

APPENDIX F
Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS
TIERED EQUINE ZONING
ORDINANCE AMENDMENT

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County of San Diego, California
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EXECUTIVE SUMMARY

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic impacts associated with the proposed Equine Zoning Ordinance Amendment project for San Diego County.

The project is an amendment to the San Diego County Zoning Ordinance for equine uses. The amendments consist of clarifications, deletions, and revisions to provide an updated set of definitions, procedures, and standards for review and permitting of equine uses. The amendments will implement a new tiered system of permitting for commercial horse stables with both ministerial and discretionary tiers of permitting. A description of the proposed “*Tiered Permitting Process*” of the Zoning Ordinance amendment is detailed as follows:

- **Tier One:** boarding (only) of up to three horses not owned by the property owner allowed without a ministerial or discretionary permit.
- **Tier Two:** – 10 Horses per acre of usable area up to 50 horses and 5 acres allowed with a Zoning Verification Permit.
- **Tier Three** – 10 Horses per acre of usable area up to 100 horses and 10 acres allowed with an Administrative Permit.
- **Tier Four** – More than 100 horses and more than 10 acres of usable area allowed with a Major Use Permit.

Horses counted under the tiers include both horses under Horse keeping uses and Horse Stable uses combined. Additional regulations will be in the new Horse Stable section to follow the Animal Schedule.

The permits associated with the proposed project’s tiered permitting process for horse stables include a zoning verification permit, administrative permit, and a major use permit.

This study analyzed the potential effects of the ordinance on thirty-one (31) Mobility Element roadway segments in fourteen (14) Community Planning Areas in the County of San Diego. The analysis was based on a “reserve capacity” method for both near-term and buildout conditions. This method determines the amount of daily roadway capacity (stated in average daily traffic, or ADT) available to accommodate development before significant impacts would occur. For roadways operating at LOS D or better, this reserve capacity would represent the available capacity before LOS E operations occur. For roadways operating at LOS E or LOS F, the reserve capacity represents the allowable increase in additional traffic that could occur before the County’s significance thresholds were exceeded.

At this time, the exact number of potential Tier 1, Tier 2, Tier 3 and Tier 4 developments is unknown. Therefore, this report utilizes the Tier 3 equine facilities as the representative “project”, since these are neither the highest traffic-generating (Tier 4) nor the lowest traffic-generating (Tier 1) facilities under consideration. Realistically, development of some combination of all four tiers would be expected. Thus, the reserve capacity calculated for each roadway was divided by the Tier 3 traffic volumes to calculate the number of Tier 3 facilities that could be developed prior to cumulative impacts occurring.

The analysis concludes that a limited number of facilities (2 maximum) could be developed in several Planning Areas before cumulative impacts would occur.

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APPENDIX

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TRAFFIC IMPACT ANALYSIS
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County of San Diego, California
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1.0 INTRODUCTION

1.1 Purpose of the Report

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic impacts associated with the proposed Tiered Equine Zoning Ordinance project for San Diego County.

On March 2, 2011 (2), the County of San Diego (County) Board of Supervisors directed staff to work with the equine community to investigate options that would protect and promote equestrian operations, including exploring various permitting options. Under the current Zoning Ordinance, a Major Use Permit (MUP) is required for the development of equine uses in many areas throughout the County, regardless of size or operating characteristics. The cost and complexity of the MUP application process is often a barrier to compliance, especially for smaller equine uses, and a hindrance to the economic viability of the equine industry as a whole. Recognizing that equine facilities are long-term land uses that will continue to contribute economically and recreationally to the County, the proposed Zoning Ordinance amendment (proposed project) would update equine regulations in order to better facilitate the development of equine uses.

Therefore, an analysis of this ordinance amendment is not specifically analyzed. The ordinance amendment could facilitate an increase in equine services throughout San Diego County. There will potentially be an increase in traffic due to expanded equine facilities, stables, boarding, and miscellaneous equine-related trips (such as additional delivery trips) as a result of the ordinance amendment. This increase in traffic is analyzed in this report.

Included in this traffic report are the following.

- Project Description
- Significance Criteria
- Existing Conditions Discussion
- Analysis Approach and Methodology
- Trip Generation/Distribution/Assignment
- Near-Term Analysis
- Long-Term Analysis
- Significance of Impacts and Mitigation Measures

1.2 Project Description

The project proposes amendments to the current County of San Diego Zoning Ordinance for equine uses. The amendments consist of clarifications, deletions, and revisions to provide an updated set of definitions, procedures, and standards for review and permitting of equine uses. The amendments will implement a new tiered system of permitting for commercial horse stables with both ministerial and discretionary tiers of permitting. The proposed Zoning Ordinance amendments are detailed below.

- Streamline the permitting process for equine facilities in order to better facilitate the development of such uses within the County, while ensuring compliance with local, state, and federal regulations and utilizing sound management practices.
- Develop a tiered permitting process for commercial horse stables.
- Provide definitions for the types of equine facilities that are not defined in the Zoning Ordinance, and provide criteria for distinguishing between types.
- Minimize the potential for land use conflicts that may arise through the development of equine uses.
- Update regulations for equine uses to be consistent with current technology and design.
- Increase the level of knowledge regarding proper management of horse stables among stable operators and County Staff.
- Assist property owners in coming into compliance with County equine regulations.

1.2.1 *Project's Components*

The proposed project consists of amendments to the County's Zoning Ordinance that would provide an updated set of procedures and standards for review and permitting of equine uses. Currently, the Zoning Ordinance separates horse stable use types (Boarding/Breeding or Public). Boarding/Breeding stables are permitted without ministerial or discretionary permits on properties with animal designators G, H, I, and X. Properties with animal designators D–F are required to obtain an Administrative Permit, and properties with animal designators J, L–M, U, and V are required to obtain a Major Use Permit. As for Public stables, properties with animal designators G–I require an Administrative Permit and properties designated J, L–M, U, V, and X require a Major Use Permit.

The proposed amendment to the Zoning Ordinance would merge the two previous stable use types into one simplified horse stable use type and create a tiered permitting process. The proposed amendments to the Zoning Ordinance also include other clarifications, additions, and deletions which are provided in *Appendix A*.

A description of the proposed “*Tiered Permitting Process*” of the Zoning Ordinance amendment is detailed as follows:

Tiered permitting for Horse Stable as follows:

- **Tier One:** boarding (only) of up to three horses not owned by the property owner allowed without a ministerial or discretionary permit.
- **Tier Two:** – 10 Horses per acre of usable area up to 50 horses and 5 acres allowed with a Zoning Verification Permit.
- **Tier Three** – 10 Horses per acre of usable area up to 100 horses and 10 acres allowed with an Administrative Permit.
- **Tier Four** – More than 100 horses and more than 10 acres of usable area allowed with a Major Use Permit.
- Horses counted under the tiers include both horses under Horse keeping uses and Horse Stable uses combined. Additional regulations will be in the new Horse Stable section to follow the Animal Schedule.

A description of the permits associated with the proposed project’s tiered permitting process for horse stables is as follows:

Zoning Verification Permit: Where a tier-two horse stable is proposed in certain Animal Designators, such as D through F, L through N, and V, a Zoning Verification Permit will be required. A Zoning Verification Permit is ministerial (not discretionary) and requires the applicant to go through a checklist of clearances for permit approval at the zoning counter. The applicant will be required to provide information such as project location, usable area, and a site plan illustrating the proposed location of and access to the horse stables.

Administrative Permit: Tier-three horse stables located in Animal Designators D through F, L through N, and V will be required to obtain an Administrative Permit. The processing requirements for an Administrative Permit are similar to those for a Major Use Permit. Each application will be evaluated for consistency with neighborhood compatibility General Plan policies and environmental impacts as required in the Zoning Ordinance for a Major Use Permit; and conditions could be added to an Administrative Permit to address any site-specific concerns, just as conditions are added to a Major Use Permit. An Administrative Permit requires public notice, as well as an opportunity for the local Community Planning Group to review and provide a recommendation for the project. The permit also requires public notice to property owners within 300 feet and to a minimum of 20 different property owners. The final decision on an Administrative Permit is made by the Director of Planning and Land Use and may be appealed to the Planning Commission.

Major Use Permit: Tier-four horse stables located in Animal Designators D through F, L through N, and V will continue to require a Major Use Permit and the related case-by-case environmental review. This EIR will include environmental review related to the proposed Zoning Ordinance amendment for tier-three horse stables. However, all tier-three horse stables will be evaluated on a case-by-case basis under CEQA during the Major Use Permit application process.

1.2.2 CEQA Assumptions

In order to analyze potential impacts associated with implementation of the proposed project, information pertaining to existing equine operations within the County was collected. Interviews were conducted with representatives of several existing equine facilities. The purpose of the interviews was to determine the following:

- Description of Uses – most common types of equine uses, details of construction activities and ongoing operations, structure size
- Limits of Disturbance – area of impact on a property, resources impacted, intention to expand uses and if so, how much
- Horseback Riding Lessons and Other Events – additional equipment, staff, and visitors; and times of year and hours during the week when these activities would likely take place
- Other Activities – estimated water use, wastewater production, pesticide application, vector control, etc., associated with equine uses.

To further collect information about representative characteristics of local equine facilities, the County conducted a survey of existing equine facilities. The information collected in the surveys included the following topics and offers insight on the variability of equine uses in the region. Survey results providing a general reference were used.

- Years in operation
- Size of the parcel of land
- Size and number of horse stables
- Number of acres of other equine uses, such as arenas, barns, pastures, etc.
- Number of riding lessons per year
- Times/days riding lessons offered
- Number of students per day/week
- Type, frequency, and size of equine-related events held
- Number of employees and their hours/shifts
- Number of deliveries or other vehicle trips per day/week
- Whether the equine facility converted natural vegetation or agricultural land
- Typical maintenance activities (daily and monthly)
- Type, application method, and frequency of fertilizer and pesticide use
- Type and size (horsepower) of equipment used for maintenance activities.

1.3 Summary of Significance Criteria

The following criterion was utilized to evaluate potential significant impacts, based on the County's documents "Guidelines for Determining Significance" updated on August 24, 2011.

1.3.1 Road Segments

The County has created the following guidelines to evaluate likely traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in **Table 1-1**. These thresholds are based upon average operating conditions on County roadways. It should be noted that these thresholds only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

TABLE 1-1
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON ROAD SEGMENTS
ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

General Notes:

1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

2.0 EXISTING CONDITIONS

As part of the General Plan that was adopted on August 3, 2011, the County of San Diego has determined the amount of existing roadway lane miles throughout the County that are operating below County standards (LOS D). This is aggregated by community planning area (CPA) for the entire county, and presented in total lane miles. **Table 2-1** shows the summary table from the General Plan.

This study further examines the potential impacts to several specific Mobility Element roadways in the following primary planning areas in the County of San Diego.

1. *Alpine Community Planning Area*
2. *Bonsall Community Planning Area*
3. *Fallbrook Community Planning Area*
4. *Jamul Community Planning Area*
5. *Julian Community Planning Area*
6. *Lakeside Community Planning Area*
7. *North County Metro Community Planning Area (e.g., Escondido)*
8. *Pala–Pauma Community Planning Area*
9. *Ramona Community Planning Area*
10. *San Dieguito Community Planning Area*
11. *Spring Valley Community Planning Area*
12. *Sweetwater Community Planning Area*
13. *Valle De Oro Community Planning Area*
14. *Valley Center Community Planning Area*

These fourteen (14) planning areas were selected by the County of San Diego, based on the high development potential of the Tier 1 – Tier 3 facilities within them. Consideration was also given to the operational status of the roadway networks within these areas, and the potential for significant impacts to occur.

TABLE 2-1
ROADWAY LANE MILES BY LEVEL OF SERVICE
EXISTING CONDITIONS

Community Planning Area	Lane Miles					
	LOS E			LOS F		
	State Highway	CE Roads	Total	State Highway	CE Roads	Total
<i>Northwestern</i>						
Bonsall	3.0	7.0	10.0	9.0	0.0	9.0
Fallbrook	0.0	23.0	23.0	1.0	4.0	5.0
N.C. Metro	0.0	6.0	6.0	0.0	5.0	5.0
Pala–Pauma Valley	2.0	2.0	4.0	4.0	0.0	4.0
Pendleton/De Luz	0.0	0.0	0.0	0.0	0.0	0.0
Rainbow	0.0	1.0	1.0	0.0	2.0	2.0
San Dieguito	0.0	11.0	11.0	0.0	24.0	24.0
Valley Center	0.0	11.0	11.0	0.0	14.0	14.0
Northwestern Subtotal	5.0	61.0	66.0	14.0	49.0	63.0
<i>Southwestern</i>						
Alpine	0.0	9.0	9.0	0.0	7.0	7.0
County Islands	0.0	3.0	3.0	0.0	0.0	0.0
Crest/Dehesa	0.0	0.0	0.0	0.0	0.0	0.0
Jamul/Dulzura	4.0	3.0	7.0	14.0	0.0	14.0
Lakeside	3.0	8.0	11.0	6.0	14.0	20.0
Otay	0.0	0.0	0.0	0.0	0.0	0.0
Ramona	1.0	4.0	5.0	2.0	4.0	6.0
Spring Valley	0.0	4.0	4.0	0.0	3.0	3.0
Sweetwater	0.0	1.0	1.0	0.0	0.0	0.0
Valle de Oro	5.0	5.0	10.0	0.0	5.0	5.0
Southwestern Subtotal	13.0	37.0	50.0	22.0	33.0	55.0
<i>Eastern</i>						
Central Mountain	0.0	0.0	0.0	0.0	0.0	0.0
Desert	0.0	4.0	4.0	0.0	1.0	1.0
Julian	0.0	0.0	0.0	0.0	0.0	0.0
Mountain Empire	5.0	0.0	5.0	9.0	0.0	9.0
North Mountain	0.0	0.0	0.0	0.0	0.0	0.0
Eastern Subtotal	5.0	4.0	9.0	9.0	1.0	10.0
Total	23.0	102.0	125.0	45.0	83.0	128.0

Source: County of San Diego General Plan (adopted August 3, 2011)

General Notes:

1. Values shown are miles of roadway.
2. ME Roads = Mobility Element Roadways.

Within each planning area, key Mobility Element roadways were selected that would certainly be affected by equine ordinance amendment in that planning area. Roadway segments were chosen for analysis based on several factors including streets leading to equine facilities and streets with accessibility to arterials and freeways. **Appendix B** contains graphical exhibits from the County's General Plan detailing each community's planning area roadways. These include arterial roadways that link communities in the planning area with larger, regional roadways. **Table 2-2** provides a list of key segments within each specific planning area.

