CHAPTER 5.0 PROJECT ALTERNATIVES

5.1 Rationale for Alternative Selection

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR must describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The Proposed Project was determined to result in potentially significant impacts related to Aesthetics, Air Quality, Transportation/Traffic, Biological Resources, Geology and Soils, Cultural Resources, Noise, and Hazards/Hazardous Materials, the comparison of alternatives is based on these issues. A matrix comparing the impacts of each of these alternatives with the Proposed Project is shown on Table 5.1.

CEQA Guidelines section 15126(d)(5) states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide several factors that should be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated). The alternatives evaluated within this subchapter include the following:

1. No Project (No Development) Alternative

2. No Project (Development Consistent with the Adopted General Plan) Alternative

3. Groundwater Dependent (Development Consistent with the Groundwater Ordinance) Alternative

4. Reduced Grading Alternative

5. Proposed General Plan Update Draft Land Use Map Alternative (Development Consistent with the San Diego County General Plan Update)

6. Proposed General Plan Update Referral Map Alternative (Development Consistent with the San Diego County General Plan Update)

In addition, following the discovery of human remains in late January 2011, three additional alternatives were examined to consider the possible realignment and/or reconfiguration of Horse Ranch Creek Road. The discussion of these alternatives is provided to further CEQA's goals of public disclosure, although these alternatives are not required in order to reduce significant impacts associated with the remains, as those impacts can be mitigated consistent with the CEQA Guidelines by preservation in place, as discussed below. These three additional alternatives include the following:

1. Raised Elevation of Horse Ranch Creek Road Alternative

2. Western Alignment of Horse Ranch Creek Road Alternative

3. Reconfigured Alignment of Horse Ranch Creek Road Alternative

Each of the six original alternatives was selected in order to either: (1) avoid or minimize significant impacts associated with the Proposed Project, or (2) compare potential effects with General Plan Update alternatives, which are considered viable development options for planning purposes. These alternatives permit informed decision making and public participation because there is enough variation amongst the alternatives that provide a reasonable range. The CEQA alternatives would avoid or minimize significant impacts associated with the Proposed Project while also meeting the project objectives. Specifically, the following criteria were considered.

The No Project (No Development) Alternative was included because it is likely that a new applicant may not be found within the foreseeable future. The No Project (No Development) Alternative would allow retention of uses similar to those currently existing on site, thereby avoiding both construction-period and long-term impacts (i.e., to aesthetics, biological and cultural resources, as well as associated secondary effects such as traffic generation and related noise and air quality) associated with development of the Proposed Project.

The No Project (Development Consistent with the Adopted General Plan) Alternative was included because it is required under CEQA Guidelines Section 15126.6(e) since the Proposed Project proposes revisions to an adopted Specific Plan and General Plan. This alternative would allow for 262 single-family residential units; 33 units within the (18) Multiple Rural Use area composed of minimum lots size of four, eight, or 20 (depending on slope), and 229 units on 10,000 square foot lots within the (21) Specific Plan area. This alternative could result in the reduction of air quality impacts compared to the Proposed Project due to the reduction of emissions associated with operational uses of a less dense community.

The Groundwater Dependent (Development Consistent with the Groundwater Ordinance) Alternative was included to provide an alternative which eliminated the need for annexation to a MWD, and construct infrastructure improvements associated with the extension of water and wastewater service. By relying on groundwater to sustain development within the project site, this alternative would yield 46 eight-acre lots. While this alternative would reduce impacts associated with aesthetics, air quality, traffic, and noise compared to the Proposed Project, this alternative would not support or require the construction of a school site, park or new fire access road.

The Reduced Grading Alternative provides an alternative which reduces the development potential by clustering a total of 1,138 multi-family units within an 89.5-acre area. The remaining acreage would be preserved as biological and agricultural open space. This alternative is included to focus an alternative on minimization of significant impacts related to the Proposed Project footprint and sensitive biological resources. Sensitive plant species impacted by the Proposed Project would not be affected, and significant impacts to southern riparian forest, Diegan coastal sage scrub, and non-native grassland would be reduced.

The Proposed General Plan Update Draft Land Use Map Alternative (Development Consistent with the San Diego County General Plan Update) and Proposed General Plan Update Referral Map Alternative (Development Consistent with the San Diego County General Plan Update) were included in the alternatives to provide a comparison

of potential effects which could occur under each General Plan Update alternative. Overall, impacts under each of these alternatives would be the same as the Proposed Project. Traffic impacts would, however, be greater than the Proposed Project under the Proposed General Plan Update Draft Land Use Map Alternative.

These alternatives are compared to the impacts of the Proposed Project and are assessed relative to their ability to meet the basic objectives of the Proposed Project. As described in Chapter 1, the Proposed Project includes the following objectives:

1. Provide a variety of residential land uses to allow for residential development that meets the demand for housing in the region consistent with the rustic charm of Fallbrook.

2. Provide an opportunity for home ownership by increasing the housing supply with a variety of housing types in Fallbrook.

3. Provide for preservation of significant environmental and visual resources by conserving environmentally sensitive lands, prominent ridgelines, and regional wildlife corridors while recognizing and mitigating for wildfire potential.

4. Provide for land uses that relate to the community in conjunction with the two neighboring projects.

5. Maintain agricultural uses as a buffer to natural lands.

6. Provide educational and recreational opportunities in close proximity to residential uses, accessible by public roads and trails.

7. Coordinate public facilities and infrastructure with adjacent landowners and ensure availability concurrent with need.

8. Require permanent preservation of natural open space areas, while allowing public recreational opportunities.

9. Through LAFCO's Sphere of Influence (SOI) determination, identify the most efficient service provider to ensure provision of water, wastewater, and recycled water to support anticipated growth consistent with County of San Diego (County) land use decisions.

10. To provide fire and emergency services, potable water service and wastewater service to the Project Site through annexation into the NCFPD and into a MWD, SDCWA, and MET.

The three alternatives associated with Horse Ranch Creek Road were selected to analyze potential impacts specific to the construction of Horse Ranch Creek Road, including impacts associated with the recent discovery of remains on the site of the Road. Pursuant to CEQA Guideline 15126.4(b)(3), impacts relating to the remains will be mitigated by preservation in place, consistent with the discussion in the Draft EIR regarding potential discovery of remains. Nevertheless, these alternatives are evaluated to provide discussion of further options relating to the area in which the remains were discovered. The Raised Elevation of Horse Ranch Creek Road Alternative would avoid

future excavation in the area of potential human remains because it would elevate the profile of the roadway and cover the site of the remains to avoid any further disturbance associated with construction of the roadway.

The Western Alignment of Horse Ranch Creek Road Alternative was included because it would relocate Horse Ranch Creek Road west of the current alignment in an attempt to avoid the site of the remains and to avoid unearthing potential cultural resources.

The Reconfiguring of Horse Ranch Creek Road Alternative would eliminate that portion of Horse Ranch Creek Road most likely to be in the vicinity of cultural resources. This alternative would include widening of Pankey Place and improvement to the intersection of SR-76 and Pankey Road.

According to the CEQA Guidelines Section 15126.6(d), discussion of each alternative should be sufficient "to allow meaningful evaluation, analysis, and comparison with the Proposed Project." Therefore, the significant effects of each alternative are discussed in less detail than those of the project, but in enough detail to provide decision-makers perspective and a reasoned choice among alternatives to the Proposed Project.

The CEQA Guidelines require the evaluation of the No Project Alternative. The discussion of the No Project Alternative may proceed along two lines:

1. If the project is a development proposal, the No Project Alternative is the circumstance under which the project does not proceed.

2. When the project is the revision of an existing land use or regulatory plan, the No Project Alternative is the continuation of the existing plan.

In the case of the Proposed Project, which involves a land use plan amendment and development proposal, both No Project Alternatives apply and are discussed below.

5.1.1 Alternative Location

In accordance with CEQA Guidelines Section 15126.6(f)(2), an alternative project site location should be considered if development of another site is feasible and if development of another site would avoid or substantially lessen significant impacts of the proposed project. Factors that may be considered when identifying an alternative site location include the size of the site, its location, the General Plan (or Community Plan) land use designations, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is "…whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location."

Appropriateness of the location of the Proposed Project is initially based on foreseen uses at this specific site. The Proposed Project is intended to take advantage of its location at the intersection of two major County thoroughfares, and is consistent with the County's long-range plans for I-15/SR 76 node development.

As a residential community comprised of a mix of single-family and multi-family units, it would offer recreational and circulation amenities to the surrounding existing residential uses (parks, trails, and transit opportunities).

No other similarly sized property is available for development in the vicinity; the areas to the west are currently proposed for development (Campus Park, Campus Park West and Palomar College). The area south of the San Luis Rey River has already been developed with single-family residences, and the area to the north includes property within the Fallbrook Land Conservancy.

If another parcel in the vicinity of the project site were to become available, development upon it would be likely to result in impacts similar to those identified for the Proposed Project, such as potential effects on aesthetics, air quality, transportation/traffic, and biological resources. Greater impacts related to land use inconsistency and community character aspects would be anticipated as a result of proposing denser mixed uses into an area not already planned for such development.

Because (1) the property was purchased with the intention of developing the site with residential plans, (2) there are no similar parcels of land in the vicinity suitable for this type and scale of development, and (3) there is a likelihood that another site would likely not substantially reduce significant environmental effects, the need to evaluate an off-site alternative was rejected.

5.2 Analysis of the No Project (No Development) Alternative

5.2.1 Description and Setting

The No Project (No Development) Alternative would retain the site in its current condition, including the four existing single-family residences and related agricultural buildings, avocado and citrus groves, native habitat and vacant land (Figure 5-1). No new development, including the proposed single-and multi-family housing, school, park, and infrastructure would occur. The No Project (No Development) Alternative would not require LAFCO action for the annexation of the Project Site into a MWD, the SDCWA, or MET. The agricultural operations would continue to use groundwater as the source of irrigation and potable water and septic sewer for the existing buildings. Although located within the I-15 corridor, conformance with the I-15 Corridor Preservation Guidelines would not be relevant for this alternative because no development is proposed.

5.2.2 Comparison of the Effects of the No Project (No Development) Alternative to the Proposed Project

Aesthetics

The No Project (No Development) Alternative would result in fewer visual impacts compared to the Proposed Project. Views into the Project Site would not depict a higher intensity development that could contrast with surrounding areas. Although implementation of the Proposed Project's design guidelines and landscape plans result in a finding that direct visual impacts would be less than significant, the No Project (No Development) Alternative would avoid aesthetic impacts of the Project Site under construction and as developed with homes. Additionally, because the No Project (No Development) Alternative does not propose the construction of any homes, it will not add to the overall development of the region. Therefore, impacts would be reduced from significant and unmitigable cumulative impacts to less than significant levels.

Air Quality

Under the No Project (No Development) Alternative, significant and unmitigable impacts associated with the Proposed Project would be avoided. Although some air quality impacts could occur from on-going agricultural operations, construction and operation-related emissions would not occur and impacts would be reduced from significant and unmitigable to less than significant levels.

Transportation/Traffic

The Proposed Project would generate an estimated 8,740 vehicle trips per day and result in significant direct and cumulative impacts to a total of 19 intersections and 14 street segments and state routes. Most of these impacts would be mitigated through roadway improvements, payment into the County TIF program, or through the provision of fair share contribution toward road improvements. Under the No Project (No Development) Alternative, traffic generation would continue to total 40 trips based on the existing four single-family residences and related agricultural uses of the site. Traffic impacts would not occur and benefits from intersection and roadway improvements would not be realized. Therefore, traffic impacts associated with this alternative would not trigger the need for additional lanes of travel along SR-76 and at no time would be considered significant and unmitigable.

