site is currently serviced by public transit via MTS Bus Route 964a along Carroll Canyon Road. Black Mountain Road, located approximately 0.6 mile to the west of the project, is served by routes 20, 31, and 210. Four transit stops are located within one-quarter-mile of the project site, including two stops located approximately 180 feet and 250 feet to the east of the project. Transit is fully operable and funded in the project area. This transit service would remain following implementation of the proposed project. Development of the Carroll Canyon Commercial Center would not impact local transit access.

Bike lanes currently exist along Carroll Canyon Road. The proposed project would not alter the provision of these bike lanes. No impacts would result.

Pedestrian circulation throughout the project site is facilitated by dedicated pedestrian paths and sidewalks. Enhanced paving demarcates pedestrian access in areas where vehicles and pedestrians share the right of way. Additionally, a non-contiguous sidewalk along Carroll Canyon Road would facilitate pedestrian along project frontage. No impacts to pedestrian circulation would result.

Significance of Impacts

The proposed project would not conflict with public transit, bicycle, or pedestrian circulation. No impacts would result.

Mitigation Measures

Because the proposed project would not result in substantial impacts to transit, bicycle, or pedestrian circulation, no mitigation would be required.

Issue 7

Would the project result in:

- *An increased demand for off-site parking?*
- *Effects on existing parking?*

Impacts

Parking for the Carroll Canyon Commercial Center project would be accommodated wholly onsite. Through a combination of parking structures and surface parking, a total of 646 spaces are proposed. Utilizing City of San Diego standard parking ratios consistent with the Municipal Code, a

minimum of 606 parking spaces are required (without applying shared parking). Therefore, the project exceeds the required minimum amount of parking.

Significance of Impacts

The project would not result in significant impacts associated with parking.

Mitigation Measures

No impacts associated with parking are anticipated. Therefore, no mitigation measures are required.

5.3 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

5.3.1 Existing Conditions

The Carroll Canyon Commercial Center project site is situated in the southwestern portion of the Scripps Miramar Ranch community (see Figure 2-3, *Project Location Map*). The 9.52-gross acre (9.28 net acres) project site is the location of an existing 76,241 square-foot office development with associated surface parking, drives, and landscaping.

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 a distance south of Mira Mesa Boulevard, east of I-15, north of Carroll Canyon Road, and west of Scripps Ranch Boulevard, the Carroll Canyon Commercial Center project site encompasses approximately 9.52 gross acres (9.28 net acres). Light industrial developments are located to the east, southeast, and south of the project site. A community-serving commercial development is also located south of the project site. To the west, beyond I-15, are multi-family residential developments. North of the project site is a natural drainage corridor; beyond the open space natural drainage corridor is Scripps Ranch High School and commercial office developments.

Views of the Project Site

Views of the project site are characterized by two office buildings, associated surface parking, and landscaping (see Figure 5.3-1, *Current Conditions Aerial*).

Views from the south of the project site are largely blocked by the existing office development at Carroll Canyon Road and mature eucalyptus trees. The office building located in the northwest corner of the project site is visible from the southwest at the Carroll Canyon Road off-ramp from I-15. Due to a difference in topography and landscaping, the project site is not visible from motorists traveling north on I-15.

Views from immediately north of the project site are not possible from public streets due to existing development, vegetation, and topography. Motorists traveling south on I-15, south of Mira Mesa Boulevard, are afforded views through to the project site. Mature eucalyptus trees and the existing vacant office buildings can be seen by motorists as they approach the Carroll Canyon Road exit from I-15.

Views of the project site from the west are afforded from I-15 on- and off-ramps north of Carroll Canyon Road. Multi-family residential developments west of the project site are not able to view the project site due to topography and distance.

Existing industrial office development is located east of the project site. Views of the project site from Businesspark Avenue to the east are mostly blocked by the existing office development. Partial views may be possible in the gaps through development and landscaping.



Date: 2012

Figure 5.3-1. Current Conditions Aerial

Views from the Project Site

The project site is situated north of Carroll Canyon Road. On the south side of Carroll Canyon Road is an existing commercial retail center and light industrial development. Views from the project site to the south are of the existing commercial retail and light industrial developments.

Views from the project site to the west are of I-15. Beyond I-15, the roofs and uppermost floors of the multi-family residential developments are partially visible above the sound attenuation barrier that borders the west side of I-15.

Existing industrial office developments are located to the east of the project site. Views from the project to the east are of existing industrial office buildings, surface parking, and landscaping.