**TABLE 2-2
PLANNING AREA STUDY AREA SEGMENTS**

Planning Area / Street Segment
<p><i>Alpine</i></p> <ul style="list-style-type: none"> 1. Alpine Boulevard: Boulders Road to Louise Drive 2. Tavern Road: Alpine Boulevard to Arnold Way
<p><i>Bonsall</i></p> <ul style="list-style-type: none"> 3. S. Mission Road: S. Via Monserate to SR 76 4. Mission Road (SR 76): S. Mission Road to Via Monserate
<p><i>Fallbrook</i></p> <ul style="list-style-type: none"> 5. S. Mission Road: Via Encinas Drive to S. Via Monserate 6. SR 76: Old Highway 395 to I-15 SB Ramps
<p><i>Jamul</i></p> <ul style="list-style-type: none"> 7. SR 94: Melody Road to Otay Lakes Road
<p><i>Julian</i></p> <ul style="list-style-type: none"> 8. SR 78: SR 79 to Whispering Pines Drive 9. SR 79: Main Street to Oak Land Road
<p><i>Lakeside</i></p> <ul style="list-style-type: none"> 10. SR 67: Johnson Lake Road to Posthill Road 11. Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps
<p><i>North County Metro</i></p> <ul style="list-style-type: none"> 12. SR 78: Bear Valley Parkway to San Pasqual Road 13. Valley Center Road: Woods Valley Road to City Limits 14. Valley Center Road: City Limits to Lake Wohlford Road (S.) 15. Bear Valley Parkway: SR 78 to Eldorado Drive
<p><i>Pala–Pauma</i></p> <ul style="list-style-type: none"> 16. SR 76: Cole Grade Road to Valley Center Road
<p><i>Ramona</i></p> <ul style="list-style-type: none"> 17. SR 67: Archie Moore Road to Mussey Grade Road 18. SR 78: Pine Street to Ninth Street 19. San Vicente Road: Warnock Drive to Wildcat Canyon Road
<p><i>San Dieguito</i></p> <ul style="list-style-type: none"> 20. Del Dios Highway: Via Rancho Parkway to Mt. Israel Road 21. Del Dios Highway: Mt. Israel Road to Calle Ambiente 22. Del Dios Highway: Calle Ambiente to El Camino Del Norte 23. Via de la Valle: Paseo Delicias to El Camino Real 24. Via de la Valle: Paseo Delicias to El Camino del Norte
<p><i>Spring Valley</i></p> <ul style="list-style-type: none"> 25. Jamacha Boulevard: Galopago Street to Sweetwater Springs Boulevard
<p><i>Sweetwater</i></p> <ul style="list-style-type: none"> 26. Bonita Road: San Miguel Road to Central Avenue 27. Sweetwater Road: Plaza Bonita Centerway to Willow Street

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TABLE 2-2 (CONTINUED)
PLANNING AREA STUDY AREA SEGMENTS

Planning Area / Street Segment
<p><i>Valle De Oro</i></p> <p>28. Jamacha Road: Campo Road to Fury Lane</p>
<p><i>Valley Center</i></p> <p>29. Valley Center Road: Lilac Road to Woods Valley Road</p> <p>30. Cole Grade Road: Cool Valley Road to Valley Center Road</p> <p>31. Lilac Road: W. Lilac Road to Old Castle Road</p>

2.1 Existing Transportation Conditions

The following is a description of the key roadway segments located in each community planning area:

1. Alpine

Alpine Boulevard is classified as a Light Collector (2.2A) on the County’s General Plan Mobility Element. Alpine Boulevard is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is generally prohibited. The posted speed limit on Alpine Boulevard is posted at 35 mph.

Tavern Road is classified as a Major Road (4.1A) on the County’s General Plan Mobility Element. Tavern Road is currently constructed as a two-lane undivided facility with a Two-Way Left Turn (TWLTL) median. No bike lanes are provided and curbside parking is prohibited along both sides of the roadway. The posted speed limit on Tavern Road is posted at 35 mph.

2. Bonsall

S. Mission Road is classified as a Major Road (4.1B) on the County’s General Plan Mobility Element. S. Mission Road is constructed as a two-lane undivided facility. No bike lanes are provided and curbside parking is prohibited along both sides of the roadway. Generally, the posted speed limit on S. Mission Road is 50 mph.

State Route (SR) 76 has the following classifications on the County’s General Plan Mobility Element:

- Expressway from S. Mission Road to south of East Vista Way
- Prime Arterial from Interstate 15 to S. Mission Road
- Major Road east of Interstate 15

Within the Bonsall and Fallbrook Community Planning Areas, SR 76 is classified as a Major Road (4.1A).

Currently, SR-76 is a two-lane roadway in the study area with one lane of travel in each direction between East Vista Way and Old Highway 395 and east of Interstate 15. It is a four-lane roadway between Old Highway 395 and Interstate 15. Additionally, four-lanes are provided at key intersections along SR-76 to provide additional capacity at intersections. The posted speed limit in the study area is 40 mph.

3. Fallbrook

Mission Road is classified as a Boulevard (4.2B) on the County’s General Plan Mobility Element. Mission Road is constructed as a two-lane undivided facility. No bike lanes are provided and curbside parking is prohibited along both sides of the roadway. Generally, the posted speed limit on Mission Avenue is 40 mph.

State Route (SR) 76 – see Bonsall Community Planning Area for description.

4. Jamul

State Route (SR) 94 is classified as a Community Collector (2.1D) on the County’s General Plan Mobility Element. SR 94 is currently constructed as a two-lane undivided facility. No bike lanes are provided and curbside parking is prohibited along both sides of the roadway. The speed limit along SR 94 is posted at 50 mph.

5. Julian

State Route (SR) 78 is classified as a Light Collector (2.2D) on the County’s General Plan Mobility Element. SR 78 is currently constructed as a winding two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 78 is posted at 40 mph.

State Route (SR) 79 is classified as a Light Collector (2.2D) on the County’s General Plan Mobility Element. SR 79 is currently constructed as a winding two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 79 is posted at 55 mph.

6. Lakeside

State Route (SR) 67 is classified as a Major Road (4.1A) on the County’s General Plan Mobility Element. SR 67 is currently constructed as a winding two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 67 is posted at 55 mph.

Lake Jennings Park Road is classified as a Major Road (4.1B) on the County’s General Plan Mobility Element. Lake Jennings Park Road is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Lake Jennings Park Road is posted at 40 mph.

7. North County Metro (e.g., Escondido)

State Route (SR) 78 is classified as Major Road (4.1A) on the County’s General Plan Mobility Element. SR 78 is currently constructed as a three-lane (2-northbound, 1-

southbound) undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along SR 78 is posted at 55 mph.

Valley Center Road is classified as a Major Road (4.1A) on the County's General Plan Mobility Element. Valley Center Road is currently constructed as a winding four-lane divided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Valley Center Road is posted at 55 mph.

Bear Valley Parkway is classified as a Major Road (4.1A) on the County's General Plan Mobility Element. Bear Valley Parkway is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Bear Valley Parkway is posted at 50 mph.

8. Pala–Pauma

State Route (SR) 76 is classified as a Community Collector (2.1D) on the County's General Plan Mobility Element. SR 76 is currently constructed as a winding two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 76 is posted at 55 mph.

9. Ramona

State Route (SR) 67 is classified as a Major Road (4.1A) on the County's General Plan Mobility Element. SR 67 is currently constructed as a two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 67 ranges between 40 and 55 mph.

State Route (SR) 78 is classified as a Light Collector (2.2D) on the County's General Plan Mobility Element. SR 78 is currently constructed as a two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along SR 78 is posted at 55 mph.

San Vicente Road is classified as a Community Collector (2.1D) on the County's General Plan Mobility Element. San Vicente Road is currently constructed as a two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along San Vicente Road is posted at 50 mph.

10. San Dieguito

Del Dios Highway is classified as a Light Collector (2.2D) on the County's General Plan Mobility Element. Del Dios Highway is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Del Dios Highway is posted at 55 mph.

Via de La Valle is classified as a Community Collector (2.1E) on the County's General Plan Mobility Element. Via de La Valle is currently constructed as a two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along Via de La Valle is posted at 50 mph.

Paseo Delicias is classified as a Light Collector (2.2A) on the County's General Plan Mobility Element. Paseo Delicias is currently constructed as a two-lane undivided facility. No bike lanes or curbside parking is provided. The speed limit along Paseo Delicias is posted at 50 mph.

11. Spring Valley

Jamacha Boulevard is classified a Major Road (4.1A) on the County's General Plan Mobility Element. Jamacha Boulevard is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Jamacha Boulevard is posted at 45 mph.

12. Sweetwater

Bonita Road is classified as a Community Collector (2.1D) on the County's General Plan Mobility Element. Bonita Road is currently constructed as a two-lane undivided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Bonita Road is posted at 45 mph.

Sweetwater Road is classified as a Community Collector (2.1D) on the County's General Plan Mobility Element. Sweetwater Road is currently constructed as a two-lane undivided east-west facility. No bike lanes or curbside parking is provided. The speed limit along Sweetwater Road is posted at 45 mph.

13. Valle De Oro

Jamacha Road is classified as a Prime Arterial (6.2) on the County's General Plan Mobility Element. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Jamacha Road is posted at 45 mph.

14. Valley Center

Valley Center Road is classified as a Boulevard (4.2A) on the County's General Plan Mobility Element. Valley Center Road is currently constructed as a four-lane divided facility. Bike lanes are provided along both sides of the road and curbside parking is prohibited. The speed limit along Valley Center Road is posted at 45 mph.

Cole Grade Road is classified as a Boulevard (4.2A) on the County's General Plan Mobility Element. Cole Grade Road is currently constructed as a two-lane undivided facility. Bike lanes are not provided along and curbside parking is prohibited. The speed limit along Cole Grade Road is posted at 50 mph.

Lilac Road is classified as a Light Collector (2.2E). Lilac Road is currently constructed as a two-lane undivided facility. Bike lanes are not provided and curbside parking is prohibited. The speed limit along Lilac Road is posted at 50 mph.

2.1.1 *Accepted Road Classifications with Level of Service E / F*

As part of the General Plan Goals and Policies, there are instances where the County considers it more appropriate to retain road classifications that could result in a LOS E or F rather than increase the number of travel lanes.

Table 2-3 provides a list of County segments where the County has determined that the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity.

TABLE 2-3
ROAD SEGMENTS WHERE ADDING TRAVEL LANES IS NOT JUSTIFIED

Community / Street Segment	GP Update Classification	From	To
<i>Alpine</i> Alpine Boulevard:	2.2A: Light Collector w/ Raised Median	Boulders Road	Louise Drive
<i>Fallbrook</i> State Route (SR) 76:	4.1A: 4-Ln Major Road w/ Raised Median	Old Highway 395	I-15 SB Ramps
<i>Lakeside</i> State Route (SR) 67:	4.1A: 4-Ln Major Road w/ Raised Median	Johnson Lake Road	Posthill Road
Lake Jennings Park Road:	4.1B: 4-Ln Major Road w/Intermittent Turn Lanes	Blossom Valley Road	I-8 WB Ramps
<i>Ramona</i> State Route (SR) 78:	4.2B: Boulevard	Pine Street	Ninth Street
<i>San Dieguito</i> Del Dios Highway:	2.2D: Community Collector w/ Passing Lane	Via Rancho Parkway	Mt. Israel Road
Del Dios Highway:	2.1D: Community Collector w/ Passing Lane	Mt. Israel Road	El Camino Del Norte
Via de la Valle:	2.1E: Light Collector	Paseo Delicias	El Camino Del Norte
Paseo Delicias:	2.2A: Light Collector w/ Raised Median	Via de la Valle	El Camino Del Norte
<i>Valle De Oro</i> Jamacha Road:	6.2: Prime Arterial	Campo Road	Fury Lane
<i>Valley Center</i> Valley Center Road :	4.2A: Boulevard	Lilac Road	Woods Valley Road

Source: County of San Diego General Plan Mobility Element – Appendix I

2.2 Existing Traffic Volumes

2.2.1 Daily Segment Volumes

Existing weekday daily traffic volumes (ADTs) were obtained from several sources which included County of San Diego’s GIS volume data platform, Caltrans “*Highway Traffic Volumes*” website, and from recently completed traffic reports by LLG throughout the County. In the case of weekend ADTs, LLG conducted counts at representative locations throughout the County and applied the changes relative to the weekday counts where applicable. **Appendix C** contains the existing traffic volumes exhibits by community planning area.

2.3 Existing Operations

The following is a discussion of the existing daily roadway operations, based on existing weekday and weekend traffic volumes, and existing roadway capacities.

2.3.1 Existing Daily Street Segment Levels of Service

Table 2–4 summarizes the existing roadway segment operations. As seen in **Table 2–4**, during the weekday and weekend, eight (8) of the fourteen (14) planning areas have segments that are currently operating at LOS E or LOS F. However, it should be noted that there are instances where the County of San Diego deems it more appropriate to retain a road classification that could result in LOS E or F rather than increase the number of travel lanes. These segments that have been accepted at LOS E or F have been identified throughout this report in *italics*. The following is a list of roadway segments currently operating at below an acceptable LOS.