Biological Resources

Construction of the Proposed Project would result in direct and indirect, temporary and permanent impacts to biological resources. The Proposed Project would directly and significantly impact multiple sensitive habitats on and off site, agricultural, coastal sage scrub /disturbed coastal sage scrub, southern mixed chaparral, coast live oak woodland, willow/mule fat scrub, open water/pond, non-native grassland, non-native trees, pastureland, southern willow scrub, fresh water marsh, and southern arroyo willow riparian forest. The Proposed Project would also result in significant impacts to ACOE, CDFG jurisdictional areas and RPO wetlands. Impacts to these sensitive habitats and the species they support would require mitigation. These significant impacts would not occur under the No Project (No Development) Alternative. Additionally, indirect impacts associated with Proposed Project construction and long-term occupancy of the site by residents would not occur under this alternative, although continued agricultural use of the Project Site would have some indirect impacts on nesting birds and other wildlife. While there would be no loss of biological resources, the long-term preservation of resources would not be assured as with the Proposed Project which would include dedication of land to the MCSP Preserve. Overall, impacts to biological resources would be less than the Proposed Project.

Geology and Soils

Although standard design measures would be included in the construction of the Proposed Project, they would not completely eliminate the risks associated with liquefaction within the Project Site. Likewise, rockfall potential would remain significant and requires mitigation. Theses conditions would remain, but there would be no impacts as structures would not be affected by the No Project (No Development) Alternative. Therefore impacts of this alternative would be less than the Proposed Project.

Cultural Resources

Surveys of the Project Site revealed two cultural resources on site, one historic and one prehistoric. These include a group of historic buildings associated with Rancho San Luis Rey/Pankey Ranch, as well as new archaeological deposits within the boundaries of a previously recorded prehistoric large habitation site/ethnographic village. Additionally, it appeared as though the Project Site was the location of the Rancho Monserrate Adobe; however, no physical evidence of the adobe has been found. Since no grading activities (which might uncover unknown resources) would occur on the Project site with the No Project (No Development) Alternative, no significant impacts to cultural resources would occur. This is potentially less impactive than the Proposed Project, for which the possibility of future impacts to currently unknown cultural resources was identified.

Noise

The Proposed Project would result in exposure to significant traffic noise for some residents situated near major roadways and the WWTP. Potential noise impacts associated with the No Project (No Development) Alternative would primarily be due to the use of farm equipment, as well as occasional vehicle trips. Noise levels would be less than significant because the noise source would be intermittent and mobile, and there is a lack of sensitive receptors adjacent to the farming areas. Therefore, noise impacts would be less with this alternative compared to the Proposed Project.

Hazards/Hazardous Materials

Site surveys revealed two on-site irrigation ponds and smudge pots, remains from historical farming on the Project Site. Although there remains the potential for a release of hazardous substances from these sites, impacts would be less under the No Project (No Development) Alternative because no new residences would be constructed within close proximity of the sites. Additionally, the potential release of asbestos and lead paint would not exist under this alternative because the historic farm houses would not be demolished. The continued use of pesticide on the groves would increase hazard risk associated with this alternative. In addition, there would be no FPP in place to reduce potential hazards of wildfire. However, because this alternative would not place people or structures on the Project Site that would be exposed to these risks, impacts associated with this alternative would be less than the Proposed Project.

5.2.3 Conclusion

The No Project (No Development) Alternative is environmentally superior to the Proposed Project because it would avoid significant unmitigated impacts related to aesthetics, air quality, and transportation/traffic, as well as reduce significant and mitigated impacts associated with biological resources, geology and soils, cultural resources, noise, and, hazards/hazardous materials for the Proposed Project. This alternative would not develop housing nor meet any of the Proposed Project's objectives.

5.3 Analysis of the No Project (Development Consistent with the Adopted General Plan) Alternative

5.3.1 Description and Setting

The No Project (Development Consistent with the Adopted General Plan) Alternative (Figure 5-2) would entail the two existing General Plan Designations: (18) Multiple Rural Use and (21) Specific Plan Area with an implied density of 2.75 dwelling units per acre. There are 297.5 acres in the (18) Multiple Rural Use area, which requires a minimum lot size of four, eight, or 20 acres depending on slope. The (18) Multiple Rural Use area would yield approximately 33 dwelling units. There are 92 acres (gross) in the (21) Specific Plan Area portion of the Project Site. After taking out areas for roads, open space, etc, this which would yield approximately 229 single-family dwelling units on 10,000-square-foot and half-acre lots. Therefore, the No Project (Development Consistent with the Adopted General Plan) Alternative would produce approximately 262 single-family dwelling units. In accordance with the I-15 Corridor Scenic Preservation Guidelines, this alternative would include the application of a “B” Special Area Designator on each lot requiring preparation of a Site Plan for any type of development permit. This will assure conformance with the Guidelines.

In order to accommodate development consistent with the Adopted General Plan, the Project Site would be subdivided into traditional large lots for single family homes across the entire site as shown on Figure 5.2. The scope of development of this alternative would require water and sewer infrastructure, including development of a WWTP. This alternative would require annexation to a MWD, SDCWA, and MET and construction of facilities to provide water and wastewater services to the Project Site. This alternative could likely include a school site and park Similar to the Proposed Project, the No Project (Development Consistent with the Adopted General Plan) Alternative would require a Specific Plan Amendment for the 92 acres within the (21) Specific Plan area on the west side of the Proposed Project.

5.3.2 Comparison of the Effects of the No Project (Development Consistent with the Adopted General Plan) Alternative to the Proposed Project

Aesthetics

Development under the No Project (Development Consistent with the Adopted General Plan) Alternative would consist of a rural residential community on lots ranging from 10,000 square feet to 20 acres compared to the clustered, higher density residential development of the Proposed Project. Like the Proposed Project, direct aesthetic impacts would be less than significant; however, despite the decrease in density, the resulting pattern intensity of development would still significantly contrast with the existing rural character of the site when combined with cumulative projects. Cumulative visual impacts would be reduced but would still remain significant and unmitigable. Therefore, visual impacts associated with this alternative would be similar to the Proposed Project.

Air Quality

The Proposed Project has air quality impacts that are above a level of significance because the density proposed is greater than that considered in regional air quality

plans. This alternative would have a density that is consistent with the regional plans. Therefore, impacts associated with this alternative would be reduced from significant and unmitigated to less than significant levels. In addition, reduced traffic levels would contribute to a lower level of air emissions.

Like the Proposed Project, construction impacts would be significant under this alternative, but would be considered short-term and temporary. Therefore, air quality impacts associated with this alternative would be less than the Proposed Project.

Transportation/Traffic

The No Project (Development Consistent with the Adopted General Plan) Alternative would generate 2,660 ADT, less traffic than the Proposed Project by approximately 75 percent. Despite the reduced ADTs generated by this alternative a significant impact to the existing transportation infrastructure would still result and mitigation would be required. Although overall traffic impacts associated with this alternative would be less due to the reduced traffic generated compared to the Proposed Project, the timing of the Caltrans project widening of the SR-76 could result in significant and unmitigable impacts.

Biological Resources

Like the Proposed Project, development under the No Project (Development Consistent with the Adopted General Plan) Alternative would result in impacts to sensitive habitats, species and wildlife movement. Mitigation for these impacts would be required; however, this type of subdivision may not be able to support the dedication of 15.6-acre as a hardline on-site open space system which has been negotiated by the Proposed Project to assist in the assembly of the North County MSCP. An on-site preserve under this alternative may therefore be smaller and more fragmented than the proposed preserve, and would be subject to increased edge effects from development. Additional negotiation and approvals from state and federal agencies would be needed if this alternative is implemented. Impacts to sensitive habitats, species and wildlife movement due to the preserve design would therefore be greater in comparison to the Proposed Project.

Geology and Soils

The same geological conditions exist regardless of project design. This alternative would be subject to potentially significant impacts from liquefaction and rock slides. The same mitigation measures would apply to this alternative as the Proposed Project. Therefore, geological impacts associated with this alternative would be the same as the Proposed Project.

Cultural Resources

Under the No Project (Development Consistent with the Adopted General Plan) Alternative, the entire site would be subdivided into private lots resulting in the significant cultural resources located within individual lots. The RPO-mandated open space easements for preservation of these resources would be located within the individual lots, which would require fencing and signage to prevent intrusion and indirect impacts. Therefore, impacts associated with this alternative would be the same as the Proposed Project.

Noise

The Proposed Project would place residences adjacent to roadways where exterior and interior noise impacts are projected to exceed County standards resulting in significant impacts and therefore, mitigation in the form of additional noise analysis, placement of noise barriers and indoor attenuation is required. The No Project (Development Consistent with the Adopted General Plan) Alternative could avoid such impacts by precluding placement of home sites within the noise contours on the roadways.

Both this alternative and the Proposed Project include the construction and operation of an on-site WWTP. Like the Proposed Project, noise associated with operation of the WWTP could be greater than County standards at the closest residential property line causing a significant impact to occur. These impacts would be reduced to less than significant through the implementation of mitigation measures similar to the Proposed Project, including the construction of noise attenuation barriers. Overall, the noise impacts associated with this alternative would be less than the Proposed Project.

Hazards/Hazardous Materials

Like the Proposed Project, this alternative does not include the transport, emission, or disposal of hazardous materials. The potential for toxic impacts associated with the two on-site irrigation ponds, smudge pots, release of asbestos from demolition of the existing structures on-site, the removal of the existing septic tanks and possible historic well would be the same for this alternative as the Proposed Project. Development and implementation of a FPP would be required for this alternative as well as the Proposed Project. Overall, impacts associated with hazards and hazardous materials would be similar to the Proposed Project.

5.3.3 Conclusion

The No Project (Development Consistent with the Adopted General Plan) Alternative would result in reducing significant and unmitigated air quality impacts to a level which would be mitigated. Significant unmitigated impacts to aesthetics and transportation/traffic would remain. Impacts related to biological resources would be greater. Significant and mitigated impacts anticipated are associated with geology and soils, cultural resources, noise, and hazards/hazardous materials and would be similar to the Proposed Project. This alternative would not attain the following five of the ten project objectives. This alternative would not provide a variety of housing types (Objectives 1), preserve biological and visual resources (Objective 3), preserve ongoing agriculture (Objective 5), provide educational and recreational opportunities (Objective 6), or provide permanent preservation of natural open spaces (Objective 8).

5.4 Analysis of the Groundwater Dependent (Development Consistent with the Groundwater Ordinance) Alternative

5.4.1 Description and Setting

Since the Proposed Project requires the annexation to a MWD, SDCWA and MET, along with construction of water and wastewater infrastructure, the rationale for this Groundwater Dependent Alternative is to eliminate the need for annexation and associated infrastructure improvements. The Groundwater Dependent (Development

Consistent with the Groundwater Ordinance) Alternative relies on groundwater to sustain development consistent with the San Diego County Groundwater Ordinance. Under this alternative, the Groundwater Ordinance would restrict lot sizes based on annual average rainfall. This Project Site and surrounding areas receive 15 to 18 inches of rainfall annually. Based on this amount of rainfall, the Ordinance would require a minimum lot size of eight acres. Therefore, 46 eight-acre single-family lots could be accommodated on the site (see Figure 5-3). In accordance with the I-15 Corridor Scenic Preservation Guidelines, this alternative would include the application of a "B" Special Area Designator on each lot requiring preparation of a Site Plan for any type of development permit. This will assure conformance with the Guidelines.

This number of units would not support or require the development of a school site or park. The high cost of annexation and connections would lead to the use of private on-site septic systems. Water service would not be required as this alternative proposes a groundwater-dependent community most likely within private wells. No WWTP or wastewater infrastructure would be required other than to support septic tanks and wells for groundwater use. Like the Proposed Project, the Groundwater Dependent (Consistent with the Groundwater Ordinance) Alternative would require a Specific Plan Amendment for the 92 acres on the west side of the Proposed Project.

5.4.2 Comparison of the Effects of the Groundwater Dependent (Consistent with the Groundwater Ordinance) Alternative to the Proposed Project

Aesthetics

Development under this alternative would consist of approximately 46 single-family residences on eight-acre lots distributed across the site. Due to the fact that this alternative would result in fewer units which would be developed in a similar land use plan as the existing condition (large lot single-family residential), visual impacts associated with this alternative would be reduced from significant and unmitigable to less than significant levels.