Neighborhood Character

The project site is located within the suburbanized community of Scripps Miramar Ranch. The character of the Scripps Miramar Ranch community surrounding the project site is a mix of retail, commercial office, and light industrial/business parks. West of the project is I-15. Beyond I-15, located within the Mira Mesa community, are multi-family residential developments. To the north of the project site is a natural drainage corridor; beyond the drainage corridor is Scripps Ranch High School and commercial office developments. To the east, southeast, and south of the project site is light industrial/business park developments. Immediately south of the project site is a community-serving commercial center. (See Figure 2-5, *Surrounding Land Uses*.)

5.3.2 Impact Analysis

Thresholds of Significance

Making the determination of a significant impact on visual quality is highly subjective. Identifying how a proposed development would fit or blend with the existing scale and character of the surrounding developed and natural environment is the key to determining significance. The following thresholds have been identified in the Development Services Department's *Significance Determination Thresholds* for impacts to visual effects and neighborhood character.

1. Views

Projects that would block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways) may result in a significant impact. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view;
- b. The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan. Unless the project is moderate to large in scale, condition "c" would typically have to be met for

view blockage to be considered substantial;

- c. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area;
- d. The project would have a cumulative effect by opening up a new area for development, which will ultimately cause “extensive” view blockage. (Cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level). View blockage would be considered “extensive” when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

Note: Views from private property are not protected by CEQA or the City of San Diego.

2. Neighborhood Character/Architecture

Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.
- b. The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
- c. The project would result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan, or local coastal program.
- d. The project is located in a highly visible area (e.g., on a canyon edge, hilltop, or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.
- e. The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). As with views, cumulative neighborhood character effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level. Analysts should also evaluate the potential for a project to initiate a cumulative effect by building structures that substantially differ from the character of the vicinity through height, bulk, scale, type of use, etc., when it is reasonably foreseeable that other such changes in neighborhood character will follow.

3. Land Form Alteration Grading

Projects that significantly alter the natural landform. To meet this significance threshold, typically the following conditions must apply:

- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1-3) must apply to meet this significance threshold.
 - 1) The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1).
 - 2) The project would create manufactured slopes higher than ten feet or steeper than 2:1 (50 percent).
 - 3) The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would exceed five feet is only at isolated points on the site.
 - 4) The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.
- b. However, the above conditions may not be considered significant if one or more of the following apply:
 - 1) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through —naturalized variable slopes.
 - 2) The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
 - 3) The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project's overall grading requirements.

4. Development Features

Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:

- a. The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).

- b. The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- c. The project includes crib, retaining, or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- d. The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
- e. The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

These conditions may become more significant for projects which are highly visible from designated open spaces, roads, parks, or significant visual landmarks. The significance threshold may be lower for such projects. Refer to the project's applicable community plan and the Urban Design Element of the City's Progress Guide and General Plan for more information on visual quality.

Light/Glare

Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:

- a. The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent (see LDC Section 142.07330(a)), and the project is adjacent to a major public roadway or public area.
- b. The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

Issue 1

Would the project result in a substantial obstruction of any vista or scenic view from a public vantage area as identified in the Community Plan?

Impact Analysis

The Carroll Canyon Commercial Center project site is not located in an area designated as a scenic vista or viewshed by either the City of San Diego General Plan or the Scripps Miramar Ranch Community Plan. While the Scripps Miramar Ranch Community Plan does not specifically call out or designate public viewsheds/vantage points, there are numerous references throughout the community plan pertaining to the preservation of views to and from hillsides and from the Miramar Reservoir. The project site is located in a fully developed industrial area, topographically at the

“base” of the hillsides of Scripps Miramar Ranch, with the hillsides located some distance to the east. Miramar Reservoir is located nearly two miles northeast of the project site and at a much higher elevation. The project does not have the potential to block views from Miramar Reservoir, or to and from the hillsides. No significant impacts to a scenic vista would occur.

Significance of Impacts

The proposed project does not compromise any designated scenic views or viewshed areas and would not obstruct views from surrounding areas. Therefore, the project results in no impacts to scenic views.

Mitigation Measures

The project would not result in significant impacts associated with vistas and viewshed. No mitigation is required.

Issue 2

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

The California Department of Transportation is responsible for denoting Officially Designated State Scenic Highways and Historic Parkways. I-15, which runs parallel to the proposed project’s western boundary is not an officially designated state scenic highway, nor is this section of freeway an eligible State scenic highway. The closest officially designated scenic highways are SR-125 (located approximately ten miles to the southeast between I-8 and SR-94), and SR-163 (located approximately 11 miles to the southwest approaching downtown San Diego). The closest eligible State scenic highways are SR-52 (located approximately three miles to the south) and SR-76 (located approximately 31 miles to the north). No impacts to State scenic highways would occur.