Alpine Community Planning Area

- *Alpine Boulevard: Boulders Road to Louise Drive – LOS F, (Both)*
- Tavern Road: Alpine Boulevard to Arnold Way – LOS E, (Both)

Bonsall Community Planning Area

- S. Mission Road: S. Via Monserate to SR 76 – LOS F /E, (Wkday/Wkend, respectively)
- Mission Road (SR 76): S. Mission Road to Via Monserate – LOS F /E, (Wkday/Wkend)

Lakeside Community Planning Area

- *SR 67: Johnson Lake Road to Posthill Road – LOS F, (Both)*
- *Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps – LOS F /E (Wkday/Wkend)*

North County Metro Community Planning Area

- SR 78: Bear Valley Parkway to San Pasqual Road – LOS E, (Both)
- Bear Valley Parkway: SR 78 to Eldorado Drive – LOS F, (Both)

Ramona Metro Community Planning Area

- SR 67: Archie Moore Road to Mussey Grade Road – LOS F, (Both)
- San Vicente Road: Warnock Drive to Wildcat Canyon Road – LOS E, (Weekday only)

San Dieguito Community Planning Area

- *Del Dios Highway: Via Rancho Parkway to Mt. Israel Road – LOS F, (Both)*
- *Del Dios Highway: Mt. Israel Road to Calle Ambiente – LOS F, (Both)*
- *Del Dios Highway: Calle Ambiente to El Camino Del Norte – LOS F, (Both)*
- *Via de la Valle: Paseo Delicias to El Camino Real – LOS F, (Weekend only)*
- *Paseo Delicias: Via de la Valle to El Camino Del Norte – LOS F, (Both)*

Spring Valley Community Planning Area

- Jamacha Boulevard: Galapago Street to Sweetwater Springs Boulevard – LOS F, (Both)

Valle De Oro Community Planning Area

- *Jamacha Road: Campo Road to Fury Lane – LOS F, (Both)*

**TABLE 2-4
EXISTING STREET SEGMENT OPERATIONS**

Community Planning Area / Street Segment	Existing Capacity (LOS E) ^a	Existing Traffic Volumes			
		Weekday		Weekend	
		ADT ^b	LOS ^c	ADT	LOS
Alpine					
1. <i>Alpine Boulevard: Boulders Road to Louise Drive</i>	16,200	24,260	F	26,270	F
2. Tavern Road: Alpine Boulevard to Arnold Way	16,200	12,930	E	14,000	E
Bonsall					
3. S. Mission Road: S. Via Monserate to SR 76	16,200	18,280	F	13,140	E
4. Mission Road (SR 76): Mission Road to Via Monserate	16,200	17,290	F	12,430	E
Fallbrook					
5. S. Mission Road: Via Encinas Drive to S. Via Monserate	16,200	24,000	F	21,260	F
6. <i>SR 76: Old Highway 395 to I-15 SB Ramps</i>	34,200	25,130	C	21,290	B
Jamul					
7. SR 94: Melody Road to Otay lakes Road	16,200	6,230	C	6,750	C
Julian					
8. SR 78: SR79 to Whispering Pines Drive	16,200	3,870	B	5,240	C
9. SR 79: Main Street to Oak Land Road	16,200	1,760	A	2,380	B
Lakeside					
10. <i>SR 67: Johnson Lake Road to Posthill Road</i>	16,200	21,510	F	18,930	F
11. <i>Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps</i>	16,200	16,250	F	14,300	E
North County Metro					
12. SR 78: Bear Valley Parkway to San Pasqual Road	16,200	15,680	E	13,500	E
13. Valley Center Road: Woods Valley Road to City Limits	34,200	21,320	B	18,300	B
14. Valley Center Road: City Limits to Lake Wohlford Road (S.)	34,200	24,930	C	21,400	B
15. Bear Valley Parkway: SR 78 to Eldorado Drive	16,200	25,880	F	22,300	F
Pala–Pauma					
16. SR 76: Cole Grade Road to Valley Center Road	16,200	6,630	C	5,620	C
Ramona					
17. SR 67: Archie Moore Road to Mussey Grade Road	16,200	24,220	F	21,310	F
18. <i>SR 78: Pine Street to Ninth Street</i>	37,000	23,820	B	20,970	B
19. San Vicente Road: Warnock Drive to Wildcat Canyon Road	16,200	11,280	E	9,920	D
San Dieguito					
20. <i>Del Dios Highway: Via Rancho Parkway to Mt. Israel Road</i>	16,200	19,350	F	20,220	F
21. <i>Del Dios Highway: Mt. Israel Road to Calle Ambiente</i>	16,200	20,700	F	21,630	F
22. <i>Del Dios Highway: Calle Ambiente to El Camino Del Norte</i>	16,200	19,350	F	20,220	F
23. <i>Via de la Valle: Paseo Delicias to El Camino Real</i>	16,200	10,620	D	11,100	E
24. <i>Paseo Delicias: Via de la Valle to El Camino Del Norte</i>	16,200	22,670	F	23,690	F
Spring Valley					
25. Jamacha Boulevard: Galopago Street to Sweetwater Springs Blvd.	16,200	28,470	F	30,830	F

Footnotes

- a. Roadway capacity based on the County of San Diego Standard Street Classification, Average Daily Vehicle Trips table.
- b. Average Daily Traffic volumes
- c. Level of Service

General Notes:

1. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

Table 2-4
Existing Street Segment Operations

Community Planning Area / Street Segment	Existing Capacity (LOS E) ^a	Existing Traffic Volumes			
		Weekday		Weekend	
		ADT ^b	LOS ^c	ADT	LOS
<i>Sweetwater</i>					
26. Bonita Road: San Miguel Road to Central Avenue	16,200	9,790	D	10,600	D
27. Sweetwater Road: Plaza Bonita Centerway to Willow Street	16,200	8,070	D	8,740	D
<i>Valle De Oro</i>					
28. <i>Jamacha Road: Campo Road to Fury Lane</i>	57,000	63,240	F	68,490	F
<i>Valley Center</i>					
29. <i>Valley Center Road: Lilac Road to Woods Valley Road</i>	37,000	24,930	C	22,560	B
30. Cole Grade Road: Cool Valley Road to Valley Center Road	16,200	8,280	D	7,480	D
31. Lilac Road: W. Lilac Road to Old Castle Road	16,200	5,700	C	5,150	C

Footnotes:

- a. Roadway capacity based on the County of San Diego Standard Street Classification, Average Daily Vehicle Trips table.
- b. Average Daily Traffic volumes
- c. Level of Service

General Notes:

1. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

3.0 PROJECT IMPACT ANALYSIS

3.1 Analysis Methodology

The number of potential Tier 1, Tier 2, Tier 3 and Tier 4 developments is not known at this time, and will be variable from planning area to planning area. Thus, the potential impacts of the “project” as whole are evaluated using the “reserve capacity approach”. This method determines the amount of daily roadway capacity (stated in average daily traffic, or ADT) available to accommodate development before significant impacts would occur. For roadways operating at LOS D or better, this reserve capacity would represent the available capacity before LOS E operations occur. For roadways operating at LOS E or LOS F, the reserve capacity represents the allowable increase in additional traffic that could occur before the County’s significance thresholds were exceeded.

The project volumes associated in this reserve capacity approach are based on the Tier 3 traffic volumes. Tier 3 was selected from among the four tiers since it is neither the largest nor the smallest possible development, and with a range that reaches a maximum of 100-horses/10-acres, As such, Tier 3 is considered a versatile and representative example.

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections and roadway segments.

3.1.1 *Street Segments*

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego’s *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The County of San Diego’s *Roadway Classification, Level of Service, and ADT Table* is attached in **Appendix D**.

3.2 Trip Generation

There are no published trip generation rates for “horse stables” as proposed by the project, either in the national Institute of Transportation Engineers *Trip Generation Manual*, or in the regional SANDAG *Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region*. Therefore, project trip generation was calculated based various stables currently operating within the County of San Diego, and developed from operational data collected in surveys conducted by County Staff. Several pieces of information relevant to the trip generation determination included: project size (both in acres and horses); the number of employees; the number of deliveries, and; the amount of customers which occur on typical days.

LLG developed daily (ADT) and peak hour trip generation estimates for the Tier 1, Tier 2 and Tier 3 projects. *Table's 3-1a, 3-1b* and *3-c* show the estimated trip generation for the weekday and weekend for each tier, respectively. As discussed above, Tier 3 was utilized as the representative project size with a modest trip generation of 28 ADT and 44 ADT, weekday and weekend respectively. It should be noted that the trip generation associated with all tiers represents the typical, average trip generation expected for each tier, based on the survey data discussed above. While developments within a tier could generate more traffic with maximum horses/acres allowable, other equine facility development within the same tier could be expected to generate less traffic with less horses/acreage than the average. Thus, the worst-case is not analyzed since it would be wholly unrealistic to occur.

**TABLE 3-1A
PROJECT TRAFFIC GENERATION: TIER 1**

Trip Type	Weekday			Weekend		
	Number	Rate	ADT	Number	Rate	ADT
Employees	0	0	0	0	0	0
Deliveries^a	1	4	4	1	4	4
Customers	2	2	4	2	2	4
Total	-	-	8	-	-	8

Footnotes:

- a. A rate of 4 trips/delivery assumed the delivery vehicle is a large truck. This rate of 2 trips/vehicle (1 trip in, 1 trip out) includes a 2.0 PCE factor to account for the added effect of the heavy vehicle on traffic flow.

General Notes:

1. "Tier 1" site: Allows boarding only of up to three horses not owned by the property owner.

**TABLE 3-1B
PROJECT TRAFFIC GENERATION: TIER 2**

Trip Type	Weekday			Weekend		
	Number	Rate	ADT	Number	Rate	ADT
Employees	3	2	6	3	2	6
Deliveries^a	1	4	4	1	4	4
Customers	5	2	10	10	2	20
Total	-	-	20	-	-	30

Footnotes:

- a. A rate of 4 trips/delivery assumed the delivery vehicle is a large truck. This rate of 2 trips/vehicle (1 trip in, 1 trip out) includes a 2.0 PCE factor to account for the added effect of the heavy vehicle on traffic flow.

General Notes:

1. "Tier 2" site: Allows 10 horses per acre of useable area up to 50 horses and five acres.

**TABLE 3-1C
PROJECT TRAFFIC GENERATION: TIER 3**

Trip Type	Weekday			Weekend		
	Number	Rate	ADT	Number	Rate	ADT
Employees	4	2	8	4	2	8
Deliveries^a	1	4	4	1	4	4
Customers	8	2	16	16	2	32
Total	-	-	28	-	-	44

Footnotes:

- a. A rate of 4 trips/delivery assumed the delivery vehicle is a large truck. This rate of 2 trips/vehicle (1 trip in, 1 trip out) includes a 2.0 PCE factor to account for the added effect of the heavy vehicle on traffic flow.

General Notes:

1. "Tier 3" site: Allows 10 horses per acre of useable area up to 100 horses and ten acres.

3.3 Horizon Year Conditions

The County's GP Update forecasts were utilized instead of an individual discretionary project list based on the proposed amendment being enforced at a County-wide level. However, a more detailed discussion is provided below for not utilizing the individual discretionary project methodology.

3.3.1 *List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area*

CEQA Guidelines Section 15355 defines cumulative effects as two or more individual effects, which, when considered together, are considerable, or which compound or increase other environmental impacts. The CEQA Guidelines further state that individual effects may be changes resulting from a single project or a number of separate projects, or the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. CEQA Guidelines Section 15130 allows for the use of two alternative methods to determine the scope of projects to analyze cumulative impacts.

List Method: A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

General Plan Projection Method: A summary of projects contained in an adopted General Plan or related planning document, or in a prior environmental document, that have been adopted or certified, which describes or evaluates regional or area-wide conditions contributing to the cumulative impact.

The cumulative analysis conducted for this analysis is based on both the List Method and General Plan Projection Method. For projects located outside the control of the agency, such as those located in tribal lands or adjacent counties, the List Method is used.

The assessment of potential cumulative impacts involves consideration of the proposed project in combination with growth in the region. For purposes of the cumulative discussion, the main difference between activities currently allowed under the existing Zoning Ordinance and those proposed under the Zoning Ordinance amendment is the establishment of a tiered permitting process for the development of horse stables.

3.3.2 *Growth-Inducing Effects*

CEQA requires a discussion of the ways in which a proposed project could induce growth. Growth-inducing impacts are those that foster economic or population growth, or the construction of new development, either directly or indirectly, in the surrounding environment. In addition, the potential for characteristics of the project to encourage or facilitate additional growth that could significantly affect the environment, either individually or cumulatively, must be considered.

The proposed project would facilitate the development of equine uses within the County. Although the anticipated growth of the equine industry from the proposed ordinance amendment may create additional jobs, it would not result in substantial economic or population growth. Employment of construction and operational personnel would most likely be drawn from local populations, creating both temporary and permanent employment in the community. However, the resulting growth-

inducing effect from these increased employment opportunities within the County would be minimal. The limited scale of equine facility construction and operations would have little effect on base employment within the San Diego region.

Additionally, the development of equine facilities would not induce substantial population growth. The proposed Zoning Ordinance amendments do not propose any physical or regulatory changes that would remove a restriction to or encourage population growth in an area including, but not limited to, the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multifamily use; regulatory changes, including General Plan amendments encouraging population growth, Specific Plan amendments, zone reclassifications, or sewer or water annexations; or Local Agency Formation Commission annexation actions. The proposed project would limit the conversion of agricultural land to other urban land uses typically associated with growth inducement. Thus, the proposed project is not expected to result in an increased number of future housing units as compared to existing General Plan projections.

3.4 County GP Update Forecasts

The County of San Diego’s General Plan website was reviewed for the latest information and forecast data focusing on each of the communities identified in *Section 2.0*. These communities are Alpine, Bonsall, Fallbrook, Jamul, Julian, Lakeside, North County Metro, Pala–Pauma, Ramona, San Dieguito, Spring Valley, Sweetwater, Valle De Oro, and Valley Center. The GP Update website provides a comprehensive database which includes Year 2030 forecast weekday ADT volumes, and the County’s proposed GP Update roadway standards.

As part of the General Plan that was adopted on August 3, 2011, the County of San Diego has determined the amount of Year 2030 roadway lane miles throughout the County that are operating at below County standards (LOS D). This is aggregated by CPA for the entire county, and presented in total lane miles. *Table 3–2* shows the summary table from the General Plan.

**TABLE 3–2
ROADWAY LANE MILES BY LEVEL OF SERVICE
BUILDOUT CONDITIONS**

Community Planning Area	Lane Miles					
	LOS E			LOS F		
	State Highway	ME Roads	Total	State Highway	ME Roads	Total
<i>North County</i>						
1. Bonsall	3.0	7.0	10.0	9.0	0.0	9.0
2. Fallbrook	0.0	23.0	23.0	1.0	4.0	5.0
3. N.C. Metro	0.0	6.0	6.0	0.0	5.0	5.0
4. Pala–Pauma	2.0	2.0	4.0	4.0	0.0	4.0
5. San Dieguito	0.0	11.0	11.0	0.0	24.0	24.0
6. Valley Center	0.0	11.0	11.0	0.0	14.0	14.0
<i>Southwestern</i>						
7. Alpine	0.0	9.0	9.0	0.0	7.0	7.0
8. Jamul	4.0	3.0	7.0	14.0	0.0	14.0
9. Julian	0.0	0.0	0.0	0.0	0.0	0.0
10. Lakeside	3.0	8.0	11.0	6.0	14.0	20.0
11. Ramona	1.0	4.0	5.0	2.0	4.0	6.0
12. Spring Valley	0.0	4.0	4.0	0.0	3.0	3.0
13. Sweetwater	0.0	1.0	1.0	0.0	0.0	0.0
14. Valle de Oro	5.0	5.0	10.0	0.0	5.0	5.0
Total	18.0	94.0	112.0	36.0	80.0	116.0

Source: County of San Diego General Plan (adopted August 3, 2011)

General Notes:

1. Values shown are miles of roadway.
2. ME Roads = Mobility Element Roadways.

Using this information, a Horizon Year street segment analysis was completed. This analysis assumes roadway capacities based on the County's GP Update Mobility Element Framework (accepted August 3, 2011). Therefore, it is reasonably expected that the proposed improvements detailed in the GP mobility element would be in place. **Table 3-3** shows the proposed GP Update roadway classifications and ADTs.

Year 2030 ADT for weekends is not available from the SANDAG model. Year 2030 weekend ADTs were estimated by utilizing the relationship between existing weekday and weekend ADTs, and applying these existing relationships to the model's weekday ADTs. This methodology provides a reasonable estimation of future volumes within the suburban and rural communities throughout San Diego County. **Appendix E** contains the buildout (2030) weekday/weekend traffic volumes exhibits by community planning area.

Finally, it should be noted that roadway capacity has generally increased for each key street segment. This corresponds to the projected implementation of the GP Update Mobility Element.