Air Quality

The number of lots under this alternative is below that contemplated in existing county plans and SANDAG 2030 forecasts. Therefore, this alternative does not represent a conflict with San Diego RAQS or SIP and impacts would be reduced from significant and unmitigated to less than significant levels.

This alternative would generate 522 ADTs which would be approximately 96 percent less than the Proposed Project. Traffic-related air quality impacts associated with this alternative would be less than the Proposed Project. Likewise, the construction of this alternative would require less grading, resulting in less construction related PM_{10} emissions. Overall, air quality impacts would be less under this alternative.

Transportation/Traffic

This alternative would generate 552 ADTs, which would be approximately 96 percent less than that generated by the Proposed Project. The existing transportation system would be able to accommodate project traffic and no off-site improvements would be required. Traffic impacts would be significantly less than the Proposed Project.

Therefore, traffic impacts associated with this alternative would not trigger the need for additional lanes of travel along SR-76 and at no time would be considered significant and unmitigable.

Biological Resources

Because the entirety of the site would be subdivided into private lots, biological impacts would result from individual development on these lots and would be mitigated in accordance with the RPO. Compliance with the RPO would be attained through dedication of individually preserved areas which would likely be smaller and more fragmented than the proposed preserve. Therefore, impacts associated with on-site biological resources for this alternative would be greater than the Proposed Project.

Geology and Soils

The same geological conditions exist regardless of project design. This alternative would be subject to potentially significant impacts from liquefaction and rock slides. The same mitigation measures would apply to this alternative as the Proposed Project. Therefore, geological impacts associated with this alternative would be the same as the Proposed Project.

Cultural Resources

Under this alternative, the entire site would be fractioned into private lots resulting in significant cultural resources located within individual lots. The RPO-mandated open space easements for preservation of these resources would, likewise, be located within the individual lots, which would require fencing and signage to prevent intrusion and indirect impacts. Therefore, impacts associated with this alternative would be the same as the Proposed Project.

Noise

The Proposed Project would place residences adjacent to roadways where exterior and interior noise impacts are projected to exceed County standards resulting in potentially significant impacts. These impacts would be mitigated to less than significant through the implementation of mitigation measures including the construction of noise attenuation barriers and interior and exterior noise analysis prior to building. This alternative would generate 522 ADTs, which would be approximately 96 percent less than the Proposed Project. Therefore, traffic generated noise would be significantly less. This alternative could include lots adjacent to roadways; however, the lots would be large enough to assure that house pads are placed outside any areas that may exceed these noise limitations. Noise impacts could be avoided in their entirety through site design measures. Alternatively, any remaining impacts would be reduced to less than significant through similar mitigation measures as the Proposed Project. Therefore, noise impacts associated with this alternative would be less than the Proposed Project.

Hazards/Hazardous Materials

Like the Proposed Project, this alternative does not include the transport, emission, or disposal of hazardous materials. The potential for toxic impacts associated with the two on-site irrigation ponds, smudge pots, release of asbestos from demolition of the existing

structures on-site, the removal of the existing septic tanks and possible historic well would be the same for this alternative as the Proposed Project. Development and implementation of a FPP would be required for this alternative as well as the Proposed Project. Overall, impacts associated with hazards and hazardous materials would be similar to the Proposed Project.

5.4.3 Conclusion

The Groundwater Dependent (Development Consistent with the Groundwater Ordinance) Alternative would yield 46 residences, most likely dependent on private wells and on-site septic systems instead of sanitary sewer and water. An elementary school site and park would not be provided under this alternative. This alternative would avoid significant unmitigated impacts related to aesthetics, air quality, and transportation/traffic, as well as reduce significant and mitigated impacts associated with, geology and soils, cultural resources, noise, and hazards/hazardous materials for the Proposed Project. Impacts related to biological resources would be greater as there would be no provisions for the dedication of open space easements.

This alternative would not attain the following eight of the ten project objectives. This alternative would not provide a variety of housing types (Objective 1), provide a great increase in housing supply (Objective 2); preserve biological and visual resources (Objective 3); preserve on-going agriculture (Objective 5); provide educational and recreational opportunities (Objective 6), and provide permanent preservation of natural open spaces (Objective 8). This alternative will not require a LAFCO SOI determination nor selection of MWD to serve the Project Site (Objectives 9 and 10).

5.5 Analysis of the Reduced Grading Alternative

5.5.1 Description and Setting

The rationale for the selection of a Reduced Grading Alternative is to minimize alteration of the topography and maximize the preservation of biological and agricultural resources. The Reduced Grading Alternative would entail clustering development on the 89.5-acres of the Project Site with less than 15 percent slope gradient with all remaining land (approximately 300 acres) preserved as open space (Figure 5-4). In the 89.5-acre development area, approximately 51-acres could be developed with multi-family residences within General Plan Designation (10), Residential. The gross density calculates out to 22.3 units per acre. However, due to the need for roads, private drives, parking, grading etc, the product density will need to be around 24 to 30 units per acre to achieve the same number of units. It is likely that this will result in three-story multi-family buildings, with possible underground parking. The remaining 38.5-acre area would be utilized as a combined park and elementary school. This development would yield approximately 1,138 multi-family dwelling units (density of 22 units per acre). In accordance with the I-15 Corridor Scenic Preservation Guidelines, this alternative would include the application of a “B” Special Area Designator on each lot requiring preparation of a Site Plan for any type of development permit. This will assure conformance with the Guidelines.

The scope of development of this alternative would require water and sewer infrastructure, including development of a WWTP. This alternative would require annexation to a MWD, SDCWA, and MET and the construction of facilities related to the

provision of water and wastewater services. An elementary school and park site would be provided under this alternative. A trail system may also be provided with this alternative. Like the Proposed Project, the Reduced Grading Alternative would require both a General Plan and Specific Plan Amendment.

5.5.2 Comparison of the Effects of the Reduced Grading Alternative to the Proposed Project

Aesthetics

Under this alternative, development would take place on a smaller amount of acreage compared to the Proposed Project and would be concentrated entirely on the relatively flat valley floor. Three story structures would be required to accommodate these units which would contrast with the lower density single-family development in the area. The steep slopes and ridgelines would be maintained in their current state. Additionally, this alternative would keep approximately 300 acres of the Project Site, much of which is groves or sensitive biological habitat, as permanent open space. Direct visual impacts would be less than significant; however, when combined with cumulative projects, a significant contrast with the existing rural land uses would occur. Therefore, like the Proposed Project cumulative visual impacts would remain significant and unmitigable. The visual impacts associated with this alternative would similar to the Proposed Project.

Air Quality

Due to the fact that this alternative would consist of more units, it would generate more ADTs resulting in a greater amount of traffic related air quality impacts in comparison to the Proposed Project. Specifically, this alternative would generate 10,270 ADTs, compared to the 8,740 ADTs of the Proposed Project. However, in regards to construction emissions, because less grading is proposed, air quality impacts associated with construction would be less than the Proposed Project. Like the Proposed Project, this alternative would develop a community with densities above that contemplated by existing county plans. Therefore, this alternative would be inconsistent with air quality plans resulting in a significant and unmitigable impact. Overall, impacts associated with air quality would be similar for the Reduced Grading Alternative compared to the Proposed Project.

Transportation/Traffic

This alternative would generate 10,270 ADTs, compared to the 8,740 ADTs of the Proposed Project. Due to the concentrated nature of this development, a smaller amount of transportation infrastructure would be required on-site; however, the off-site improvements would be similar to the Proposed Project. This alternative would be required to mitigate for significant traffic impacts to the same degree as the Proposed Project. Based on timing of the Caltrans project for the widening of SR-76, traffic impacts associated with this alternative could be significant and unmitigable as with the Proposed Project.

Biological Resources

This alternative would preserve 300 acres of land in its current condition. A large portion of this preserved area is currently utilized for agriculture. Much of the preserved natural

habitat, including native vegetation, woodland, and grazing land that serves as habitat for a variety of species, would also be conserved under the Proposed Project. This alternative would comply with the proposed North County MSCP, actually enlarging the preserved area by a significant amount.

Impacts to wetlands and listed species off-site would be the same as the Proposed Project, requiring an HLP/Section 7 and state and federal permits. On-site impacts to the coastal California gnatcatcher would be reduced compared to the Proposed Project due to the greater buffer to development afforded by the preserved agricultural lands. Additionally, impacts to wildlife movement on-site would also be reduced given the increased area of undisturbed open space. Overall, impacts to biological resources associated with this alternative would be less than the Proposed Project.

Geology and Soils

The same geological conditions exist regardless of project design. This alternative would be subject to potentially significant impacts from liquefaction and rock slides. The same mitigation measures would apply to this alternative as the Proposed Project. Therefore, geological impacts associated with this alternative would be similar to the Proposed Project.

Cultural Resources

The Reduced Grading Alternative would develop the Project Site in the flatter areas and preserve the balance of the site as open space. Significant resources located in the flatter areas have been evaluated and identified as RPO significant; therefore, they would be required to be avoided and placed within an open space easement for preservation. This is the same as the Proposed Project. Mitigation measures for both this alternative and the Proposed Project would include the use of a site monitor to be present during grading to assure no additional resources are discovered and the capping and placement of the known sites in a conservation open space easement. Overall, impacts to cultural resources associated with the Reduced Grading Alternative would be similar to the Proposed Project.

Noise

Under this alternative, multi-family units would be located within the area containing the same noise exposure as the Proposed Project. This alternative would generate 10,270 ADTs, compared to the 8,740 ADTs of the Proposed Project. Like the Proposed Project, these potentially significant impacts would be mitigated to less than significant through the implementation of mitigation measures including the construction of noise attenuation barriers and the requirement of interior and exterior noise analysis prior to building. Therefore, both the Proposed Project and this alternative would result in similar noise-related impacts.

Hazards/Hazardous Materials

Like the Proposed Project, this alternative does not include the transport, emission, or disposal of hazardous materials. The potential for toxic impacts associated with the two on-site irrigation ponds, smudge pots, release of asbestos from demolition of the existing structures on-site, the removal of the existing septic tanks and possible historic well,

would be the same for this alternative as the Proposed Project. Development and implementation of a FPP would be required for this alternative as well as the Proposed Project. Additional mitigation would be required to provide fire protection for the three-story structures. Overall, impacts associated with hazards and hazardous materials would be similar to the Proposed Project.

5.5.3 Conclusion

The Reduced Grading Alternative would yield 1,138 three-story multi-family residential units, an increase of 241 units. An elementary school and park site would be provided under this alternative. This alternative would result in reducing the Proposed Project's significant and mitigated impacts related to biological resources. It would result in similar significant and unmitigated impacts to aesthetics, air quality, and transportation/traffic, and to significant and mitigated impacts to geology and soils, cultural resources, noise, hazards/hazardous materials.

This alternative would attain all but two project objectives. It would not meet the objective of providing a variety of housing because it would only offer a multi-family option (Objective 1). It would also not provide an opportunity for increasing a variety of housing (Objective 2).

5.6 Analysis of Alternatives Consistent with the San Diego County General Plan Update

The County is in the process of updating its General Plan, therefore, the following CEQA alternatives are based on the Draft Land Use Map and the Referral Map Alternatives. Each of these Maps contains varying densities of residential uses along with 1.8 acres of neighborhood commercial use. The Draft Land Use Map would allow a total of 848 units; whereas the Referral Map would allow a maximum of 382 units.

For purposes of comparing these alternatives to the Proposed Project, some assumptions need to be made. The General Plan Update is a broad planning document; therefore, the Maps are conceptual and show only land use classifications and density/intensity. They do not include site specific details for future development. Land uses on the Draft Maps cannot be strictly adhered to because the boundaries of the land use areas are conceptual and are not necessarily based on topography or property lines. Accessory/supporting land uses such as parks or schools within the project area are not specified, but it can be anticipated that these alternatives would include a school and park as needed. It is also reasonable to assume that future development would incorporate a wastewater treatment plant, trails and open space as with the Proposed Project.