The project site is a fully disturbed, completely graded, and built site. There are no rock outcroppings present on-site that would be damaged. Likewise, no historic buildings or structures are located on the project site. No impacts would occur.

The Scripps Miramar Ranch Community Plan makes special note of the importance of preserving the wooded feel provided by the prevalence of eucalyptus trees. The project site is currently landscaped with a number of eucalyptus trees. The project applicant has prepared an *Inventory of Eucalyptus Trees* in order to document forested areas of eucalyptus occurring on the project site, as well as the number of individual eucalyptus trees located throughout the development area. (See Figure 5.1-4, *Inventory of Eucalyptus Trees*.) As shown in the tabulation included on the *Inventory of Eucalyptus Trees*, the project would result in the removal of 83 trees within the two forested areas and all of the individual trees located within the currently developed portions of the site. Many of the eucalyptus trees that occur on the project site are malnourished and diseased and have become a safety risk because of fire hazards and the propensity to randomly drop limbs.

The proposed project would preserve some (28) existing eucalyptus trees within the forested areas on-site and includes the addition of 21 new eucalyptus trees of four potential species in the project’s

Landscape Concept Plan. By incorporating existing and new eucalyptus trees as a feature of the project's landscape plan, the project respects the Community Plan's goal of preserving the heritage of the community. Use of a variety of new, more pedestrian-friendly and healthier eucalyptus species in the project's landscape plan is proposed to conform with recommendations of the Community Plan, to enhance the landscape elements of the project, to promote the historical continuity of the community, and to create areas of eucalyptus that add to the overall community design. As a result, the project would result in less than significant impact on trees as a scenic resource.

Significance of Impacts

The proposed project would not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a scenic highway. The project is not located proximate to a scenic highway. No significant rock outcroppings or historic buildings are located on-site. While the project would result in the removal of some eucalyptus trees, project landscaping provides for the preservation of trees on the perimeter of the site and the installation of four varieties of eucalyptus trees as part of the planting palette. Impacts from the proposed project would be less than significant.

Mitigation Measures

The project would not result in impacts to scenic resources. No mitigation measures are required.

Issue 3

Would the project result in:

- *Substantial change in the existing landform?*
- *Creation of a negative aesthetic site or property?*

Impact Analysis

The proposed project would not result in a substantial change to the existing landform. 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. (See Figure 3-4, *Carroll Canyon Commercial Center Grading Plan*.)

A retaining wall would be constructed 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. Due to the low height of the retaining wall, limited occurrence on the site, and limited visibility, the wall would not appear as a significant visual site feature.

As stated above, the project site is the location of an existing office complex with surface parking

within the developed, suburbanized community of Scripps Miramar Ranch. The project is situated adjacent to existing commercial development to the south; industrial/business park development to the south, southeast, and east; an open space natural drainage corridor to the north; and I-15 to the west. Surrounding developments are characterized as being predominantly constructed of concrete, concrete brick, and stucco. The existing visual character of the site is that of two office buildings up to two stories in height, with basement and surface parking.

Project architecture would be characterized by finishes in smooth plaster, split sandstone, aluminum storefronts, patinated metal, manufactured stone, and metal columns. Storefronts would be varied to provide pedestrian interest and to create a diversified building front. Horizontal roof lines would be varied and detailed with cornices and molding that embellishes the top of the building. All roof mounted equipment, apparatus, and vents shall be architecturally screened from view and painted for compatibility with the roof color. Project parking would be accommodated within a parking structure integrated into the design of the anchor tenant building, as well as surface parking that would be landscaped and embellished with decorative paving to enhance pedestrian connectivity. (See Figure 5.3-2a through 5.3-2c, *Exterior Elevations*.)

The proposed project offers greater architectural detail and color palette than what is existing in the office development. Common design elements include the use of stone and articulated roof lines. While the proposed project differs to some extent from the character of the existing development, this difference in design elements does not result in a significant incompatibility to existing development or adjacent development. The project would not degrade the visual character of the project site or its surrounding.

The project proposes a Sign Program to allow signage for the project that deviates from the City's Sign Regulation. The *Carroll Canyon Sign Program* would result in deviations from the City's sign regulations with regards to the following:

- The project proposes three monument signs, where City regulations allow two; and
- The project proposes setback for monument signs less than 10 feet required by City regulations.

The *Carroll Canyon Center Sign Program*, which is on-file and available for review at the City of San Diego Development Services Department (1222 First Avenue, San Diego, 92101), sets forth sign criteria with the intent *to provide guidelines necessary to achieve a visually coordinated, balanced, and appealing sign environment, harmonious with the architecture of the project, which maintaining provisions for individual graphic expression.*