3.4.1 *Horizon Year 2030 Segment Operations*

Table 3-3 summarizes the Horizon Year roadway segment level of service. As seen in *Table 3-3*, several of the street segments within the various communities are forecasted to have roadways that operate at LOS E or LOS F, despite the increase in capacity assumed for each segment, as described above. The following is a summary of these projected poorly-operating roadways for a weekday. Several of these roadways also fail under weekend traffic loads:

Alpine Community Planning Area

- *Alpine Boulevard: Boulders Road to Louise Drive – LOS F (Both)*

Bonsall Community Planning Area

- *Mission Road (SR 76): S. Mission Road to Via Monserate – LOS F / E (Weekday/Weekend)*

Fallbrook Community Planning Area

- *SR 76: Old Highway 395 to I-15 SB Ramps – LOS F / E (Weekday/Weekend)*

Jamul Community Planning Area

- *SR 94: Melody Road to Otay Lakes Road – LOS E (Both)*

Lakeside Community Planning Area

- *SR 67: Johnson Lake Road to Posthill Road – LOS F (Both)*

Ramona Metro Community Planning Area

- *SR 78: Pine Street to Ninth Street – LOS F / E (Weekday/Weekend)*
- *San Vicente Road: Warnock Drive to Wildcat Canyon Road – LOS E (Weekday only)*

San Dieguito Community Planning Area

- *Del Dios Highway: Via Rancho Parkway to Mt. Israel Road – LOS F (Weekend only)*
- *Del Dios Highway: Mt. Israel Road to Calle Ambiente – LOS F (Both)*
- *Del Dios Highway: Calle Ambiente to El Camino Del Norte – LOS F (Both)*
- *Via de la Valle: Paseo Delicias to El Camino Real – LOS F (Both)*
- *Paseo Delicias: Via de la Valle to El Camino Del Norte – LOS F (Both)*

Valle De Oro Community Planning Area

- *Jamacha Road: Campo Road to Fury Lane – LOS F (Both)*

**TABLE 3-3
BUILDOUT STREET SEGMENT OPERATIONS**

Community Planning Area / Street Segment	Mobility Element Classification	Buildout Capacity (LOS D) ^a	Buildout (GP Update) Traffic Volumes			
			Weekday		Weekend	
			ADT ^b	LOS ^c	ADT	LOS
Alpine						
1. Alpine Boulevard: Boulders Road to Louise Drive	Light Collector (2.2A)	13,500	20,300	F	19,590	F
2. Tavern Road: Alpine Boulevard to Arnold Way	Major Road (4.1A)	33,400	23,200	B	22,390	B
Bonsall						
3. S. Mission Road: S. Via Monserate to SR 76	Boulevard (4.2B)	25,000	25,500	E	21,500	C
4. Mission Road (SR 76): Mission Road to Via Monserate	Major Road (4.1A)	33,400	43,300	F	36,500	E
Fallbrook						
5. S. Mission Road: Via Encinas Drive to S. Via Monserate	Boulevard (4.2B)	25,000	24,000	D	21,260	C
6. SR 76: Old Highway 395 to I-15 SB Ramps	Major Road (4.1A)	33,400	40,400	F	35,790	E
Jamul						
7. SR 94: Melody Road to Otay lakes Road	Community Collector (2.1D)	13,500	15,300	E	14,760	E
Julian						
8. SR 78: SR79 to Whispering Pines Drive	Light Collector (2.2D)	13,500	3,800	B	4,010	B
9. SR 79: Main Street to Oak Land Road	Light Collector (2.2D)	13,500	4,200	B	4,430	B
Lakeside						
10. SR 67: Johnson Lake Road to Posthill Road	Major Road (4.1A)	33,400	48,900	F	43,860	F
11. Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps	Major Road (4.1B)	30,800	8,100	A	7,270	A
North County Metro						
12. SR 78: Bear Valley Parkway to San Pasqual Road	Major Road (4.1A)	33,400	15,400	B	13,720	A
13. Valley Center Road: Woods Valley Road to City Limits	Major Road (4.1A)	33,400	26,900	C	23,940	B
14. Valley Center Road: City Limits to Lake Wohlford Road (S.)	Major Road (4.1A)	33,400	26,900	C	23,940	B
15. Bear Valley Parkway: SR 78 to Eldorado Drive	Major Road (4.1A)	33,400	24,400	B	21,740	B

Footnotes:

- Roadway capacity based on the County's GP Update Mobility Element Framework (accepted August 3, 2011).
- Average Daily Traffic volumes
- Level of Service

General Notes:

- County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

TABLE 3-3 (CONTINUED)
BUILDOUT STREET SEGMENT OPERATIONS

Community Planning Area / Street Segment	Mobility Element Classification	Buildout Capacity (LOS D) ^a	Buildout (GP Update) Traffic Volumes			
			Weekday		Weekend	
			ADT ^b	LOS ^c	ADT	LOS
Pal-Pauma						
17. SR 76: Cole Grade Road to Valley Center Road	Community Collector (2.1D)	13,500	6,200	C	5,490	B
Ramona						
18. SR 67: Archie Moore Road to Mussey Grade Road	Major Road (4.1A)	33,400	32,100	D	28,790	C
19. SR 78: Pine Street to Ninth Street	Boulevard (4.2B)	25,000	28,900	F	25,920	E
20. San Vicente Road: Warnock Drive to Wildcat Canyon Road	Community Collector (2.1D)	13,500	14,700	E	13,190	D
San Dieguito						
21. Del Dios Highway: Via Rancho Parkway to Mt. Israel Road	Light Collector (2.2D)	13,500	31,200	D	29,700	F
22. Del Dios Highway: Mt. Israel Road to Calle Ambiente	Community Collector (2.1D)	13,500	25,500	F	24,280	F
23. Del Dios Highway: Calle Ambiente to El Camino Del Norte	Community Collector (2.1D)	13,500	27,800	F	26,470	F
24. Via de la Valle: Paseo Delicias to El Camino Real	Light Collector (2.2A)	13,500	25,200	F	23,990	F
25. Paseo Delicias: Via de la Valle to El Camino Del Norte	Light Collector (2.2A)	13,500	23,200	F	22,090	F
Spring Valley						
26. Jamacha Boulevard: Galopago Street to Sweetwater Springs Blvd.	Major Road (4.1A)	33,400	27,000	C	26,050	C
Sweetwater						
26. Bonita Road: San Miguel Road to Central Avenue	Community Collector (2.1D)	13,500	6,900	C	6,660	C
27. Sweetwater Road: Plaza Bonita Centerway to Willow Street	Community Collector (2.1D)	13,500	13,800	E	13,320	D
Valle De Oro						
28. Jamacha Road: Campo Road to Fury Lane	Prime Arterial (6.2)	50,000	62,300	F	67,470	F
Valley Center						
29. Valley Center Road: Lilac Road to Woods Valley Road	Boulevard (4.2A)	27,000	17,100	A	15,480	A
30. Cole Grade Road: Cool Valley Road to Valley Center Road	Boulevard (4.2A)	27,000	17,900	A	16,200	A
31. Lilac Road: W. Lilac Road to Old Castle Road	Light Collector (2.2E)	10,900	7,900	D	7,150	D

Footnotes:

- a. Roadway capacity based on the County's GP Update Mobility Element Framework (accepted August 3, 2011).
- b. Average Daily Traffic volumes
- c. Level of Service

General Notes:

1. County of San Diego policy accepts these segments (in *italics*) at LOS E or F operations.

4.0 CONGESTION MANAGEMENT PROGRAM (CMP) COMPLIANCE

The Congestion Management Program (CMP), adopted on November 22, 1991, is intended to link land use, transportation and air quality through level of service performance. The CMP requires an Enhanced CEQA Review for large-scale, single projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. A CMP level of analysis would generally be required for projects such as commercial centers or residential developments that generate traffic exceeding CMP thresholds.

As detailed in Section 2.0, the project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The amendments consist of clarifications, deletions, and revisions to provide an updated set of definitions, procedures, and standards for review and permitting of equine uses. By amending the existing ordinance, existing and future equine operations would create new vehicle trips that will load onto the street system. Based on the projected trip forecasts and discussions with County staff of what could be considered a typical site, a “Tier 3” site would generate approximately 28 weekday daily trips and 44 weekend daily trips. CMP thresholds would not be exceeded and therefore a CMP-level analysis would not be required.

5.0 IMPACTS SUMMARY

5.1 Near-Term Impacts Summary

Table 5-1 shows a summary of the existing near-term traffic operations. This table illustrates the “reserve capacity” remaining on each of the key roadways, which is the amount of roadway capacity (in ADT) that is available for development until the LOS E threshold is reached and the segment would operate below county standards. Where roadways are currently operating at LOS E or LOS F, the amount of reserve capacity is measured as the allowable increase in ADT until a significant impact would occur, as stated in the County’s significance criteria (see *Section 1.3*).

Table 5-1 also shows how many “Tier 3” equine facilities could be developed assuming a trip generation of 28 ADT/facility (weekday), and 44 ADT/facility (weekend). This trip generation was discussed in detail in *Section 3.2*. To calculate the number of equine facilities that could be constructed in a particular community before a significant impact would occur, the reserve capacity for each roadway was divided by the number of trips per “Tier 3” facility. This exercise was conducted for both a weekday and weekend day. The lowest number calculated for each community is the number of facilities that could be constructed prior to a significant impact occurring.

The following is a summary of the results:

- 1. Alpine** – *Table 5-1* shows that both 2-lane roadway segments in the Alpine Community Planning Area are currently operating at LOS E or F. As shown on *Table 5-1*, the reserve capacity is 100 ADT for the Alpine Boulevard segment and 200 ADT along the segment of Tavern Road. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Alpine Community Planning Area, the lowest weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has determined that the Alpine Boulevard segment has been accepted as operating at LOS F.
- 2. Bonsall** – *Table 5-1* shows that both 2-lane roadway segments in the Bonsall Community Planning Area are currently operating at LOS E or F. As shown on *Table 5-1*, the reserve capacity is 100 ADT for the weekday and 200 ADT for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Bonsall Community Planning Area, the weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Four (4) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.
- 3. Fallbrook** – *Table 5-1* shows that both roadways in the Fallbrook Community Planning Area are calculated to operate at acceptable LOS D or better. The reserve capacity on these

roadways could accommodate more than 50 based on the trip generation established in this report. However, were 50 stables to be constructed, the collective traffic of these projects would usurp all reserve capacity on the segment of S. Mission Road. While technically feasible, the development of 50 “Tier 3” facilities is unlikely to occur because this assumes that either construction of all 50 facilities will occur at the same time, or no other projects will absorb the area’s reserve roadway capacity.

4. **Jamul** – *Table 5–1* shows that the SR 94 (2-lane roadway) segment in the Jamul Community Planning Area is currently operating at LOS C. As shown on *Table 5–1*, the reserve capacity is 5,670 ADT for the weekday and 6,750 ADT for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Jamul Community Planning Area, both the weekday and weekend reserve capacity was calculated at greater than fifty (>50) “Tier 3”.
5. **Julian** – *Table 5–1* shows that both of the key roadway segments in the community of Julian are currently operating at LOS B or better operations. Technically, greater than fifty (50) additional “Tier 3” facilities could be accommodated within the key segments’ reserve capacity. However, much of Julian’s traffic comes through neighboring Ramona, which is constrained by poorly operating segments. Therefore, up to three (3) “Tier 3” facilities could be constructed before a significant impact would occur to at least one roadway segment in Ramona.
6. **Lakeside** – *Table 5–1* shows that both key roadway segments in the community of Lakeside are currently operating at LOS E or F. As shown on *Table 5–1*, the lowest reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Lakeside Community Planning Area, the lowest weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has identified both of these segments as operating at LOS E or F.
7. **North County Metro** – *Table 5–1* shows that the majority of the key roadway segments in the North County Metro community of are currently operating at LOS E or F. As shown on *Table 5–1*, the lowest reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the North County Metro Community Planning Area, the lowest weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.

8. Pala–Pauma – *Table 5–1* shows that the State Route 76 roadway segment in the community of Pala–Pauma is currently operating at LOS C. As shown on *Table 5–1*, the reserve capacity is 4,270 ADT for the weekday and 5,620 ADT for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Pala–Pauma Community Planning Area, the weekday and weekend reserve capacity was calculated at greater than fifty (50) Tier 3 facilities could be constructed before significant impacts would occur.

9. Ramona – *Table 5–1* shows that several roadway segments in the Ramona Community Planning Area are currently operating at LOS E or F. As shown on *Table 5–1*, the lowest reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Ramona Community Planning Area, lowest weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, since it is expected that some of Julian’s traffic would travel through neighboring Ramona which, is constrained by poorly operating segments, the “Tier 3” facility limits identified for Ramona stated here should also apply to Julian as well.

10. San Dieguito – *Table 5–1* shows that the majority 2-lane roadway segments in the San Dieguito Community Planning Area are currently operating at LOS E or F. As shown on *Table 5–1*, the lowest reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the San Dieguito Community Planning Area, lowest weekday reserve capacity was calculated at three (3) “Tier” 3 facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has identified several of the key segments as operating at LOS E or F.

11. Spring Valley – *Table 5–1* shows that the Jamacha Boulevard roadway segment in the Spring Valley Community Planning Area is currently operating at LOS F. As shown on *Table 5–1*, the reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore within the Spring Valley Community Planning Area, the lowest weekday reserve capacity was calculated at three (3) “Tier” 3 facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.

12. Sweetwater – *Table 5–1* shows that the both 2-lane roadway segments in the Sweetwater Community Planning Area are currently operating at acceptable LOS D. As shown on

Table 5-1, the lowest reserve capacity is 1,110 ADT for the weekday and 300 ADT for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Sweetwater Community Planning Area, weekday reserve capacity was calculated at thirty-nine (39) “Tier 3” facilities. Six (6) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.

13. Valle De Oro – *Table 5-1* shows that the Jamacha Road roadway segment in the Valle De Oro Community Planning Area is currently operating at LOS F. As shown on *Table 5-1*, the lowest reserve capacity is 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Valle De Oro Community Planning Area, weekday reserve capacity was calculated at three (3) “Tier 3” facilities. Two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.

14. Valley Center – *Table 5-1* shows that the segments in the Valley Center Community Planning Area are currently operating at LOS D or better. As shown on *Table 5-1*, the lowest reserve capacity is 2,620 ADT for the weekday and 3,420 for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, within the Valley Center Community Planning Area, approximately 50 “Tier 3” equine facilities could be constructed before significant impacts would occur.

Private Roads–(All Communities) within San Diego County could potentially be impacted by approval of the proposed ordinance amendment. The County categorizes private roads, as local roads that have not been declared or accepted for public use and/or County-maintenance by the County Board of Supervisors. It should be noted, that level of service are not applicable to private roads since these roads do not carry through traffic. The design of private roads varies from area to area within the County. In rural areas such as Bonsall and Julian (and others) these roads are typically designed as two-lane undivided unpaved roadways ranging in width between 20 and 30 feet. Other areas of the County have private roads paved with concrete or asphalt. It should be noted that once a private road is determined to carry more than 2,500 trips per day, the County may require that the roadway be dedicated and improved to County of San Diego Public Road standards. A more detailed explanation on private road significance is provided in *Section 5.0* (Impacts Summary) of this report.