The Project Site has many constraints including active agriculture, sensitive biological resources, steep slopes, cultural resources, and high visibility. In addition the Proposed Project applicant has negotiated a hardline preserve to be incorporated into the North County MSCP. The development footprint for the Proposed Project was designed to take these constraints into consideration. It is assumed, therefore, that the General Plan Update alternatives would maintain this same footprint, while layout of residential densities and overall number of units, along with neighborhood commercial use, would vary within this footprint as discussed below.

5.6.1 Description and Setting

According to the General Plan Update Draft Land Use Map Alternative, the Project Site would contain the following designations: Neighborhood Commercial; Rural Lands (RL-40); Semi-rural Residential (SR-2); Village Residential (VR-24) Village Residential (VR-20); Village Residential (VR-15); Village Residential (VR-7.3); Village Residential (VR-4.3) and Village Residential (VR-2.9). A potential concept design for this alternative is shown on Figure 5-5. This alternative would include a total of 848 residential units consisting of 149 single-family units and 699 multi-family residential units, in addition to a 1.8-acre neighborhood commercial center, 12.7-acre elementary school and 10.5-acre neighborhood park. Future development would also include trails, and natural and agricultural open space. This alternative would also require annexation to a MWD, SDCWA and MET, as well as construction of facilities, including a WWTP, in order to provide water and wastewater services to the Project Site.

In accordance with the I-15 Corridor Scenic Preservation Guidelines, this alternative would include the application of a "B" Special Area Designator on each lot requiring preparation of a Site Plan for any type of development permit. This will assure conformance with the Guidelines.

5.6.2 Comparison of the Effects of the General Plan Update Draft Land Use Map (Development Consistent with the San Diego County General Plan Update) Alternative to the Proposed Project

Aesthetics

Implementation of the General Plan Update Draft Land Use Map Alternative would result in a neighborhood commercial center and a mix of housing types, including single and multi-family units, totaling 848 dwelling units, an increase of 4 units compared to the Proposed Project. Similar to the Proposed Project, this level of development would contribute to the transformation of rural lands. As with the Proposed Project, direct impacts would be reduced through site design which places development in the less steep and less visible portions of the Project Site and design guidelines, which would be regulated through the "B" Special Area Designator. Like the Proposed Project, the cumulative conversion of a rural area to more intense land uses, would be significant and unmitigated. Thus, overall aesthetic impacts would be similar to the Proposed Project.

Air Quality

Implementation of the General Plan Update Draft Land Use Map Alternative would result in greater traffic related air quality impacts than the Proposed Project. The total number of units would be is greater by approximately 4 units, leading to a slight increase in the number of ADTs. Like the Proposed Project, this alternative would develop a community with densities above that contemplated by existing county plans. Therefore, this alternative would be inconsistent with air quality plans resulting in a significant, unmitigable impact.

The air quality impacts associated with construction would be the same as the Proposed Project. Implementation of standard fugitive dust control measures discussed in Chapter 2.2 would result in PM_{10} and $PM_{2.5}$ emissions that are less than significant. Overall, air

quality impacts associated with this alternative would be slightly greater than the Proposed Project due to an increase in traffic-generated emissions. Operational emissions for development consistent with the General Plan Update Draft Land Use Map were calculated using the URBEMIS 2007 computer program (Rimpo and Associates 2007). The same assumptions discussed in Section 2.2 were used. Table 5-2 compares the operational emissions for the Proposed Project and for this alternative.

As shown, emissions due to operation of the General Plan Update Draft Land Use Map Alternative would be slightly greater than emissions due to operation of the Proposed Project. Therefore, impacts would remain significant and unmitigable.

Traffic

This alternative would generate 10,438 ADT compared to the Proposed Project at 8,740 ADT (approximately 9,564 additional trips). It is estimated that this alternative would have direct impacts at no more than one additional intersection (SR-76/I-15 NB Ramp) and three segments (SR-76: Mission to Gird; SR-76: Sage to Old Hwy 395; SR-76: Horse Ranch Creek Road to Couser) compared to the Proposed Project. Thus, the General Plan Update Draft Land Use Map Alternative has the potential to result in more traffic impacts than the Proposed Project. Impacts would remain significant and unmitigable.

Biological Resources

Since this alternative would maintain the same development footprint as the Proposed Project, this alternative would provide the same biological open space consisting of the existing natural vegetation in the northern and eastern portions of the property and would contain a wetlands buffer for off-site wetlands. Impacts to sensitive habitats, species and wildlife movement would be mitigated similar to the Proposed Project. Like the Proposed Project, off-site improvements would be required to mitigate for construction relating to infrastructure improvements which would impact wetlands and listed species off-site. Overall, impacts to biological resources associated with this alternative would be similar to the Proposed Project.

Geology and Soils

The same geological conditions exist regardless of project design. This alternative would be subject to potentially significant impacts from liquefaction and rock slides. The same mitigation measures would apply to this alternative as the Proposed Project. Therefore, geological impacts associated with this alternative would be similar to the Proposed Project.

Cultural Resources

Sensitive cultural resources associated with archaeological site CA-SDI-682, an RPO significant resource would be required to be avoided and placed within an open space easement for preservation as with the Proposed Project. Mitigation measures for both this alternative and the Proposed Project would include the use of a site monitor to be present during grading to assure no additional resources are discovered and the capping and placement of the known sites in a conservation open space easement. Impacts to

cultural resources associated with this alternative would be the same as the Proposed Project.

Noise

Like the Proposed Project, development of the General Plan Draft Land Use Map Alternative would likely place residences within the same noise exposure areas, resulting in the need for noise barriers and interior and exterior noise attenuation. Barriers would be similar to those discussed in Section 3.5 and shown in Figures 3.5-4 and 3.5-7. Therefore, both the Proposed Project and this alternative would result in similar traffic noise related impacts.

The General Plan Draft Land Use Map proposes a 1.8-acre neighborhood commercial use adjacent to single- and multi-family uses. Commercial uses may include car washes, fast food restaurants, and auto repair facilities. Noise from these types of activities is considered normal environmental noises that are expected to occur within this type of land use. The San Diego Municipal Code generally regulates excessive noises resulting from these activities. Commercial uses that would involve noise-producing activities would have to demonstrate compliance with the existing performance standards provided in the County's Noise Ordinance. Thus, while exposure to traffic noise would be the same for this alternative and the Proposed Project, this alternative would introduce the potential for nuisance noise associated with a neighborhood commercial center.

Hazards/Hazardous Materials

The Proposed Project does not include the transport, emission, or disposal of hazardous materials. However, the introduction of a neighborhood commercial use would increase the potential for use of hazardous substances. Use of hazardous substances would be regulated through local, state and federal regulations. The potential for toxic impacts associated with the two on-site irrigation ponds, smudge pots, release of asbestos from demolition of the existing structures on-site, the removal of the existing septic tanks and possible historic well would be the same for this alternative as the Proposed Project. Development and implementation of a FPP would be required for this alternative as well as the Proposed Project. Overall, impacts associated with hazards and hazardous materials would be similar to the Proposed Project.

5.6.3 Conclusion

The General Plan Update Draft Land Use Map Alternative would allow the construction of a community consisting of 848 single and multi-family units and 1.8 acres of neighborhood commercial.

Due to the fact that the development footprint would be the same as the Proposed Project, impacts associated with aesthetics (significant and unmitigable), and impacts to biological resources, and cultural resources, geology and soils and hazards/hazardous materials (significant and mitigated) would be similar to the Proposed Project. Due to the slight increase in the number of units, this alternative would have slightly greater impacts associated with air quality, transportation/traffic and noise. Significant unmitigated impacts associated with the Proposed Project would remain. This alternative would attain all of the project objectives.

5.7 General Plan Update Referral Map Alternative (Development Consistent with the San Diego County General Plan Update)

5.7.1 Description and Setting

According to the General Plan Update Referral Map Alternative, the Project Site would contain the following designations: Neighborhood Commercial; Rural Lands (RL-40); Semi-rural Residential (SR-1); Semi-rural Residential (SR-2); Village Residential (VR-15); Village Residential (VR-10.9); Village Residential (VR-4.3); and Village Residential (VR-2.9) A potential concept design for this alternative is shown on Figure 5-6. This alternative would include a total of 382 residential units consisting of 172 single-family units and 210 residential units, in addition to a 1.8-acre neighborhood commercial center, 12.7-acre elementary school and 4.8-acre neighborhood park. Future development would also trails, and natural and agricultural open space. This alternative would also require annexation to a MWD, SDCWA and MET, as well as construction of facilities, including a WWTP, in order to provide water and wastewater services to the Project Site.

In accordance with the I-15 Corridor Scenic Preservation Guidelines, this alternative would include the application of a "B" Special Area Designator on each lot requiring preparation of a Site Plan for any type of development permit. This will assure conformance with the Guidelines.

5.7.2 Comparison of the Effects of the General Plan Update Referral Map Alternative (Development Consistent with the San Diego County General Plan Update)

Aesthetics

Implementation of the General Plan Update Referral Map Alternative would result in a neighborhood commercial center and in a mix of housing types, including single and multi-family units, totaling 382 dwelling units, or 462 fewer units than the Proposed Project. Similar to the Proposed Project, this level of development would result in fewer units yet still contribute to the transformation of rural lands. As with the Proposed Project, direct impacts would be reduced through site design, which places development in the less steep and less visible portions of the Project Site and design guidelines, which would be regulated through the "B" Special Area Designator Like the Proposed Project, the cumulative conversion of a rural area to more intense land uses, would be significant and unmitigated. Thus, aesthetic impacts would be slightly reduced (due to fewer units), but generally similar to the Proposed Project.

Air Quality

Implementation of the General Plan Update Referral Map Alternative would result in less traffic-related air quality impacts than the Proposed Project. The total number of units is less by 462 units, leading to a decreased number of ADTs when compared to the Proposed Project. Like the Proposed Project, this alternative includes development in excess of that in the existing County plans. Therefore, like the Proposed Project, this alternative would also be inconsistent with air quality plans resulting in a significant, unmitigable impact.

The air quality impacts associated with construction would be the same as the Proposed Project. Implementation of standard fugitive dust control measures discussed in Chapter 2.2 would result in PM_{10} and $PM_{2.5}$ emissions that are less than significant. Overall, air quality impacts associated with this alternative would be slightly reduced, though generally similar to the Proposed Project.

Operational emissions for development consistent with the General Plan Update Referral Map were calculated using the URBEMIS 2007 computer program (Rimpo and Associates 2007). The same assumptions discussed in Section 2.2 were used. Table 5-3 compares the operational emissions for the Proposed Project and for this alternative.

As shown, emissions due to operation of the General Plan Update Referral Map Alternative would be less than emissions due to operation of the Proposed Project. Significant impacts associated with ROG in summer and winter months would be avoided. Like the Proposed Project, emissions would exceed the applicable thresholds for PM_{10} during the summer and winter months. Thus, air quality impacts associated with the General Plan Update Referral Map Alternative would be less than the Proposed Project.

Transportation/Traffic

This alternative would generate 6,727 ADT compared to the Proposed Project at 8,740 ADT (2,013 fewer trips). It is therefore estimated that this alternative would have the same direct impacts at one intersection and two segments as the Proposed Project. Although overall, traffic impacts associated with this alternative would be slightly less than the Proposed Project, based on the timing of the Caltrans project widening SR-76, impacts could still remain significant and unmitigable as with the Proposed Project.

Biological Resources

Since this alternative would maintain the same development footprint as the Proposed Project, this alternative would provide the same biological open space consisting of the existing natural vegetation in the northern and eastern portions of the property and would contain a wetland buffer for off-site wetlands. Impacts to sensitive habitats, species and wildlife movement would be mitigated similar to the Proposed Project. Like the Proposed Project, off-site improvements would be required to mitigate for construction relating to infrastructure improvements which would impact wetlands and listed species off-site. Overall, impacts to biological resources associated with this alternative would be similar to the Proposed Project.

Geology and Soils

The same geological conditions exist regardless of project design. This alternative would be subject to potentially significant impacts from liquefaction and rock slides. The same mitigation measures would apply to this alternative as the Proposed Project. Therefore, geological impacts associated with this alternative would be the same as the Proposed Project.

Cultural Resources

Sensitive cultural resources associated with archaeological site CA-SDI-682, an RPO significant resource would be required to be avoided and placed within an open space easement for preservation as with the Proposed Project. Mitigation measures for both this alternative and the Proposed Project would include the use of a site monitor to be present during grading to assure no additional resources are discovered and the capping and placement of the known sites in a conservation open space easement. Impacts to cultural resources associated with this alternative would be the same as the Proposed Project.

Noise

Like the Proposed Project, development of the General Plan Referral Map Alternative would likely place residences (though potentially fewer in number) within the same noise exposure areas, resulting in the need for noise barriers and interior and exterior noise attenuation. Barriers would be similar to those discussed in Section 3.5 and shown in Figures 3.5-4 and 3.5-7. Therefore, both the Proposed Project and this alternative would result in similar traffic noise related impacts.

The General Plan Draft (Referral Map) proposes a 1.8-acre neighborhood commercial use adjacent to single- and multi-family uses. Commercial uses may include car washes, fast food restaurants, and auto repair facilities. Noises from these types of activities are considered normal environmental noises that are expected to occur within this type of land use. The San Diego Municipal Code generally regulates excessive noises resulting from these activities. Commercial uses that would involve noise-producing activities would have to demonstrate compliance with the existing performance standards provided in the County's Noise Ordinance. Thus, while exposure to traffic noise would be the same for this alternative and the Proposed Project, this alternative would introduce the potential for nuisance noise associated with a neighborhood commercial center.

Hazards/Hazardous Materials

The Proposed Project does not include the transport, emission, or disposal of hazardous materials. However, the introduction of a neighborhood commercial use would increase the potential for use of hazardous substances. Use of hazardous substances would be regulated through local, state and federal regulations. The potential for toxic impacts associated with the two on-site irrigation ponds, smudge pots, release of asbestos from demolition of the existing structures on-site, the removal of the existing septic tanks and possible historic well would be the same for this alternative as the Proposed Project. Development and implementation of a FPP would be required for this alternative as well as the Proposed Project. Overall, impacts associated with hazards and hazardous materials would be similar to the Proposed Project.

5.7.3 Conclusion

The General Plan Update Referral Map Alternative would allow the construction of a community with a 1.8-acre neighborhood commercial center and single and multi-family residences totaling 382 dwelling units.

Due to the fact that development footprint would be the same as the Proposed Project, impacts associated with significant and unmitigated aesthetics, and impacts to significant and mitigated biological resources, and cultural resources would be similar to the Proposed Project. This alternative would also result in similar impacts associated with geology and soils and hazards/hazardous materials (significant and mitigated). Given the reduction in the number of traffic trips, this alternative would have less impacts associated with air quality and transportation/traffic, although they would remain significant and unmitigated. With the addition of the neighborhood commercial use, this alternative would have greater impacts associated with noise.

This alternative would attain all of the project objectives. However, Objectives 1 (variety of residential land uses) and 2 (increasing housing supply) would not be reached at the same level as the Proposed Project.

5.8 Alternatives Associated with Horse Ranch Creek Road

The following alternatives address realignment and/or reconfiguration of Horse Ranch Creek Road, compared with the Proposed Project. A matrix comparing the impacts of each of these alternatives with the Proposed Project is shown on Table 5-4.

5.8.1 Raised Elevation of Horse Ranch Creek Road Alternative

Under this alternative, the Proposed Project would be conditioned to elevate the profile of Horse Ranch Creek Road by roughly two to six feet over the area of concern in order to reduce the need for further excavation. All other aspects of the Proposed Project would remain the same.

5.8.1.1 Comparison of the Effects of the Raised Elevation Alternative

Aesthetics

Under the Raised Elevation Alternative, the only change from the Proposed Project would be raising the elevation of Horse Ranch Creek Road by two to six feet in certain locations. While raising the road would make it slightly more visible to viewers from SR-76 and future on and off-site residents, aesthetic impacts would be similar to the Proposed Project.

Air Quality

Development of this alternative would result in the same land uses under the Proposed Project and would therefore, generate the same emissions. –Accordingly, air quality impacts associated with the Raised Elevation Alternative would be the same as the Proposed Project.

Transportation/Traffic

Development of the Raised Elevation Alternative would result in the same land uses under the Proposed Project, and would therefore, generate the same number of ADT. The elevated road would be subject to the same public road design standards as the Proposed Project and would be designed to meet sight distance requirements. Therefore, the implementation of this alternative would not result in an increase in traffic

or traffic safety standards compared to the Proposed Project. Accordingly, impacts under this alternative would be the same as the Proposed Project.

Biological Resources

The proposed development footprint would remain the same. Therefore, biological impacts associated with this alternative would be the same as those associated with the Proposed Project.

Geology and Soils

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative; although, excavation would be somewhat reduced in those areas where the road would be raised. Overall geological impacts associated with this alternative would similar to those associated with the Proposed Project.

Cultural Resources

Under this alternative, Horse Ranch Creek Road would be elevated by two to six feet to reduce excavation in the vicinity of the discovered human remains. Elevating the road with fill material would lessen potential impacts to unknown cultural resources identified under the Proposed Project and would avoid any further disturbance of the location where the human remains were discovered in January. With respect to those remains, pursuant to CEQA Guideline 15126.4(b)(3), impacts relating to the remains will be mitigated by preservation in place, consistent with the discussion in the Draft EIR regarding potential discovery of remains, so there is not a remaining significant impact. Potential impacts associated with cultural resources in the vicinity of the Road have thus been mitigated to a less than significant level, consistent with the discussion in the Draft EIR, and this alternative would further reduce those impacts. However, this alternative would laterally extend the side slopes of Horse Ranch Creek Road, as a result of the increased fill, which could result in encroachment into the nearby on-site Loci. Overall, impacts to cultural resources under this alternative would be similar to those associated with the Proposed Project (reduced in some respects, potentially increased in some respects, but still less than significant).

Noise

Development of the Raised Elevation Alternative would be expected to result in similar noise impacts compared to the Proposed Project because development of this alternative would result in the same land uses. By elevating the road, noise impacts may increase due to the lack of interruption in the transmission path (e.g. elevated road would be above existing noise attenuation factors such as existing landscaping or topography). While the elevated road might increase noise and vibration impacts to the future adjacent residents off-site, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, impacts associated with this alternative would be similar to those associated with the Proposed Project.

Hazards/Hazardous Material

Development of the Raised Elevation Alternative would result in the same land uses as the Proposed Project. Therefore, uses associated with the transport, emission, or disposal of hazardous materials would not change and impacts would be the same as the Proposed Project.

5.8.1.2 . Conclusion

The Raised Elevation of Horse Creek Ranch Road Alternative could reduce less than significant impacts to Cultural Resources so long as the raising of the roadway's elevation would not encroach into on-site Loci in proximity to the roadway due to increased slopes along Horse Ranch Creek Road. Environmental impacts would be similar for the issues of aesthetics, air quality, traffic/transportation, biology, geology and soils, noise and hazards. The Raised Elevation Alternative would meet all Proposed Project objectives.

5.8.2 Western Alignment for Horse Ranch Creek Road Alternative

Under this alternative, Horse Ranch Creek Road would be realigned approximately 450 feet west of the current alignment, in order to avoid additional excavation in proximity to the discovered human remains. This alternative would result in the loss of multi-family units and the relocation of the WWTP due to the realignment of the road to the west within PA1. The WWTP would be located along SR-76 slightly to the east of the current proposed location. With the alignment of Horse Ranch Creek Road moved to the west, this ~~Overall, the project~~ alternative would result in an ~~would lose eighty-five~~85 per-cent reduction of the proposed 164 multi-family units in PA1~~,~~; thereby reducing the multi-family units in Planning Area 1 by approximately 140 units, from 164 units to approximately 24 units, and reducing the total number of housing units ~~in the project~~ from 844 units to approximately 704 units (overall reduction of 17 per-cent). All other aspects of the Proposed Project would remain the same.

5.8.2.1 Comparison of the Effects of the Western Alignment Alternative

Aesthetics

Under the Western Alignment Alternative, the only deviation from the development of the Proposed Project would be the realignment of Horse Ranch Creek Road west by approximately 450 feet. Viewer response and sensitivity would not change as analyzed under the Proposed Project. Therefore, aesthetic impacts would be similar to the Proposed Project.

Air Quality

Development of the Western Alignment Alternative would result in the same land uses under the Proposed Project, but with a 17 per-cent r~~-r~~eduction in~~-educed number of~~ units ~~in Planning Area 1~~. Therefore, air emissions associated with construction and operation of the Proposed Project would decrease~~ by approximately 17 per cent~~. While there would be a ~~slight~~small reduction in the air emissions associated with this alternative, the significant air quality impacts would not be substantially lessened compared to the Proposed Project. Overall, air quality impacts ~~Accordingly, this alternative would result in reduced impacts to air quality compared to the Proposed Project, although impacts~~ would ~~continue to be~~remain significant and unavoidable, similar to the Proposed Project.

Transportation/Traffic

Development of the Western Alignment Alternative would ~~result~~ consist of ~~in the same land uses~~ 140 fewer multi-family units or a 17 per-cent reduction compared to ~~under~~ the Proposed Project. As a result, this alternative would ~~and would therefore,~~ generate ~~the same number of~~ 1,120 less ADT. Caltrans was asked for preliminary feedback relating to this alternative. In their letter dated April 28, 2011, Caltrans explained that the "preferred design… for major roadways is to maintain signal spacing of a half-mile, particularly for new developments and roadway connections." (Caltrans Letter, April 28, 2011). This design preference is set forth in Section 205.1 of the Highway Design Manual which addresses the standard minimum criteria for locating access openings. Specifically, the section requires that "access openings should not be spaced closer than one-half mile to an adjacent public road intersection or to another private access opening that is wider than 30-feet." Caltrans has found that longer access spacing reduces delay and travel time and supports higher volume demands. (Caltrans Letter, April 28, 2011). Therefore, this alternative would be inconsistent with ~~CALTRANs~~ Caltrans roadway separation requirements.

Under the currently proposed location of SR-76/Horse Ranch Creek Road, traffic operation is expected to operate at a LOS C/D. A reduction in spacing resulting from the relocating of Horse Ranch Creek Road closer to Pankey Road would likely result in an increase in traffic delay and increase impacts to the operation of SR-76 requiring further improvements to SR-76. Additionally, traffic safety impacts due to an increased conflict with standard separation requirements could occur. While there would be a ~~slight~~small reduction in the ADT associated with this alternative, street segment and intersection impacts would not be substantially lessened compared to the Proposed Project. However, the inconsistency with Caltrans standards and impacts to the operation of SR-76 ~~Impacts to traffic under this alternative~~ would be ~~considered~~ greater than the Proposed Project. Overall, traffic impacts would be greater with this alternative compared to the Proposed Project.

Biological Resources

Development under this alternative would relocate Horse Ranch Creek Road into area planned for residential development under the Proposed Project. While specific environmental review has not been completed for this alternative, preliminary assessment based on EIR Figure 3.7-1b, the realignment would impact similar habitat as the proposed alignment. Therefore, biological impacts would be similar to the Proposed Project.

Geology and Soils

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative. Therefore, overall geological impacts associated with this alternative would be the same as the Proposed Project.

Cultural Resources

The Western Alignment Alternative would realign Horse Ranch Creek Road 450 feet west. This would avoid further impacts to the area where human remains were discovered, but impacts relating to those remains are already mitigated to a less than significant level by preservation in place. The grading activities associated with the Western Alignment Alternative would result in the same possibility of unearthing of previously unknown resources. A mitigation monitoring program, like the one included in the Proposed Project, would ensure that potentially significant impacts to Cultural Resources occurring as a result of this alternative would be mitigated to less than significant levels. Therefore, impacts to Cultural Resources associated with this alternative would be the same as those identified for the Proposed Project.