**TABLE 5-1
NEAR TERM SEGMENT OPERATION**

Community Planning Area/ Street Segment	Existing Capacity (LOS D) ^a	Weekday				Weekend			
		Existing		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ¹	Existing		Reserve Capacity (ADT until LOS E)	# Facilities before Significant Impact ²
		ADT ^b	LOS ^c			ADT	LOS		
<i>Alpine</i>									
1. <i>Alpine Boulevard: Boulders Road to Louise Drive</i>	10,900	24,260	F	100	3	26,270	F	100	2
2. <i>Tavern Road: Alpine Boulevard to Arnold Way</i>	10,900	12,930	E	200	7	14,000	E	200	4
<i>Bonsall</i>									
3. <i>S. Mission Road: S. Via Monserate to SR 76</i>	10,900	18,280	F	100	3	13,140	E	200	4
4. <i>Mission Road (SR 76): Mission Road to Via Monserate</i>	10,900	17,290	F	100	3	12,430	E	200	4
<i>Fallbrook</i>									
5. <i>S. Mission Road: Via Encinas Drive to S. Via Monserate</i>	10,900								
6. <i>SR 76: Old Highway 395 to I-15 SB Ramps</i>	30,800	25,130	C	5,670	>50	21,290	B	9,510	>50
<i>Jamul</i>									
7. <i>SR 94: Melody Road to Otay Lakes Road</i>	10,900	6,230	C	4,670	>50	6,750	C	4,150	>50
<i>Julian</i>									
8. <i>SR 78: SR 79 to Whispering Pines Drive</i>	10,900	3,870	B	7,030	>50	5,240	C	5,660	>50
9. <i>SR 79: Main Street to Oak Land Road</i>	10,900	1,760	A	9,140	>50	2,380	B	8,520	>50
<i>Lakeside</i>									
10. <i>SR 67: Johnson Lake Road to Posthill Road</i>	10,900	21,510	F	100	3	18,930	F	100	2
11. <i>Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps</i>	10,900	16,250	F	100	3	14,300	E	200	4
<i>North County Metro</i>									
12. <i>SR 78: Bear Valley Parkway to San Pasqual Road</i>	10,900	15,680	E	200	7	13,500	E	200	4
13. <i>Valley Center Road: Woods Valley Road to City Limits</i>	30,800	21,320	B	9,480	>50	18,300	B	12,500	>50
14. <i>Valley Center Road: City Limits to Lake Wohlford Road (S.)</i>	30,800	24,930	C	5,870	>50	21,400	B	9,400	>50
15. <i>Bear Valley Parkway: SR 78 to Eldorado Drive</i>	10,900	25,880	F	100	3	22,300	F	100	2

Footnotes:

- a. Roadway capacity based on the County of San Diego Standard Street Classification, Average Daily Vehicle Trips table.
 - b. Average Daily Traffic volumes
 - c. Level of Service
- * - Or until significant impact if already LOS E or LOS F.

General Notes:

- 1. Worst-case weekday trip generation is 28 ADT for a “Tier 3” equine facility.
- 2. Worst-case weekend trip generation is 44 ADT for a “Tier 3” equine facility.
- 3. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

**TABLE 5-1 (CONTINUED)
NEAR TERM SEGMENT OPERATION**

Community Planning Area/ Street Segment	Existing Capacity (LOS D) ^a	Weekday				Weekend			
		Existing		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ¹	Existing		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ²
		ADT ^b	LOS ^c			ADT	LOS		
<i>Pala–Pauma</i>									
16. SR 76: Cole Grade Road to Valley Center Road	10,900	6,630	C	4,270	>50	5,620	C	5,280	>50
<i>Ramona</i>									
17. SR 67: Archie Moore Road to Mussey Grade Road	10,900	24,220	F	100	3	21,310	F	100	2
18. SR 78: Pine Street to Ninth Street	37,000	23,820	B			20,970	B	16,030	>50
19. San Vicente Road: Warnock Drive to Wildcat Canyon Road	10,900	11,280	E	200	7	9,920	D	980	21
<i>San Dieguito</i>									
20. Del Dios Highway: Via Rancho Parkway to Mt. Israel Road	10,900	19,350	F	100	3	20,220	F	100	2
21. Del Dios Highway: Mt. Israel Road to Calle Ambiente	10,900	20,700	F	100	3	21,630	F	100	2
22. Del Dios Highway: Calle Ambiente to El Camino Del Norte	10,900	19,350	F	100	3	20,220	F	100	2
23. Via de la Valle: Paseo Delicias to El Camino Real	10,900	10,620	D	280	10	11,100	E	200	4
24. Paseo Delicias: Via de la Valle to El Camino del Norte	10,900	22,670	F	100	3	23,690	F	100	4
<i>Spring Valley</i>									
25. Jamacha Boulevard: Galopago Street to Sweetwater Springs Blvd.	10,900	28,470	F	100	3	30,830	F	100	2
<i>Sweetwater</i>									
26. Bonita Road: San Miguel Road to Central Avenue	10,900	9,790	D	1,110	39	10,600	D	300	6
27. Sweetwater Road: Plaza Bonita Centerway to Willow Street	10,900	8,070	D	2,830	101	8,740	D	2,160	48
<i>Valle De Oro</i>									
28. Jamacha Road: Campo Road to Fury Lane	57,000	63,240	F	100	3	68,490	F	100	2
<i>Valley Center</i>									
29. Valley Center Road: Lilac Road to Woods Valley Road	37,000	24,930	C	12,070	>50	22,560	B	14,440	>50
30. Cole Grade Road: Cool Valley Road to Valley Center Road	10,900	8,280	D	2,620	>50	7,480	D	3,420	>50
31. Lilac Road: W. Lilac Road to Old Castle Road	10,900	5,700	C	5,200	>50	5,150	C	5,750	>50

Footnotes:

- a. Roadway capacity based on the County of San Diego Standard Street Classification, Average Daily Vehicle Trips table.
 - b. Average Daily Traffic volumes
 - c. Level of Service
- * - Or until significant impact if already LOS E or LOS F.

General Notes:

- 1. Worst-case weekday trip generation is 28 ADT for a “Tier 3” equine facility.
- 2. Worst-case weekend trip generation is 44 ADT for a “Tier 3” equine facility.
- 3. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

5.2 Buildout Impacts Summary

Table 5-2 shows a summary of the Buildout traffic operations. As with the near-term summary shown on *Table 5-1*, this table also shows the “reserve capacity” remaining on each of the key roadways.

Table 5-2 also shows how many “Tier 3” facilities could be constructed at buildout (Year 2030) assuming a worst-case trip generation of 28 ADT/facility (weekday), and 44 ADT/facility (weekend). Again, this exercise was conducted for both a weekday and weekend day. The lowest number calculated for each community is the number of “Tier 3” facilities that could be constructed prior to significant impacts occurring.

**TABLE 5-2
BUILDOUT SEGMENT OPERATION**

Community Planning Area/ Street Segment	Mobility Element Capacity (LOS D) ^a	Weekday				Weekend			
		Buildout 2030		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ¹	Buildout 2030		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ²
		ADT ^b	LOS ^c			ADT	LOS		
<i>Alpine</i>									
1. Alpine Boulevard: Boulders Road to Louise Drive	13,500	20,300	F	100	3	19,590	F	100	2
2. Tavern Road: Alpine Boulevard to Arnold Way	33,400	23,200	B	15,800	>50	22,390	B	11,010	>50
<i>Bonsall</i>									
3. S. Mission Road: S. Via Monserate to SR 76	25,000	25,500	E	200	7	21,500	C	3,500	>50
4. Mission Road (SR 76): Mission Road to Via Monserate	33,400	43,300	F	100	3	36,500	E	200	4
<i>Fallbrook</i>									
5. S. Mission Road: Via Encinas Drive to S. Via Monserate	25,000	24,000	D	1,000	35	21,260	C	3,740	>50
6. SR 76: Old Highway 395 to I-15 SB Ramps	33,400	40,400	F	100	3	35,790	E	200	4
<i>Jamul</i>									
7. SR 94: Melody Road to Otay Lakes Road	13,500	15,300	E	200	7	14,760	E	200	4
<i>Julian</i>									
8. SR 78: SR 79 to Whispering Pines Drive	13,500	3,800	B	9,700	>50	4,010	B	9,490	>50
9. SR 79: Main Street to Oak Land Road	13,500	4,200	B	9,300	>50	4,430	B	9,070	>50
<i>Lakeside</i>									
10. SR 67: Johnson Lake Road to Posthill Road	33,400	48,900	F	100	3	43,860	F	100	2
11. Lake Jennings Park Road: Blossom Valley Road to I-8 WB Ramps	30,800	8,100	A	22,700	>50	7,270	A	23,530	>50
<i>North County Metro</i>									
12. SR 78: Bear Valley Parkway to San Pasqual Road	33,400	15,400	B	18,000	>50	13,720	A	19,680	>50
13. Valley Center Road: Woods Valley Road to City Limits	33,400	26,900	C	6,500	>50	23,940	B	9,460	>50
14. Valley Center Road: City Limits to Lake Wohlford Road (S.)	33,400	26,900	C	6,500	>50	23,940	B	9,460	>50
15. Bear Valley Parkway: SR 78 to Eldorado Drive	33,400	24,400	B	9,000	>50	21,740	B	11,660	>50

Footnotes:

- a. Roadway capacity based on the County's GP Update Mobility Element Framework (accepted August 3, 2011).
- b. Average Daily Traffic volumes
- c. Level of Service
- * - Or until significant impact if already LOS E or LOS F.

General Notes:

- 1. Worst-case weekday trip generation is 28 ADT for a "Tier 3" equine facility.
- 2. Worst-case weekend trip generation is 44 ADT for a "Tier 3" equine facility.
- 3. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

TABLE 5-2 (CONTINUED)
BUILDOUT SEGMENT OPERATION

Community Planning Area/ Street Segment	Buildout Capacity (LOS D) ¹	Weekday				Weekend			
		Buildout 2030		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ^a	Buildout 2030		Reserve Capacity (ADT until LOS E) *	# Facilities before Significant Impact ^a
		ADT ²	LOS ³			ADT	LOS		
<i>Pala–Pauma</i> 16. SR 76: Cole Grade Road to Valley Center Road	13,500	6,200	C	7,300	>50	5,490	B	8,010	>50
<i>Ramona</i> 17. SR 67: Archie Moore Road to Mussey Grade Road	33,400	32,100	D	1,300	46	28,790	C	4,610	>50
18. SR 78: Pine Street to Ninth Street	25,000	28,900	F	100	3	25,920	E	200	4
19. San Vicente Road: Warnock Drive to Wildcat Canyon Road	13,500	14,700	E	200	7	13,190	D	310	7
<i>San Dieguito</i> 20. Del Dios Highway: Via Rancho Parkway to Mt. Israel Road	13,500	31,200	F	100	3	29,700	F	100	2
21. Del Dios Highway: Mt. Israel Road to Calle Ambiente	13,500	25,500	F	100	3	24,280	F	100	2
22. Del Dios Highway: Calle Ambiente to El Camino Del Norte	13,500	27,800	F	100	3	26,470	F	100	2
23. Via de la Valle: Paseo Delicias to El Camino Real	10,900	25,200	F	100	3	23,990	F	100	2
24. Paseo Delicias: Via de la Valle to El Camino del Norte	13,500	23,200	F	100	3	22,090	F	100	2
<i>Spring Valley</i> 25. Jamacha Boulevard: Galopago Street to Sweetwater Springs Blvd.	33,400	27,000	C	6,400	>50	26,050	C	7,350	>50
<i>Sweetwater</i> 26. Bonita Road: San Miguel Road to Central Avenue	13,500	6,900	C	6,600	>50	6,660	C	6,840	>50
27. Sweetwater Road: Plaza Bonita Centerway to Willow Street	13,500	13,800	E	200	7	13,320	D	180	4
<i>Valle De Oro</i> 28. Jamacha Road: Campo Road to Fury Lane	50,000	62,300	F	100	3	67,470	F	100	2
<i>Valley Center</i> 29. Valley Center Road: Lilac Road to Woods Valley Road	27,000	17,100	A	9,900	>50	15,480	A	11,520	>50
30. Cole Grade Road: Cool Valley Road to Valley Center Road	27,000	17,900	A	9,100	>50	16,200	A	10,800	>50
31. Lilac Road: W. Lilac Road to Old Castle Road	10,900	7,900	D	3,000	>50	7,150	D	3,750	>50

Footnotes:

- a. Roadway capacity based on the County’s GP Update Mobility Element Framework (accepted August 3, 2011).
- b. Average Daily Traffic volumes
- c. Level of Service

* - Or until significant impact if already LOS E or LOS F.

General Notes:

1. Worst-case weekday trip generation is 28 ADT for a “Tier 3” equine facility.
2. Worst-case weekend trip generation is 44 ADT for a “Tier 3” equine facility.
3. County of San Diego accepts these segments (in *italics*) at LOS E or F operations.

The following is a summary of the buildout results by Community Planning Area:

1. **Alpine** – *Table 5–2* shows that Alpine Boulevard (2-lane roadway) segment in the Alpine Community Planning Area is calculated to operate below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for both the weekday and weekend. The weekend trip generation is established at 44 ADT/facility. Therefore, two (2) “Tier 3” facilities based on the weekday and weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has accepted this segment of Alpine Boulevard as operating at LOS F.
2. **Bonsall** – *Table 5–2* shows that S. Mission Avenue (4-lane roadway) segment in the Bonsall Community Planning Area is calculated to operate below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 200 ADT for the weekday only as the weekend operations is within acceptable LOS C. Therefore, seven (7) “Tier 3” facilities based on the weekday reserve capacity could be constructed before significant impacts would occur.
3. **Fallbrook** – *Table 5–2* shows that the SR 76 (4-lane roadway) segment in the Fallbrook Community Planning Area is calculated to operate below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for the weekday and 200 ADT for the weekend. The weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve and four (4) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur to at least one roadway segment in Fallbrook. However, it should be noted that the County has accepted this segment of SR 76 as operating at LOS F.
4. **Jamul** – *Table 5–2* shows that the SR 94 (2-lane roadway) segment in the Jamul Community Planning Area is forecasted to operate below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 200 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, seven (7) “Tier 3” facilities based on the weekday reserve capacity and four (4) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.
5. **Julian** – *Table 5–2* shows that both roadways in the Julian Community Planning Area are forecasted to operate at acceptable LOS B. The lowest reserve capacity is therefore 9,300 ADT during the weekday and 9,070 ADT during the weekend. Therefore, these roadways could accommodate more than 50 “Tier 3” facilities based on the trip generation established in this report.