Noise

Development of the Western Alignment Alternative would ~~be expected to~~ result in a 17 per–cent reduction in units that could generate traffic noise. ~~similar noise impacts compared to the Proposed Project because development of the alternative would result in the same land uses.~~ While there would be a slight reduction in noise levels associated with this alternative, the significant noise impacts would not be substantially lessened compared to the Proposed Project. ~~While the~~The realigned road ~~might also~~would result in noise and vibration impacts to the future adjacent ~~residents,~~residents; therefore, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, noise impacts associated with this alternative would be similar ~~than~~ to those associated with the Proposed Project.

Hazards/Hazardous Material

Development of the Western Alignment Alternative would result in the same mix of land uses, although the total number of units would be reduced ~~a reduction of the same land uses as~~compared to –the Proposed Project. Therefore, uses associated with the transport, emission, or disposal of hazardous materials would not change. In addition, the risk of wildfire would be the same as the Proposed Project and an FPP would be required for this alternative. Therefore, ~~– and –~~impacts would be the same as the Proposed Project.

5.8.2.2 . Conclusion

The Western Alignment of Horse Ranch Creek Road Alternative would not reduce any significant impacts associated with the Proposed Project. Environmental impacts would be similar for the issues of aesthetics, air quality, biology, geology and soils, cultural resources, noise and hazards. Impacts to traffic/transportation, specifically safety related, would be increased over the Proposed Project due to conflicts with Caltrans standard specification requirements.

The Western Alignment Alternative would meet most of the Proposed Project objectives; however, the removal of the multi-family homes currently located in the southern portion of the Proposed Project would result in the project's inability to meet objectives relating to providing a variety of housing types (Objectives 1 and 2). Additionally, the realignment of Horse Ranch Creek Road closer to the existing Pankey ~~Road,~~Road would be inconsistent with ~~CALTRANs~~ Caltrans roadway separation requirements.

5.8.3 Reconfigured Alignment of Horse Ranch Creek Road Alternative

Under this alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place south to SR-76), would be eliminated. The reconfiguration would increase the utilization of the existing Pankey Road/SR-76 intersection. As indicated by Caltrans, this alternative would require the following road improvements to accommodate the traffic flow: dual left turn lanes for eastbound to northbound traffic at Pankey Road/SR-76; six-lanes of through traffic from I-15 east through the Pankey Road/SR-76 intersection; and the widening of the SR-76 over-crossing Horse Ranch Creek Road. Additionally, Pankey Place would be widened from a two-lane road to a Major 4-lane road (as defined by the County) to accommodate the additional traffic. The elimination of Horse Ranch Creek Road at this location would also remove access to the WWTP as currently proposed. Access to the WWTP would be provided either via entrance from SR-–76 or via connection to an existing private road to the east. In order to accommodate the reconfigured roadways and access to the WWTP, the proposed 164 multi-family units would not be developed within Planning Area 1, reducing the total housing provided by the project from 844 units to 680 units (20 per-cent reduction).

5.8.3.1 Comparison of the Effects of the Reconfigured Alternative

Aesthetics

Under the Reconfigured Alignment Alternative, land uses for the Proposed Project would be reduced from 844 units to 680 units. The reduction of residential units may reduce visual effects related to the short-term construction period, as well as long-term cumulative impacts related to change in the surrounding viewshed; however, viewer response and sensitivity would not change as analyzed under the Proposed Project. Therefore, aesthetic impacts would be similar to the Proposed Project for this issue.

Air Quality

Under the Reconfigured Alignment Alternative, the 168 ~~land uses~~multi-family units, ~~would be reduced~~ in the southern portion of the ~~project~~ Project ~~site~~Site, would be eliminated, resulting in a 20 per-cent reduction in the total number of units. Therefore, air emissions associated with construction and operation of the Proposed Project would decrease~~. by approximately 20 per cent~~. While there would be a ~~slight~~small reduction in the air emissions associated with this alternative, the significant air quality impacts would not be substantially lessened compared to the Proposed Project. Overall, air quality impacts would remain significant and unavoidable, similar to the Proposed Project.

~~Accordingly, this alternative would result in reduced impacts to air quality compared to the Proposed Project, although impacts would continue to be significant and unavoidable. Therefore, air quality impacts would be less than the Proposed Project for this issue.~~

Transportation/Traffic

Development of the Reconfigured Alignment Alternative would consist of 168 fewer multi-family units or a 20 per-cent reduction compared to the Proposed Project. As a result, this alternative would generate 1,344 less ADT.

Under the Reconfigured Alignment Alternative, the southern segment of Horse Ranch Creek Road (from Pankey Place, south to SR-76), would be eliminated. The reconfiguration would direct traffic to Pankey Place via the Pankey Road/SR-~~—~~76 intersection. Pankey Place would require widening from a two-lane road to a four-lane road to accommodate the additional traffic. The intersection of Pankey Road/SR-76 would need significant improvements to accommodate additional traffic not anticipated under the road configuration for the Proposed Project. Due to the funneling of project direct and cumulative traffic towards one intersection (Pankey Road/ SR-76) rather than two intersections as analyzed under the Proposed Project, traffic levels would be significant and potentially unmitigable due to the infeasibility of the road improvements required to reduce the impacts. While there would be a ~~slight~~small reduction in the ADT associated with this alternative, street segment and intersection impacts would not be substantially lessened compared to the Proposed Project. However, due to the significant impact ~~on~~to the Pankey Road/ SR-76 intersection, impacts would be greater than the Proposed Project. ~~-~~Overall, traffic impacts would be greater with this alternative compared to the Proposed Project.

~~Therefore, traffic impacts associated with this alternative would be greater than those assessed under the Proposed Project.~~

Biological Resources

Under this alternative, the widening of Pankey Place would cause an increase in impacts to riparian and wetland vegetation habitat, above what was analyzed for the proposed project because the width of the roadway would be increased from two lanes to four lanes. Additionally, there would be an increase in indirect impacts to sensitive species due to increased construction associated with the road improvements. Therefore, biological impacts resulting from this alternative would be greater than those associated with the Proposed Project.

Geology and Soils

Implementation of the Proposed Project would result in the need for application of standard remediation/building techniques in response to on-site landslide hazard, liquefaction and settlement/collapse. The same remediation/building techniques would be required under this alternative although there would be a wider footprint. Therefore, overall geological impacts associated with this alternative would be similar to those associated with the Proposed Project.

Cultural Resources

Under this alternative, the southern segment of Horse Ranch Creek Road would be eliminated in order to further avoid potential cultural resources within the area where human remains were recently discovered. As noted above, impacts relating to such resources are already mitigated, however, by preservation in place. Grading activities associated with the Reconfigured Alignment Alternative may result in the possible unearthing of previously unknown resources. A mitigation monitoring program, like the one included in the Proposed Project, would ensure that potentially significant impacts to Cultural Resources occurring as a result of this alternative would be mitigated to less than significant levels. Therefore, impacts to Cultural Resources associated with this alternative would be the same as those identified for the Proposed Project.

Noise

Under the Reconfigured Alignment Alternative, the southern segment of Horse Ranch Creek Road, would be eliminated and there would be a ~~17~~20 per~~-~~cent reduction in units, which ~~that~~ could otherwise generate traffic noise. While there would be a slight reduction in noise levels associated with this alternative, the significant noise impacts would not be substantially lessened compared to the Proposed Project. ~~While t~~The reconfigured road ~~might~~ would also result in noise and vibration impacts to the future adjacent ~~,~~residents; therefore, sound barriers similar to those required for the Proposed Project would be expected to lower noise impacts to less than significant levels at residences. Overall, impacts associated with this alternative would be similar, ~~than~~ to those associated with the Proposed Project.

Hazards/Hazardous Material

Development of the Reconfigured Alignment Alternative would result in the same mix of land uses, although the total number of units would be reduced compared to ~~a reduction of the same land uses as~~ the Proposed Project. Therefore, uses associated with the transport, emission, or disposal of hazardous materials would not change. ~~-~~In addition, the risk of wildfire would be the same as the Proposed Project and an FPP would be required for this alternative. ~~and~~ Therefore, impacts would be the same as the Proposed Project.

5.8.3.2 . Conclusion

The Reconfigured Alignment Road Alternative would result in similar impacts for the issues of aesthetics, air quality, geology and soils, cultural resources, noise, and hazards. ~~Due to the reduction in land uses, air quality impacts would be reduced due to reduced emissions.~~ Traffic/Transportation impacts would be increased under this alternative due to the elimination of the segment and intersection of Horse Ranch Creek Road and SR-76. Project and cumulative traffic would be directed to one intersection along SR-76 and likely cause the segments and intersections to operate at failing levels. Biological impacts would also be increased due to road improvements and increased traffic. These improvements would increase direct and indirect impacts to sensitive wetland habitats and species.

The Reconfigured Alignment Alternative would meet the majority of the Proposed Project's objectives. The removal of the multi-family homes currently located in the southern portion of the Proposed Project would result in the project's inability to meet objectives relating to providing a variety of housing types (Objectives 1 and 2), and preserve sensitive habitat (Objective 3).

5.8.4 Matrix of Impacts

Table 5-4 provides a comparison of the impacts associated with the three Horse Ranch Creek Road Alternatives as compared to the Proposed Project.

TABLE 5-4
COMPARISON OF HORSE RANCH CREEK ROAD ALTERNATIVE IMPACTS TO PROPOSED PROJECT IMPACTS

Environmental Issue	Raised Road	Western Alignment	Reconfigured Alignment
Aesthetics	Similar	Similar	Similar
Air Quality	Similar	~~Less~~Similar	~~Less~~Similar
Traffic/Transportation	Similar	Greater	Greater
Biology	Similar	Similar	Greater
Geology and Soils	Similar	Similar	Similar
Cultural	Similar	Similar	Similar
Noise	Similar	Similar	Similar
Hazards	Similar	Similar	Similar

5.9 Environmentally Superior Alternative

Although the No Project (No Development) Alternative and the No Project (Development Consistent with the Adopted General Plan) Alternative would result in reduced environmental impacts compared to the Proposed Project, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of an alternative other than the No Project Alternative as the environmentally superior alternative. As such, the Reduced Grading Alternative would be considered the environmentally superior alternative due to its potential for maximizing retention of the natural landform and steep hillsides and preservation of biological and agricultural resources.

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Project Boundary

RECON

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FIGURE 5-1

Alternative #1, No Development

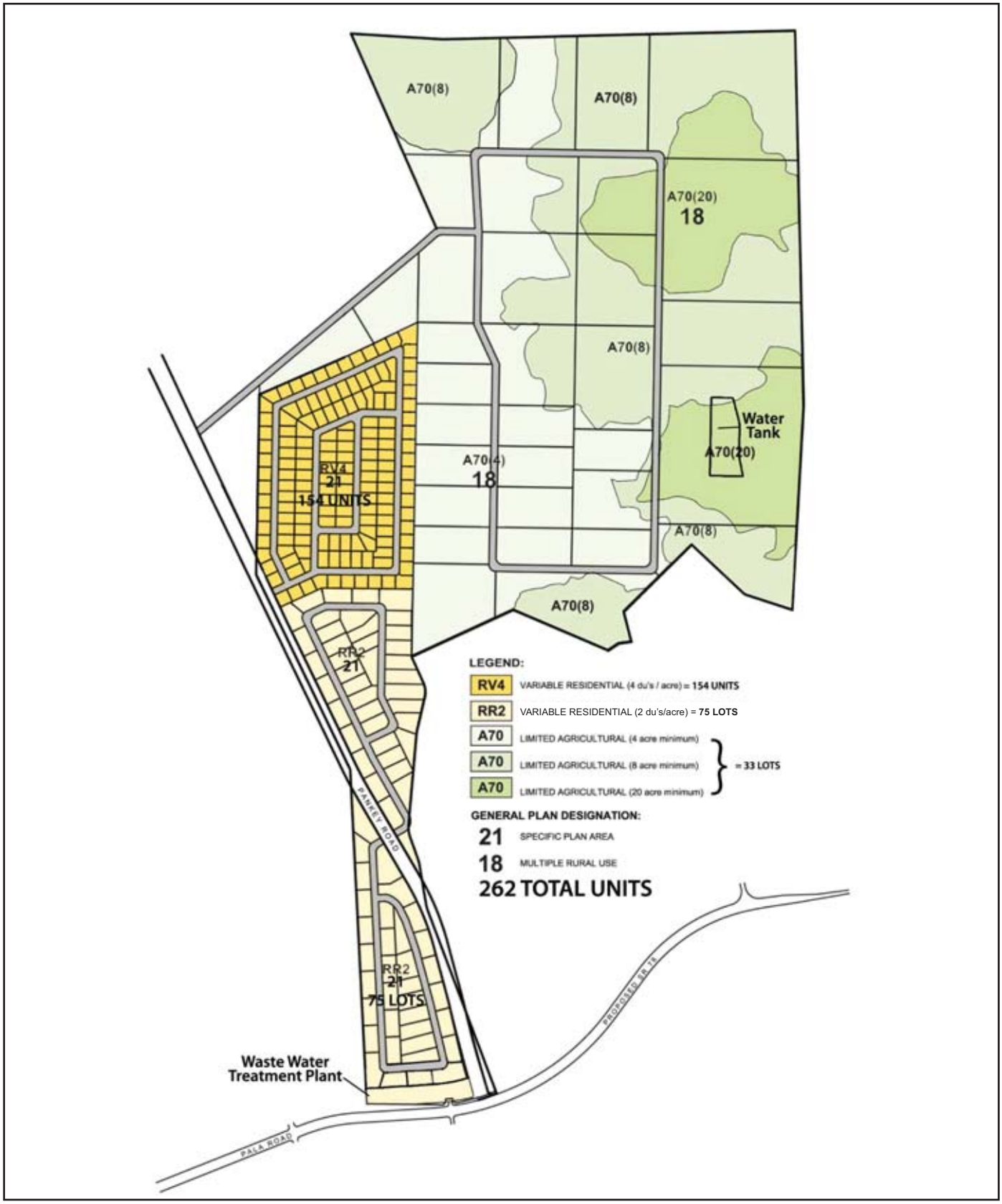

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FIGURE 5-2

Alternative #2 Existing General Plan

RECON

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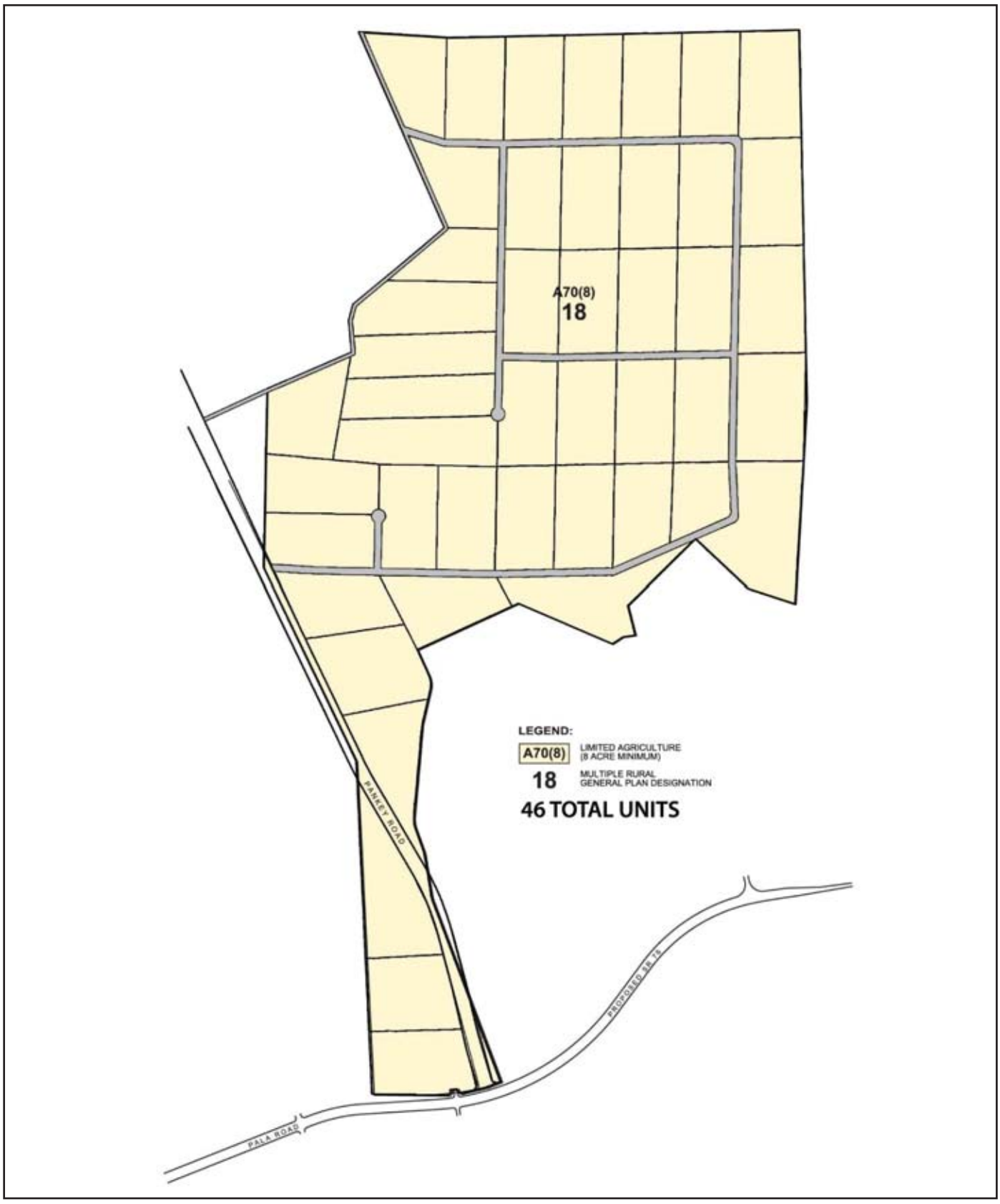

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FIGURE 5-3

Alternative #3 Groundwater Dependent

RECON

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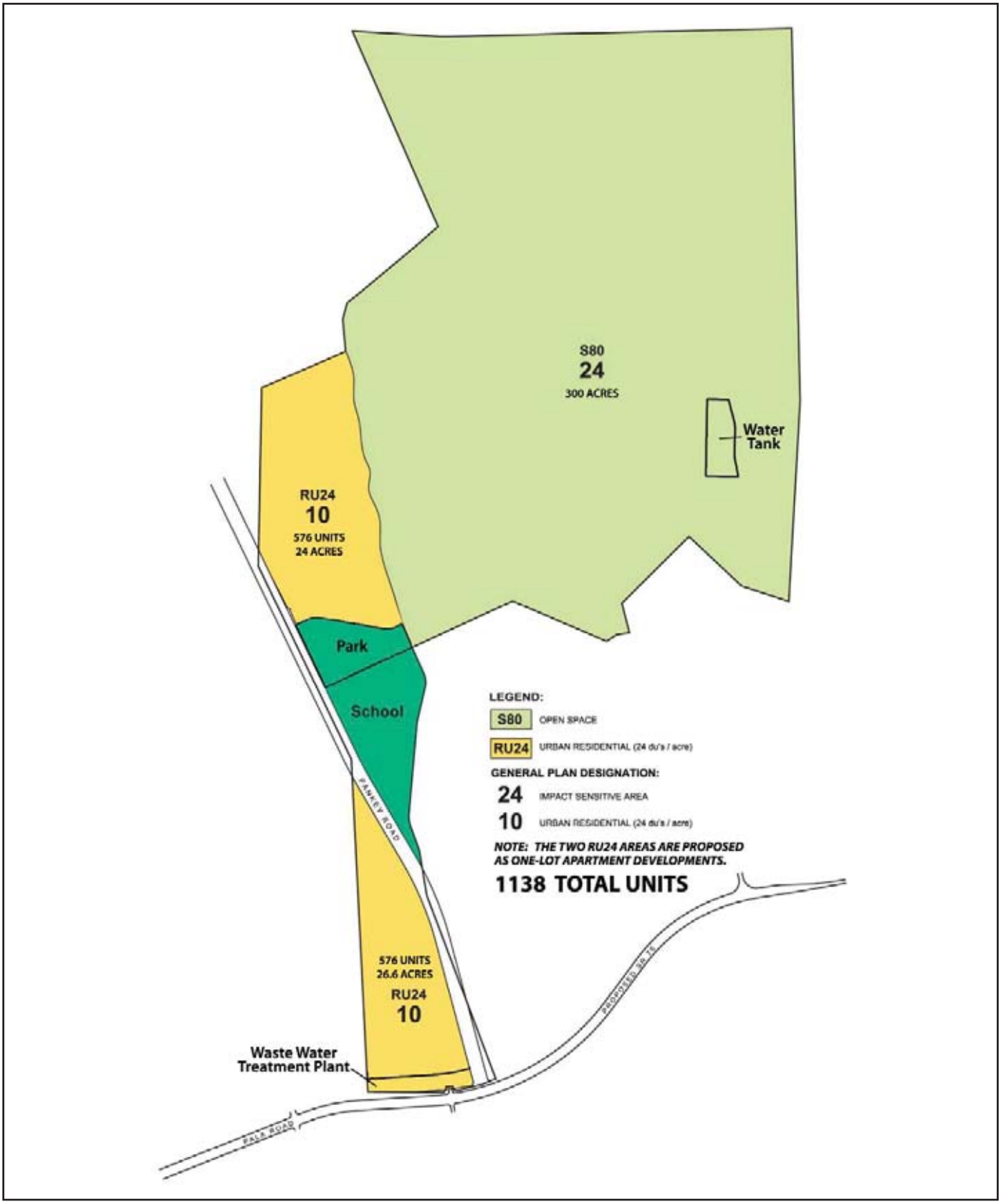

NO SCALE

FIGURE 5-4
Alternative #4 Reduced Grading

RECON

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Map Source: Rick Engineering Company, June 2009