- 6. Lakeside** – Table 5–2 shows that the SR 67 (4-lane roadway) segment in the Lakeside Community Planning Area is forecasted to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve capacity and two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has accepted this segment of SR 76 as operating at LOS F.
- 7. North County Metro** – Table 5–2 shows that the Del Dios Highway (2-lane roadway) segment in the North County Metro Community Planning Area is forecasted to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve capacity and two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.
- 8. Pala–Pauma** – Table 5–2 shows that the SR 76 roadway in the Pala–Pauma Community Planning Area is forecasted to operate at acceptable LOS C or better. The lowest reserve capacity is therefore 7,300 ADT during the weekday and 5,490 ADT during the weekend. Therefore, these roadways could accommodate more than 50 “Tier 3” facilities based on the trip generation established in this report.
- 9. Ramona** – Table 5–2 shows that several segments in the Ramona Community Planning Area are forecasted to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for the weekday and 200 ADT for the weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve capacity and four (4) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has accepted this segment of SR 78 as operating at LOS F.
- 10. San Dieguito** – Table 5–2 shows that all segments in the San Dieguito Community Planning Area are forecasted to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve capacity and two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur.

However, it should be noted that the County has determined that all key segments have been accepted as operating at LOS F.

11. Sweetwater – Table 5–2 shows that Sweetwater Road (2-lane roadway) segment in the Sweetwater Community Planning Area is calculated to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 200 ADT for the weekday only as the weekend operations is within acceptable LOS D. Therefore, seven (7) “Tier 3” facilities based on the weekday reserve capacity could be constructed before significant impacts would occur.

12. Valle De Oro – Table 5–2 shows that the Jamacha Road (6-lane roadway) segment in the Valle De Oro Community Planning Area is forecasted to operate at below acceptable LOS with future traffic volumes. The lowest reserve capacity is therefore 100 ADT for both the weekday and weekend. The weekday trip generation is established at 28 ADT/facility and the weekend trip generation is established at 44 ADT/facility. Therefore, three (3) “Tier 3” facilities based on the weekday reserve capacity and two (2) “Tier 3” facilities based on the weekend reserve capacity could be constructed before significant impacts would occur. However, it should be noted that the County has accepted this segment of Jamacha Road as operating at LOS F.

13. Valley Center – Table 5–2 shows that all of the roadways in the Valley Center Community Planning Area are forecasted to operate at acceptable LOS D or better. The lowest reserve capacity is therefore 3,000 ADT during the weekday and 3,750 ADT during the weekend. Therefore, these roadways could accommodate more than 50 “Tier 3” facilities based on the trip generation established in this report.

5.2.1 *Significant Impacts Prior to Mitigation*

The analysis shows several lane miles of County roadways (and discusses specific roadways) that currently operate below County of San Diego standards, or are forecasted to operate below standards in the long-term scenario.

The largest traffic generator not currently allowed by right that could result from the ordinance amendment is the development of a “Tier 3” Permitted Horse Stable. The possible development of several of these types of stables could potentially cause significant traffic impacts since their collective traffic generation could exceed the allowable increase on LOS E/F roadways.

Therefore, ***cumulative impacts could potentially occur on numerous segments within the various community planning areas.***

5.2.2 *San Diego County Transportation Impact Fee*

The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected buildout (year 2030) development conditions on the existing mobility element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified.

Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 30 years, will use funds from TransNet, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project could generate over 200 ADT. These trips would be distributed on mobility element roadways in the County that were analyzed by the TIF program, some of which currently or are projected to operate at inadequate levels of service. These project trips contribute to a potential significant cumulative impact and mitigation is required.

Payment of the appropriate TIF, which will be required at issuance of building permits, in combination with other components of the program described above, will mitigate potential cumulative traffic impacts to less than significant.

6.0 SUMMARY OF RECOMMENDED PROJECT DESIGN FEATURES, IMPACTS AND MITIGATION

6.1.1 *Mitigation Measures and Design Considerations*

Potential measures to mitigate the project's significant impacts include roadway widening, additional lanes at intersections, intersection signalization, or a limitation on the number of stables that could be built in a given community. The only mitigation that would fully mitigate the project's impacts would be widening the roadways which operate below standards. Such mitigation is not considered feasible for the equine ordinance to undertake or the County of San Diego to undertake because of the cost, and therefore direct impacts are not considered fully mitigated. Payment of the County's Transportation Impact Fee (TIF) would partially mitigate direct impacts, and fully mitigate cumulative impacts.

6.1.2 *Conclusions*

The project is an amendment to the San Diego County Equine Zoning Ordinance that would update equine regulations in order to better facilitate the development of equine uses. The proposed Zoning Ordinance is intended to:

- Streamline the permitting process for equine facilities in order to better facilitate the development of such uses within the County, while ensuring compliance with local, state, and federal regulations and utilizing sound management practices.
- Develop a tiered permitting process for commercial horse stables.
- Provide definitions for the types of equine facilities that are not defined in the Zoning Ordinance, and provide criteria for distinguishing between types.
- Minimize the potential for land use conflicts that may arise through the development of equine uses.
- Update regulations for equine uses to be consistent with current technology and design.
- Increase the level of knowledge regarding proper management of horse stables among stable operators and County Staff.
- Assist property owners in coming into compliance with County equine regulations.

The "project" could result in the development of several stables which would add traffic to roadway segments in the County that are either currently operating at below acceptable LOS, or forecasted to operate at below acceptable LOS. Based on these operations and the limited reserve capacity to accept additional traffic volumes, *significant cumulative impacts* would occur on several segments within the various community planning areas studied.

Payment of the County's Transportation Impact Fee (TIF) would mitigate the cumulative impacts.

APPENDIX A

COUNTY EQUINE ZONING ORDINANCE AMENDMENTS, CLARIFICATIONS MATERIALS



ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
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NOTICE OF PREPARATION DOCUMENTATION

DATE: JANUARY 19, 2012

PROJECT NAME: TIERED EQUINE ORDINANCE

PROJECT NUMBER(S): POD 11-011

PROJECT APPLICANT: County of San Diego

ENV. REVIEW NUMBER: N/A

PROJECT DESCRIPTION:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The amendments consist of clarifications, deletions, and revisions to provide an updated set of definitions, procedures and standards for review and permitting of equine uses, specifically for commercial horse stables. The amendments will implement a new tiered system of permitting for a horse stable with both ministerial and discretionary tiers of permitting.

The project consists of the following amendments to the County Zoning Ordinance:

Definitions (1110s):

Add a definition for

- Animal Enclosure – to clarify specifically what an Animal Enclosure is

Revise definitions for:

- Barn - indicate that animal enclosures, such as open horse corrals, are not included in the agricultural building square footage and a barn is not considered an animal enclosure by regulation. A barn is a structure that is regulated separately from an animal enclosure.
- Horse - indicate that a horse is an equine that has reached the age of 12 months rather than 8 months. 12 months is in line with the State definition of a horse. Clarify that a horse in the ordinance may also include donkey, mule or burro.

- Horsekeeping - clarify horses are not required to be kept in an accessory structure.
- Horse Stable - merge the two previous stable use types (Boarding/Breeding or Public) into one simplified use type.
- Zoning Verification Permit – new permit type that is ministerial (not discretionary) with a checklist of clearances for permit approval at the zoning counter.

Use Types Section (1400-1700):

Use Classifications - revise “Animal Sales and Services: Horse Stables” and revise “Animal Raising” in accordance with new tiers for horse stables and horse uses.

Animal Regulations (3000s):

Animal Schedule (Matrix)

Animal Schedule revisions to “Horsekeeping”, “Boarding or Breeding” and “Public Stable” pertaining to use permits and instituting a tiered process for horse uses. Tiered permitting for Horse Stable as follows:

- First tier - 10 horses per acre up to a maximum of 50 horses on 5 acres of usable area allowed with a Zoning Verification Permit.
- Second tier - 10 horses per acre from more than 50 horses on 5 acres of usable area up to a maximum of 100 horses on 10 acres of usable area allowed with an Administrative (AD) Permit.
- Third tier - more than 100 horses or more than 10 acres of usable area allowed with a Major Use Permit (MUP).
- Horses counted under the tiers include both horses under Horsekeeping uses and Horse Stable uses combined. Additional regulations will be in the new Horse Stable section to follow the Animal Schedule.

Animal Enclosures (Matrix)

- Animal Enclosure Setback Table revisions for clarification, indicating horse corrals and stalls (where horses are permanently kept) must meet setbacks. Clarify that riding areas are not required to meet the setbacks. Change the fenced pasture (or riding area) limitation from the current 2 acres down to a 1 acre pasture that does not have to meet setbacks.

Create New Horse Stable Section

- Horse Stable section with specific standards and requirements for horse stable permits under all tiers. An application for any permit (Zoning Verification, AD, or MUP) will include a plot plan that shows and describes the useable area, additional setbacks for a Horse Stable, allowance of horse events, best management practices, manure/vector management, outdoor lighting, signs and adequate living area for horses. The usable area will be defined as the space that can actually be used for horses on the property for keeping or riding areas. For example, homes, other accessory structures, pools, driveways, landscaping, etc. will not count as usable area.

Accessory Structures (6156):

- Revision to the Barns and Agricultural Buildings section to indicate animal enclosures, such as horse corrals, are not included in the calculation.
- Revision to Farm Employee Housing to clarify that an employee of an “Animal Sales and Services: Horse Stable” is not considered a Farm Employee pursuant to County codes (and state law).

General Regulations (6200-6800):

- Signage - Allowance of signs for a Horse Stable (similar to winery signs)
- Fencing - Clarify how animal enclosures are regulated by fencing regulations and the height of corrals allowed.
- Parking - New parking regulations for a Horse Stable in the parking schedule including a requirement for oversized parking for trailers and turn around areas.
- Enclosure Matrix - Revisions to enclosure exemptions for horses and animal enclosures.
- Farm Labor Camp - Revision to the section clarifying that an employee of a Horse Stable is not considered a Farm Employee.

PROJECT LOCATION:

The project is located within the County of San Diego which is in Southern California bordered to the west by the Pacific Ocean, to the east by Imperial County, to the north by Orange and Riverside Counties, and to the south by Mexico. The project covers the unincorporated portions of the County of San Diego over which the County has land use jurisdiction.

PROBABLE ENVIRONMENTAL EFFECTS:

The probable environmental effects associated with the project are detailed in the attached Environmental Initial Study. All questions answered “Potentially Significant Impact” will be analyzed further in the Environmental Impact Report. All questions answered “Less than Significant Impact” or “Not Applicable” will not be analyzed further in the Environmental Impact Report.

The following is a list of the subject areas to be analyzed in the EIR and the particular issues of concern:

Aesthetics
Agriculture and Forestry Resources
Air Quality
Biological Resources
Cultural Resources
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use and Planning
Noise
Transportation and Traffic

PUBLIC SCOPING MEETING: Consistent with Section 21083.9 of the CEQA Statutes, a public scoping meeting will be held to solicit comments on the EIR. This meeting will be held on **Monday, February 6, 2012** in the County of San Diego Department of Planning and Land Use Hearing Room at 5201 Ruffin Road, Suite B, San Diego, California 92123 at 6:00 p.m.

Attachments:

Environmental Initial Study



County of San Diego

ERIC GIBSON
DIRECTOR

DEPARTMENT OF PLANNING AND LAND USE

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INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcounty.ca.gov/dplu

January 19, 2012

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. March, 2010)

1. Title; Project Number(s); Environmental Log Number:

Tiered Equine Ordinance, POD 11-011

2. Lead agency name and address:

County of San Diego, Department of Planning and Land Use
5201 Ruffin Road, Suite B,
San Diego, CA 92123-1666

3. a. Contact Carl Stiehl, Project Manager
b. Phone number: (858) 694-2216
c. E-mail: Carl.Stiehl@sdcounty.ca.gov.

4. Project location:

The proposed amendment would apply to the unincorporated portions of the County of San Diego over which the County has land use jurisdiction

5. Project Applicant name and address:

County of San Diego, Department of Planning and Land Use
5201 Ruffin Road, Suite B, San Diego, CA 92123-1666

6. General Plan Designation

Community Plan:	All Community and Subregional Plan Areas
Land Use Designation:	Variable
Density:	Variable

7. Zoning

Use Regulation:	Variable
Minimum Lot Size:	Variable
Special Area Regulation:	Variable

8. Description of project:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The amendments consist of clarifications, deletions, and revisions to provide an updated set of definitions, procedures and standards for review and permitting of equine uses. The amendments will implement a new tiered system of permitting for commercial horse stable equine uses.

Background: The following is a brief history of amendments made to the County Zoning Ordinance Animal Schedule related to equine uses:

Ord. No. 5508 (N.S.) adopted 5-16-79
Ord. No. 5786 (N.S.) adopted 6-4-80
Ord. No. 6268 (N.S.) adopted 4-14-82
Ord. No. 6761 (N.S.) adopted 4-25-84
Ord. No. 7432 (N.S.) adopted 1-06-88
Ord. No. 7740 (N.S.) adopted 3-28-90
Ord. No. 8166 (N.S.) adopted 10-21-92
Ord. No. 9935 (N.S.) adopted 4-23-08
Ord. No. 10006 (N.S.) adopted 9-16-09
Ord. No. 10095 (N.S.) adopted 12-8-10

Description: The project consists of the following amendments to the County Zoning Ordinance:

Definitions (1110s):

Add a definition for

- Animal Enclosure – to clarify specifically what an Animal Enclosure is

Revise definitions for:

- Barn - indicate that animal enclosures, such as open horse corrals, are not included in the agricultural building square footage and a barn is not considered an animal enclosure by regulation. A barn is a structure that is regulated separately from an animal enclosure.
- Horse - indicate that a horse is an equine that has reached the age of 12 months rather than 8 months. 12 months is in line with the State definition of a horse. Clarify that a horse in the ordinance may also include donkey, mule or burro.
- Horsekeeping - clarify horses are not required to be kept in an accessory structure.
- Horse Stable - merge the two previous stable use types (Boarding/Breeding or Public) into one simplified use type.
- Zoning Verification Permit – new permit type that is ministerial (not discretionary) with a checklist of clearances for permit approval at the zoning counter.

Use Types Section (1400-1700):

Use Classifications - revise "Animal Sales and Services: Horse Stables" and revise "Animal Raising" in accordance with new tiers for horse stables and horse uses.

Animal Regulations (3000s):**Animal Schedule (Matrix)**

Animal Schedule revisions to "Horsekeeping", "Boarding or Breeding" and "Public Stable" pertaining to use permits and instituting a tiered process for horse uses. Tiered permitting for Horse Stable as follows:

- First tier - 10 horses per acre up to a maximum of 50 horses on 5 acres of usable area allowed with a Zoning Verification Permit.
- Second tier - 10 horses per acre from more than 50 horses on 5 acres of usable area up to a maximum of 100 horses on 10 acres of usable area allowed with an Administrative (AD) Permit.
- Third tier - more than 100 horses or more than 10 acres of usable area allowed with a Major Use Permit (MUP).
- Horses counted under the tiers include both horses under Horsekeeping uses and Horse Stable uses combined. Additional regulations will be in the new Horse Stable section to follow the Animal Schedule.