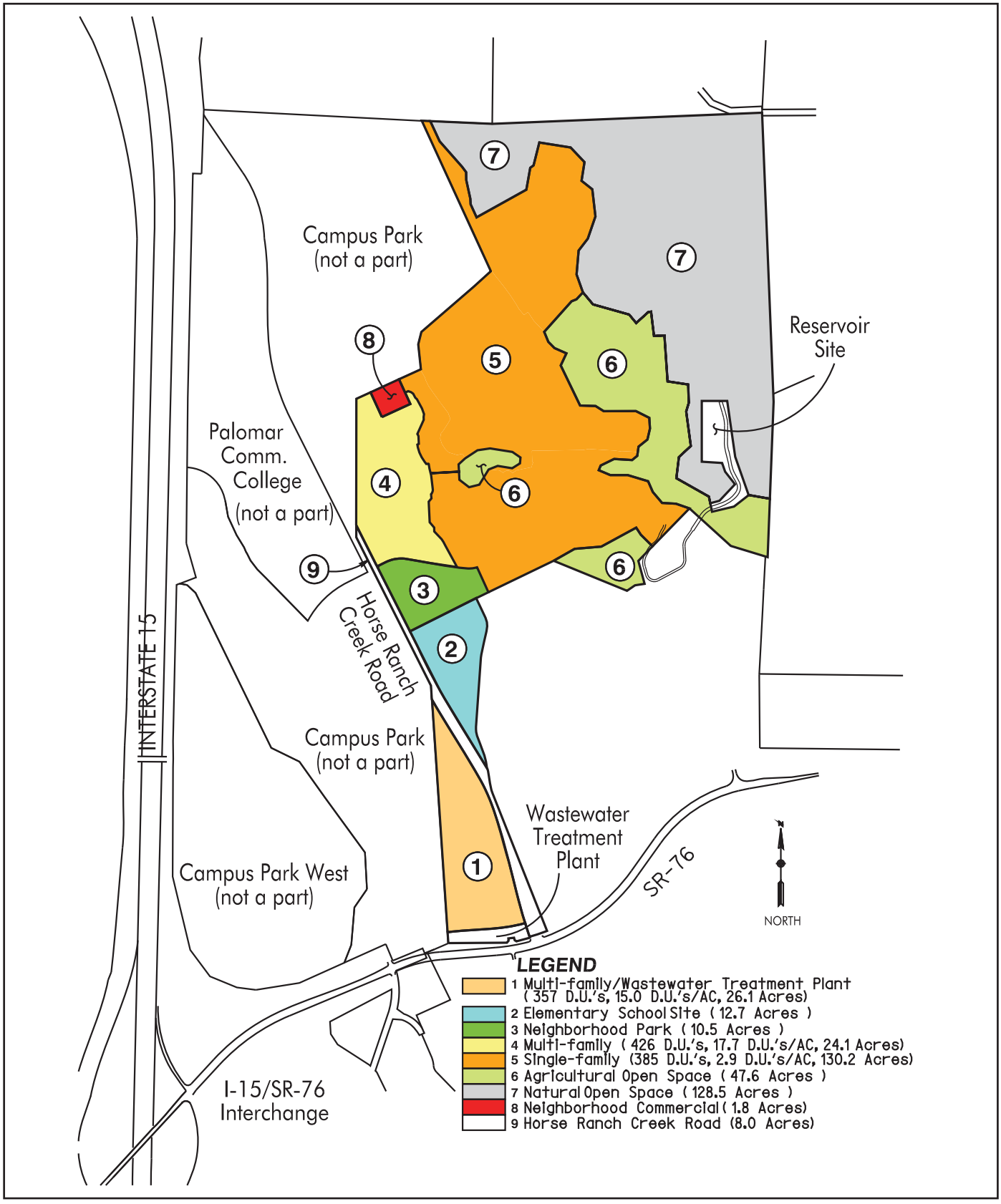

FIGURE 5-5

General Plan Update Draft Land Use Map Alternative

RECON

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Map Source: Rick Engineering Company, June 2009

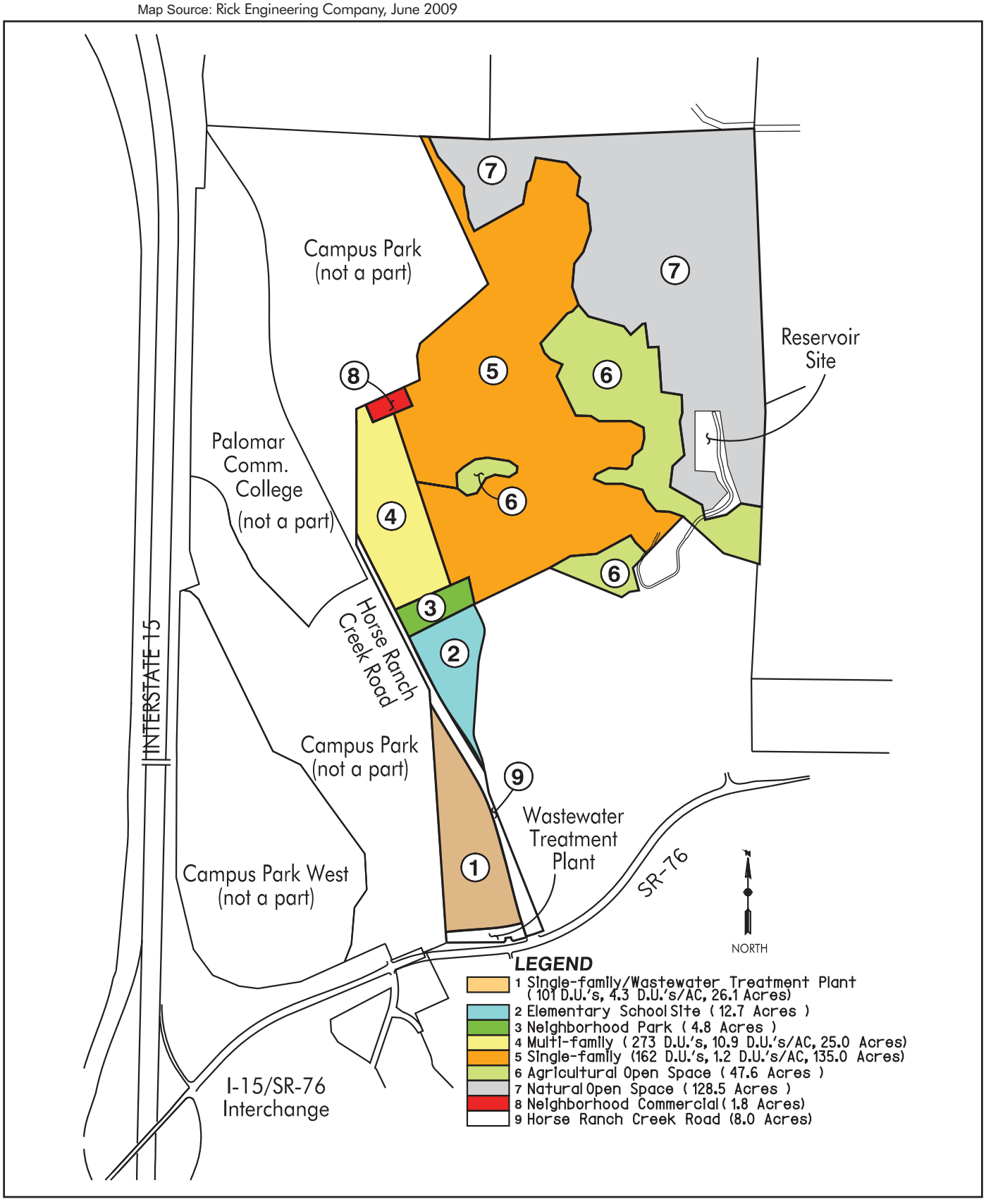

FIGURE 5-6

General Plan Update Referral Map Alternative

RECON

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TABLE 5-1
COMPARISON SUMMARY OF ALTERNATIVES AND THE PROPOSED PROJECT

Issue	No Project (No Development) Alternative	No Project (Consistent w/ Adopted General Plan Alternative	Groundwater Dependent Alternative	Reduced Grading Alternative	General Plan Update Draft Land Use Map (March 2008) Alternative	General Plan Update Referral Map (May 2008) Alternative
Aesthetics	Impacts would be reduced from significant and unmitigable cumulative impacts to less than significant levels	Cumulative impacts would remain significant and unmitigable	Impacts would be reduced from significant and unmitigable cumulative impacts to less than significant levels	Cumulative impacts would remain significant and unmitigable	Cumulative impacts would remain significant and unmitigable	Cumulative impacts would remain significant and unmitigable
Air Quality	Impacts would be reduced from significant and unmitigable to less than significant levels	Impacts would be reduced from significant and unmitigable to less than significant levels	Impacts would be reduced from significant and unmitigable impacts to less than significant levels	Impacts would remain significant and unmitigable	Impacts would be greater than Proposed Project and remain significant and unmitigable	Impacts would be less than Proposed Project but remain significant and unmitigable

TABLE 5-1
COMPARISON SUMMARY OF ALTERNATIVES AND THE PROPOSED PROJECT
(CONTINUED)

Issue	No Project (No Development) Alternative	No Project (Consistent w/ Adopted General Plan Alternative	Groundwater Dependent Alternative	Reduced Grading Alternative	General Plan Update Draft Land Use Map (March 2008) Alternative	General Plan Update Referral Map (May 2008) Alternative
Transportation/ Traffic	Impacts would be reduced from significant and unmitigable to less than significant levels	Impacts would be less than Proposed Project; however, like the Proposed Project, the timing of the Caltrans widening project (SR-76) could result in significant and unmitigable impacts.	Impacts would be less than Proposed; at no time would impacts be considered significant and unmitigable	Based on the timing of the Caltrans widening project (SR-76) impacts could remain significant and unmitigable	Impacts would be greater than Proposed Project; based on the timing of the Caltrans widening project (SR-76) impacts could remain significant and unmitigable	Impacts would be less than Proposed Project; however, like the Proposed Project, the timing of the Caltrans widening project (SR-76) could result in significant and unmitigable impacts
Biological Resources	Impacts would be less than Proposed Project	Impacts would be greater than Proposed Project	Impacts would be greater than Proposed Project	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project
Agricultural Resources	Impacts would be less than Proposed Project	Impacts would be greater than Proposed Project	Impacts would be greater than Proposed Project	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project
Geology and Soils	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project

TABLE 5-1
COMPARISON SUMMARY OF ALTERNATIVES AND THE PROPOSED PROJECT
(CONTINUED)

Issue	No Project (No Development) Alternative	No Project (Consistent w/ Adopted General Plan Alternative	Groundwater Dependent Alternative	Reduced Grading Alternative	General Plan Update Draft Land Use Map (March 2008) Alternative	General Plan Update Referral Map (May 2008) Alternative
Cultural Resources	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project
Noise	Impacts would be less than Proposed Project	Impacts would be less than Proposed Project	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be greater than Proposed Project	Impacts would be greater than Proposed Project
Hazards/Hazardous Materials	Impacts would be less than Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project	Impacts would be the same as Proposed Project

TABLE 5-2
COMPARISON OF OPERATIONAL EMISSIONS FOR THE PROPOSED PROJECT AND GENERAL PLAN UPDATE LAND USE ALTERNATIVE (pounds/day)

		Proposed Project			Development Consistent with General Plan Update Draft Land Use Map			
Season	Pollutant	Area Source Emission	Operational (Vehicle) Emission	Total Emission	Area Source Emission	Operational (Vehicle) Emission	Total Emission	SDAPCD Significance Threshold[2]
Summer	ROG	54	37	**91**	71	53	**124**	75
	NOx	16	33	49	19	49	68	250
	CO	30	386	416	34	573	**607**	550
	SOx[1]	0	1	1	0	1	1	250
	PM10	0	151	**151**	0	226	**226**	100
	PM2.5	0	29	30	0	44	44	55
Winter	ROG	51	35	**86**	67	52	**119**	75
	NOx	22	49	71	26	73	99	250
	CO	11	382	393	13	569	**582**	550
	SOx[1]	0	1	1	0	1	1	250
	PM10	0	151	**151**	1	226	**227**	100
	PM2.5	0	29	29	1	44	45	55

SDAPCD = San Diego Air Pollution Control District

[1]Emissions calculated by URBEMIS 2007 are for SO_2.

[2]Thresholds for ROG and $PM_{2.5}$ were obtained from the SCAQMD.

TABLE 5-3
COMPARISON OF OPERATIONAL EMISSIONS FOR THE PROPOSED PROJECT AND GENERAL PLAN UPDATE LAND USE ALTERNATIVE (pounds/day)

		Proposed Project			Development Consistent with General Plan Update Referral Map			
Season	Pollutant	Area Source Emission	Operational (Vehicle) Emission	Total Emission	Area Source Emission	Operational (Vehicle) Emission	Total Emission	SDAPCD Significance Threshold[2]
Summer	ROG	54	37	**91**	36	33	69	75
	NOx	16	33	49	13	30	43	250
	CO	30	386	416	26	345	371	550
	SOx[1]	0	1	1	0	1	1	250
	PM10	0	151	**151**	0	137	**137**	100
	PM2.5	0	29	30	0	27	27	55
Winter	ROG	51	35	**86**	34	31	65	75
	NOx	22	49	71	16	44	60	250
	CO	11	382	393	9	343	352	550
	SOx[1]	0	1	1	0	1	1	250
	PM10	0	151	**151**	0	137	**137**	100
	PM2.5	0	29	29	0	27	27	55

SDAPCD = San Diego Air Pollution Control District

[1]Emissions calculated by URBEMIS 2007 are for SO_2.

[2]Thresholds for ROG and $PM_{2.5}$ were obtained from the SCAQMD.

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