Animal Enclosures (Matrix)

- Animal Enclosure Setback Table revisions for clarification, indicating horse corrals and stalls (where horses are permanently kept) must meet setbacks. Clarify that riding areas are not required to meet the setbacks. Change the fenced pasture (or riding area) limitation from the current 2 acres down to a 1 acre pasture that does not have to meet setbacks.

Create New Horse Stable Section

- Horse Stable section with specific standards and requirements for horse stable permits under all tiers. An application for any permit (Zoning Verification, AD, or MUP) will include a plot plan that shows and describes the useable area, additional setbacks for a Horse Stable, allowance of horse events, best management practices, manure/vector management, outdoor lighting, signs and adequate living area for horses. The usable area will be defined as the space that can actually be used for horses on the property for keeping or riding areas. For example, homes, other accessory structures, pools, driveways, landscaping, etc. will not count as usable area.

Accessory Structures (6156):

- Revision to the Barns and Agricultural Buildings section to indicate animal enclosures, such as horse corrals, are not included in the calculation.
- Revision to Farm Employee Housing to clarify that an employee of an "Animal Sales and Services: Horse Stable" is not considered a Farm Employee pursuant to County codes (and state law).

General Regulations (6200-6800):

- Signage - Allowance of signs for a Horse Stable (similar to winery signs)
- Fencing - Clarify how animal enclosures are regulated by fencing regulations and the height of corrals allowed.
- Parking - New parking regulations for a Horse Stable in the parking schedule including a requirement for oversized parking for trailers and turn around areas.
- Enclosure Matrix - Revisions to enclosure exemptions for horses and animal enclosures.
- Farm Labor Camp - Revision to the section clarifying that an employee of a Horse Stable is not considered a Farm Employee.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

San Diego County is bordered on the west by the Pacific Ocean, to the east by Imperial County, to the north by Orange and Riverside Counties, and to the south by Mexico. The County terrain varies from west to east, sloping up from the ocean, transitioning to rolling hills and then steep mountains that finally give way to flat to gently sloping deserts.

The County is a generally semi-arid environment and supports a wide range of habitats and biological communities. These habitats and communities range from grasslands to shrublands to coniferous forests. Additionally, these habitats and communities vary greatly depending on the ecoregion, soils and substrate, elevation and topography.

The urban areas of the County are predominantly in the west, either surrounding the City of San Diego, or interspersed between the City of San Diego and the cities in Orange and Riverside Counties. Further east, the land is less developed, with the largest developed area in the eastern portion of the County being the community of Borrego Springs. The eastern portion of the County is unincorporated and mostly undeveloped. The areas that have been developed in the eastern portion of the County have been predominantly developed in a rural fashion, with large lot sizes, agricultural or related uses, and have limited infrastructure and service availability.

The County is serviced by the Interstates 5, 15, and 805 that all run north and south throughout the western portion of the County and Interstate 8 that runs east and west throughout the southern portion of the County. Additionally, the County is serviced by State Highways 76, 78 and 94 that all run east and west across the County and State Highways 67, 79 and 163 that all run north and south across the County.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	Agency
None	County of San Diego

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> <u>Aesthetics</u> | <input checked="" type="checkbox"/> <u>Agriculture and Forestry Resources</u> | <input checked="" type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Geology & Soils</u> |
| <input checked="" type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input checked="" type="checkbox"/> <u>Hazards & Haz. Materials</u> | <input checked="" type="checkbox"/> <u>Hydrology & Water Quality</u> |
| <input checked="" type="checkbox"/> <u>Land Use & Planning</u> | <input type="checkbox"/> <u>Mineral Resources</u> | <input checked="" type="checkbox"/> <u>Noise</u> |
| <input type="checkbox"/> <u>Population & Housing</u> | <input type="checkbox"/> <u>Public Services</u> | <input type="checkbox"/> <u>Recreation</u> |
| <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> | <input type="checkbox"/> <u>Utilities & Service Systems</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, the Department of Planning and Land Use finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- On the basis of this Initial Study, the Department of Planning and Land Use finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Carl Stiehl
Signature

01/19/12
Date

Carl Stiehl
Printed Name

Land Use/Environmental Planner II
Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located near or within the viewshed of a scenic vista. The proposed project will include language that will require equine uses to implement measures for visual impacts such as minimizing the removal of existing vegetation, ensuring grading of parking and roads is minimized, and painting or otherwise visually treating accessory buildings to blend with the surroundings.

If a future proposed equine use involves substantial landform grading that may have an adverse visual impact on a scenic vista, a discretionary grading permit would be required and would require further environmental review. Additionally, future projects involving grading would have to comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations. The erosion prevention and planting required by these sections of the San Diego County Zoning and Land Use Regulations will avoid stark, bare-graded slopes that could have an adverse visual impact on a scenic vista.

Even though future projects will be required to implement measures to minimize visual impacts under the proposed Zoning Ordinance and comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations, an equine use could result in a potentially significant adverse impact on a scenic vista since it could introduce a new structural element within the viewshed of a scenic vista. The proposed project's potential to result in a substantial adverse impact on a scenic vista will be further addressed in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located near or within the composite viewshed of a state scenic highway. The proposed project includes language that requires equine uses to

implement measures for visual impacts such as minimizing the removal of existing vegetation, ensuring grading of parking and roads is minimized, and painting or otherwise visually treating accessory buildings to blend with the surroundings.

If a future proposed equine use involves substantial landform modification/grading that may have an adverse visual impact on a state scenic highway, a discretionary grading permit would be required and would require further environmental review. Additionally, future projects involving grading would have to comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations. The erosion prevention and planting required by these sections of the San Diego County Zoning and Land Use Regulations will avoid stark, bare-graded slopes that could have an adverse visual impact on a state scenic highway.

Even though future projects will be required to implement measures to minimize visual impacts under the proposed Zoning Ordinance and comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations, an equine use could result in a potentially significant adverse impact on scenic resources within a state scenic highway since it could introduce a new structural element within the viewshed of a scenic highway. The proposed project's potential to result in a substantial adverse impact will be further addressed in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on the site or within the viewshed of the surroundings. The proposed project includes language that requires equine uses to implement measures for visual impacts such as minimizing the removal of existing vegetation, ensuring grading of internal parking and roads is minimized, painting or otherwise visually treating accessory buildings to blend with the surroundings.

If a future proposed equine use involves substantial landform modification/grading that may have an adverse visual impact on a site or surroundings, a discretionary grading permit would be required and would require further environmental review. Additionally, future projects involving grading would have to comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations. The erosion prevention and planting required by these sections of the San Diego County Zoning and

Land Use Regulations will avoid stark, bare-graded slopes that could have an adverse visual impact on the site or surroundings.

Even though future projects will be required to implement measures to minimize visual impacts under the proposed Zoning Ordinance and comply with Section 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING) of Division 7, EXCAVATION AND GRADING, of the San Diego County Zoning and Land Use Regulations, an equine use could result in a potentially significant adverse impact on scenic resources on the site or surroundings since it could introduce a new structural element on the site or within the viewshed of its surroundings. The proposed project's potential to result in a substantial adverse impact will be further addressed in the EIR.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?
- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses that could include outdoor lighting. Any future outdoor lighting as part of an equine use would be required to meet the requirements of the County of San Diego Zoning Ordinance (Section 6322–6326) and the Light Pollution Code (Section 59.101–59.115).

The project would not contribute to significant cumulative impacts on day or nighttime views because future equine uses will conform to the Light Pollution Code. The code was developed by the San Diego County Department of Planning and Land Use and Department of Public Works in cooperation with lighting engineers, astronomers, land use planners from SDG&E, Palomar and Mount Laguna observatories, and local community planning and sponsor groups to effectively address and minimize the impact of new sources light pollution on nighttime views. The standards in the code are the result of this collaborative effort and establish an acceptable level for new lighting. Compliance with the code is required prior to issuance of any building permit for any project. Mandatory compliance for all new building permits and electrical permits for lights ensures that this project, in combination with all past, present, and future projects, will not contribute to a cumulatively considerable impact. Therefore, compliance with the code ensures that the project will not create a significant new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area, on a project or cumulative level.

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to

the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on land designated as Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance according to the State Farmland Mapping and Monitoring Program. Equine uses are typically found on agricultural lands, and the project may have a potentially significant impact due to conversion of these farmland types to a non-agricultural use on a cumulatively considerable level. The project’s potential to convert Important Farmland to a non-agricultural use will be addressed in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on land on sites with zoning for an agricultural use and/or a Williamson Act contract. The future equine uses allowed pursuant to these Zoning Ordinance amendments are considered an accessory use to residential and agricultural uses or a primary commercial land use allowed in agricultural zones in the County. Equine uses currently in operation in the County are accessory to active agricultural uses and can be important for agricultural uses, for example as a means of transportation around a property. Therefore, equine uses would not conflict with zoning for agricultural use.

The future equine uses allowed pursuant to these Zoning Ordinance amendments could be found on land under a Williamson Act contract. Typically, Williamson Act contracts would not conflict with any of these future uses. Most Williamson act contracts specifically indicate that equine uses are allowed. In rare situations for some projects, the Williamson Act contract may need to be reviewed and/or modified to allow additional equine uses; however, this would be determined on a case-by-case basis and would not conflict with an agricultural use on a property. Therefore, there will be no conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public

Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on sites with zoning for forest land (as defined in Public Resources Code, Section 12220(g)), or timberland (as defined by Public Resources Code, Section 4526), or timberland zoned Timberland Production (as defined by Government Code, Section 51104(g)). The future equine uses allowed pursuant to these Zoning Ordinance amendments are considered an accessory use to residential and agricultural uses or a primary commercial use allowed in the residential and agricultural zones in the County where forest and timberland is found. Therefore, equine uses would not conflict with zoning for forest land or timberland.

- d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on sites that may contain forest land. In most cases, the project would not conflict with any of these uses. However, the project may result in a potentially significant impact due to the conversion of forest land to non-forest uses on a cumulatively considerable level. This potential impact will be further analyzed in the EIR.

- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed amendments would allow equine uses to be located on a site with Important Farmland or other agricultural uses.

Although equine uses are considered an accessory use to agricultural lands, the project may have a potentially significant impact due to conversion of Important Farmland or other agricultural resources to non-agricultural uses on a cumulatively considerable level. This potential impact will be further analyzed in the EIR.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project is not expected to create any emissions above the screening levels, and, therefore, the project will not conflict with or obstruct implementation of the RAQS or applicable portions of the SIP.

The project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. Operation of the project will result in emissions of ozone precursors that were considered as a part of the RAQS based on growth projections. As such, the proposed project is not expected to conflict with either the RAQS or the SIP. In addition, the operational emissions from the project are below the screening levels, and subsequently will not violate ambient air quality standards.

The project proposes development with density levels that are less than densities anticipated in the SANDAG growth projections used in development of the RAQS and SIP. Operation of the project will result in emissions of ozone precursors that were considered as a part of the RAQS based on growth projections. As such, the proposed project is not expected to conflict with either the RAQS or the SIP. In addition, the operational emissions from the project are below the screening levels, and subsequently will not violate ambient air quality.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction

activities associated with such projects, although in this case equine uses can generate some air quality impacts from the ongoing use of equines on a project site. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

Construction Emissions: Grading operations associated with the construction of structures for an equine use project would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase are anticipated to be minimal, temporary, and localized, which is likely to result in pollutant emissions below the screening-level criteria established by the LUEG guidelines for determining significance.

Operational Emissions: Vehicle trips generated from a future project associated with operation and maintenance a equine use could result in substantial numbers of trips (ADT) for some projects. The project could violate an air quality standard or contribute substantially to an existing or projected air quality violation on a cumulatively considerable level. This potential impact will be further analyzed in the EIR.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Air quality emissions associated with a project could include emissions of PM₁₀, NO_x, and VOCs from construction/grading activities, as well as VOCs as a result of traffic from operations at the facility.

Construction Emissions: Grading operations associated with the construction of a structure for an equine use project would be subject to County of San Diego Grading Ordinance, which requires the implementation of dust control measures. Emissions from the construction phase of a future project would be minimal and localized, resulting in PM₁₀ and VOC emissions below the screening-level criteria established by the LUEG guidelines for determining significance.

Operational Emissions: The vehicle trips generated from the project could result in substantial numbers for a typical project. The operational emissions associated with the proposed project could create a cumulatively considerable impact or a considerable net increase of PM10, or any O₃ precursors. This potential impact will be further analyzed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: Air quality regulators typically define sensitive receptors as schools (preschool through 12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers a residence as a sensitive receptor since it could house children or the elderly.

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A new equine use allowed under the proposed ordinance could generate significant levels of air pollutants. An equine use allowed under the proposed ordinance could propose uses or activities that would result in exposure of sensitive receptors to significant pollutant concentrations and could place sensitive receptors near carbon monoxide hotspots. The project could expose sensitive populations to excessive levels of air pollutants on a cumulatively considerable level. This potential impact will be further analyzed in the EIR.

e) Create objectionable odors affecting a substantial number of people?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A new equine use allowed under the proposed ordinance could generate significant levels of air pollutants. The project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters, disulfides dust and endotoxins from the construction and operational phases. This potential impact will be further analyzed in the EIR.

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine uses will be located on developed lots or already-cleared areas and will not have an impact on any candidate, sensitive, or special-status species. Some future equine uses may be built on land that contains native habitat and possibly even candidate, sensitive, or special-status species. All future equine uses established pursuant to this Zoning Ordinance amendment would be required to comply with all existing state and federal regulations that ensure the protection of candidate, sensitive, or special-status species, including the federal Endangered Species Act and the California Endangered Species Act. Furthermore, if an equine use involves substantial landform modification/grading that may have an adverse impact on candidate, sensitive, or special-status species, a discretionary grading permit would be required and would require further environmental review. In addition, if clearing of land in preparation for construction of a building for an equine use is not specifically exempted, it is subject to Section 87.501 et seq. of the County Code; a discretionary clearing permit would be required and would require further environmental review. However, the project could either directly or through habitat modifications have an adverse effect on species on a cumulatively considerable level. This potential impact will be further analyzed in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine uses will be located on developed lots and will not have an impact on any riparian habitat or other sensitive natural community. Some future equine uses may be established on land that contains riparian habitat or other sensitive natural communities as defined by the County of San Diego Multiple Species Conservation Program (MSCP), Natural Community Conservation Plan (NCCP), Fish and Game Code, Endangered Species Act, Clean Water Act, or other local or regional plans, policies, or regulations. Equine uses

established pursuant to this Zoning Ordinance amendment would be required to comply with all existing state and federal regulations that ensure the protection of riparian and sensitive habitat communities including the federal Endangered Species Act, the California Endangered Species Act, the federal Clean Water Act, and the need for a California Streambed Alteration Agreement. Future equine uses proposed within the County’s MSCP boundaries will be required to comply with the Biological Mitigation Ordinance and/or the MSCP Subarea Plan. Compliance with the Southern California Coastal Sage Scrub NCCP Process Guidelines will be required for any project outside of the MSCP that requires a grading or clearing permit that will impact more than one acre of coastal sage scrub habitat.

Furthermore, if a future equine use involves substantial landform modification/grading that may have an adverse impact on riparian habitat or other sensitive natural community, a discretionary grading permit would be required and would require further environmental review. In addition, if clearing of land in preparation for construction of a building for an equine use is not specifically exempted, it is subject to Section 87.501 et seq. of the County Code; a discretionary clearing permit would be required and would require further environmental review.

However, potential impacts to riparian habitat or sensitive natural communities may need to be evaluated on a project level and cumulative level. This potential impact will be further analyzed in the EIR.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Any equine use built pursuant to this Zoning Ordinance amendment would be required to comply with all federal regulations that ensure the protection of wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). No discharging into, directly removing, or hydrologically interrupting any federally protected wetlands will be permitted without appropriate authorization from the Army Corps of Engineers. However, some equine uses may be established in wetlands without the need for County permits. This could have an adverse effect on federally protected wetlands at a project level and/or cumulative level. This potential impact will be further analyzed in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine uses will be located on developed lots and will not have an impact on the movement of any native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, nor will they impede the use of native wildlife nursery sites. Some future equine uses may be built on land that contains native habitat and possibly even on land that provides corridors or native wildlife nursery sites. Equine uses built pursuant to this Zoning Ordinance amendment would be required to comply with all existing state and federal regulations that ensure the protection of native resident or migratory fish or wildlife or corridors and nursery sites, including the Federal Endangered Species Act and the California Endangered Species Act. Furthermore, if a future equine use involves substantial landform modification/grading that may have an adverse impact on corridors or native wildlife nursery sites, a discretionary grading permit would be required and would require further environmental review. In addition, if clearing of land in preparation for construction of a building for an equine use is not specifically exempted, it is subject to Section 87.501 et seq. of the County Code; a discretionary clearing permit would be required and would require further environmental review.

However, construction of new corrals, fences and other structures across large areas for equine uses could interfere substantially with the movement of native wildlife species especially in areas that don't currently have equine uses. These potential impacts will be further addressed in the EIR.

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The proposed Zoning Ordinance amendment is not subject to the regulations of the Biological Mitigation Ordinance (per Section 86.503(a)(3)), the RPO (per Section 86.603 (a)), or the Habitat Loss Permit Ordinance because a Zoning Ordinance amendment is not considered a land development permit. Depending on the type of land development permit and the location, future equine uses

may be required to comply with such policies and ordinances for the protection of biological resources. In addition, such permits may be subject to applicable Habitat Conservation Plans (HCPs) or NCCPs. Currently, the County has one adopted HCP/NCCP that could be affected by future equine uses, which is the County’s MSCP. The MSCP only covers the southwest portion of the County. Ministerial or discretionary permits within the boundaries of the MSCP must avoid preserve lands and make minimum findings of conformance with the MSCP Subarea Plan. Therefore, this proposed Zoning Ordinance amendment and future permits for equine uses would not conflict with an adopted HCP, NCCP, or other approved local, regional, or state HCP, or any other local policies or ordinances that protect biological resources.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Unincorporated San Diego County contains historical sites that are designated on local, state, and national historical lists and meet the definitions of historical resources under Section 15064.5(a) of the CEQA Guidelines or the County’s Resource Protection Ordinance (RPO). Such resources include historical structures such as residences, school houses, stage depots, and cemeteries throughout the County. Special Area Designator “H” is used to identify some of the historic resources and require review through the Zoning Ordinance. However, some resources exist within the unincorporated County that are historically significant but have not yet been identified or designated.

The project could adversely affect historical sites though the introduction of visual effects that are out of character with the historical resources or alter the setting of the resources when the setting contributes to the resources’ significance. In addition, the project has the potential to contribute to a cumulatively considerable impact on historical resources in the region. This potential impact will be further analyzed in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- | | |
|---|--|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine uses will be located

on developed lots and would not cause a substantial adverse change in the significance of an archaeological resource. In some cases, a project will not impact archaeological resources since prior grading of the project site has eliminated any potential for impacts to buried archaeological resources.

A future equine use could result in an adverse change in the significance of archaeological resources by proposing ground-disturbing activities without proper regulation and monitoring. Ground-disturbing activities, such as excavation and grading have the potential to damage or destroy archaeological resources that may be present on or below the ground surface, particularly in areas that have not previously been developed. Any equine use that necessitates land modification will require review for cultural resources. A County staff review of the potential for archaeological resources will be a requirement of any discretionary application. If the review indicates a potential for resources either surface or subsurface, an archaeological field survey will be required. If archaeological sites are identified, avoidance by project redesign will be the preferred action. If avoidance is not feasible, site testing for significance will be required. CEQA significant sites may be subject to a data recovery program prior to the actual grading. The cultural review during the discretionary process will also determine whether monitoring by a County approved archaeologist and Native American representative will be required during grading.

However, these Zoning Ordinance amendments could result in a significant impact on archaeological resources as some projects will not require a discretionary permit, and could contribute to a cumulatively considerable impact. This potential impact will be further analyzed in the EIR.

c) Directly or indirectly destroy a unique geologic feature?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. San Diego County has a variety of geologic environments and geologic processes that generally occur in other parts of the state, country, and world; however, some features stand out as being unique in one way or another within the boundaries of the County. Some future equine uses will be located on developed lots that do not support unique geologic features as mapped by the County General Plan. If any future equine use involved significant landform modification of undeveloped lots to create a foundation for a future facility, a discretionary grading permit and further environmental review would be required. Also, in some instances, an equine use would require issuance of an Administrative or Major Use Permit and would require further environmental review. At that time, a site evaluation could be conducted to determine if the site supports a unique geologic feature. If any future equine use did not involve significant landform modification or did not require a grading or clearing permit and subsequently did not require a discretionary

grading permit, any potentially significant geologic resources would remain in place and would not be disturbed.

d) Directly or indirectly destroy a unique paleontological resource or site?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. San Diego County has a variety of paleontological environments that generally occur in other parts of the state, country, and world; however, some features stand out as being unique in one way or another within the boundaries of the County. Some future equine uses will be located on developed lots that do not support unique paleontological resources or sites.

If a future equine use involved significant landform modification to create a foundation for a future facility, a discretionary grading permit and further environmental review would be required. At that time, a site evaluation would be conducted to measure the potential for significant impacts on a unique paleontological resource or site. A moderate-to-high potential for impacts would necessitate monitoring during grading by a qualified paleontologist and implementation of mitigation measures in the event that unique paleontological resources are discovered. If any future equine use did not involve significant landform modification or did not require a grading or clearing permit and subsequently did not require a discretionary grading permit, then any unique paleontological resources would remain in place and would not be disturbed. Therefore, potential impacts to paleontological resources would be less than significant.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. In the event an equine use requires ground-disturbing activities and is located in an area known to contain human remains, mitigation measures would be required to ensure impacts are reduced to a level below significance. Mitigation measures would likely include an archaeological monitor being present during ground-disturbance activities and preparation of a cultural resources survey report to determine the potential likelihood of human remains at the site. As outlined in CEQA Guidelines Section 15064.5, in the event that human remains are discovered during grading or construction of a project, the County will work with the appropriate Native Americans as identified by the Native American Heritage

Commission (NAHC) as provided in Public Resources Code, Section 5097.98, to ensure that all human remains will be appropriately treated or disposed of, with appropriate dignity and any items associated with Native American burials will be provided to the appropriate Native Americans, as identified by the NAHC. As such, potential impacts associated with these Zoning Ordinance amendments would be less than significant.

VI. GEOLOGY AND SOILS -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future structure for an equine use built pursuant to this Zoning Ordinance amendment may be located within a fault-rupture hazard zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42 (SP 42), Revised 1997, Fault-Rupture Hazards Zones in California, or within an area with substantial evidence of a known fault. However, structures that will be built pursuant this Zoning Ordinance amendment will be required to comply with the County Building Code requirements. Included in the County Building Code are requirements that address seismic events through engineering requirements prior to the issuance of a building permit. Therefore, due to these requirements, the project does not have the potential to expose people or structures to substantial adverse effects. Impacts from the exposure of people or structures to a known fault-rupture hazard zone as a result of this project would be less than significant.

- ii. Strong seismic ground shaking?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future structure for an equine use built pursuant to this Zoning Ordinance amendment may be located near a known active-fault zone as defined within the Uniform Building Code's Maps of Known Active Fault Near-Source Zones in California. To ensure the structural integrity of all buildings and

structures, a project must conform to the Seismic Requirements - Chapter 16, Section 162 - Earthquake Design, as outlined within the California Building Code. The County Code requires a soils compaction report with proposed foundation recommendations to be approved before the issuance of a building permit. Therefore, compliance with the California Building Code and the County Code ensures impacts would be reduced to less than significant from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future structure for an equine use built pursuant to this Zoning Ordinance amendment may be located on soils subject to liquefaction such as a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. To ensure the structural integrity of all buildings and structures, any future structures located in these areas must conform to the Seismic Requirements - Chapter 16, Section 162 - Earthquake Design, as outlined within the California Building Code. Section 162 requires a soils compaction report with proposed foundation recommendations to be approved by a County Structural Engineer before the issuance of a building or grading permit. Therefore, exposure of people or structures to potential adverse effects from seismic-related ground failure as a result of this project would be reduced to less than significant.

iv. Landslides?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future structure for an equine use may be located within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, California* (URS 2004, Figure 4.3.6). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%), soil series data (San Diego Association of Governments (SANDAG) based on U.S. Geological Survey (USGS) 1970s series), soil-slip susceptibility from USGS, and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology. Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade

because these soils are slide prone. If a future structure for an equine use involved substantial landform modification/grading that may expose people or structures to potential substantial adverse effects from landslides, a discretionary grading permit would be required and would require further environmental review. Additionally, future projects involving grading would have to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Section 87.209 and provide a soils investigation to ensure that recommendations to correct weak or unstable soil conditions have been incorporated in the grading plan and specifications. As part of this process, a Geotechnical Report may be required to demonstrate the area does not show evidence of either pre-existing or potential conditions that could become unstable and result in landslides. Therefore, potential adverse effects from landslides as a result of this project would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. According to the Soil Survey of San Diego County, soils throughout San Diego County are identified as having a soil erodibility rating of “slight,” “moderate,” and/or “severe” as indicated by the Soil Survey for the San Diego Area, prepared by the U.S. Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However, the development of a future equine use will not result in substantial soil erosion or the loss of topsoil because any project that involves grading is required to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE – EROSION PREVENTION) and 87.417 (PLANTING). Compliance with these regulations minimizes the potential for water and wind erosion. Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil on a project level.

In addition, the project will not contribute to a cumulatively considerable impact because all past, present, and future projects in the County’s jurisdiction that involve grading or land disturbance are required to follow the requirements of the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE – EROSION PREVENTION) and 87.417 (PLANTING); Order 2001-01 (National Pollutant Discharge Elimination System (NPDES) No. CAS 0108758), adopted by the San Diego Region Regional Water Quality Control Board (RWQCB) on February 21, 2001; County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (WPO) (Ord. No. 9424); and County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426).

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Development of a future equine use will that involves grading is required to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE – EROSION PREVENTION) and 87.417 (PLANTING). Compliance with these regulations minimizes the potential for water and wind erosion as discussed in the response VI(a), i-iv listed above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future structures built for an equine use may be located on expansive soils as defined within Table 18-1-B of the Uniform Building Code (1994). However, impacts would be less than significant because all new construction is required to comply with the improvement requirements identified in the 1997 Uniform Building Code, Division III – Design Standard for Design of Slab-On-Ground Foundations to Resist the Effects of Expansive Soils and Compressible Soils, which ensure suitable structure safety in areas with expansive soils. Therefore, the potential for a project to be located on expansive soil, creating substantial risks to life or property, would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Most future structures for equine uses would not propose any septic tanks or alternative wastewater disposal systems since wastewater would not be generated by animals associated with the equine use. Some systems may rely on public water and sewer for the disposal of wastewater generated by staff supporting the equine use. In this case, no septic tanks or alternative wastewater disposal systems would be proposed. However, a project could also propose to discharge domestic waste generated by staff supporting an equine use to on-site wastewater systems (OSWS), also known as septic systems.

If septic systems are proposed, discharged wastewater must conform to the RWQCB's applicable standards, including the Regional Basin Plan and the California Water Code. California Water Code, Section 13282, allows RWQCBs to authorize a local public agency to issue permits for OSWS "to ensure that systems are adequately designed, located, sized, spaced, constructed, and maintained." The RWQCBs with jurisdiction over San Diego County have authorized the County of San Diego, Department of Environmental Health (DEH) to issue certain OSWS permits throughout the County and within the incorporated cities. DEH will review and approve the OSWS layout for future projects pursuant to DEH, Land and Water Quality Division's, "On-site Wastewater Systems: Permitting Process and Design Criteria." Therefore, the project will have to demonstrate the presence of soils capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems as determined by the authorized local public agency. In addition, the project will comply with the San Diego County Code of Regulatory Ordinances, Title 6, Div. 8, Chap. 3, Septic Tanks and Seepage Pits. Therefore, potential impacts related to soils being incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater would be less than significant.

VII. GREENHOUSE GAS EMISSIONS – Would the project

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

GHGs include carbon dioxide, methane, halocarbons (HFCs), and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption, and personal vehicle use, among other sources. A regional GHG inventory prepared for the San Diego Region¹ identified on-road transportation (cars and trucks) as the largest contributor of GHG emissions in the region, accounting for 46% of the total regional emissions. Electricity and natural gas combustion were the second (25%) and third (9%) largest regional contributors, respectively, to regional GHG emissions.

Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

According to the San Diego County Greenhouse Gas Inventory¹ (2008), the region must reduce its GHG emissions by 33 percent from “business-as-usual” emissions to achieve 1990 emissions levels by the year 2020. “Business-as-usual” refers to the 2020 emissions that would have occurred in the absence of the mandated reductions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. Development of regional targets is underway and SANDAG is in the process of preparing the region’s Sustainable Communities Strategy (SCS) which will be a new element of the 2050 Regional Transportation Plan (RTP). The strategy will identify how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible.

In addressing the potential for a project to generate GHG emissions that would have a potentially significant cumulative effect on the environment, a 900 metric ton threshold was selected to identify those projects that would be required to calculate emissions and implement mitigation measures to reduce a potentially significant impact. The 900 metric ton screening threshold is based on a threshold included in the CAPCOA white

¹ San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. University of San Diego and the Energy Policy Initiatives Center (EPIC), September 2008.

paper² that covers methods for addressing greenhouse gas emissions under CEQA. The CAPCOA white paper references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. The 900 metric ton threshold was based on a review of data from four diverse cities (Los Angeles in southern California and Pleasanton, Dublin, and Livermore in northern California) to identify the threshold that would capture at least 90% of the residential units or office space on the pending applications list. This threshold will require a substantial portion of future development to minimize GHG emissions to ensure implementation of AB 32 targets is not impeded. By ensuring that projects that generate more than 900 metric tons of GHG implement mitigation measures to reduce emissions, it is expected that a majority of future development will contribute to emission reduction goals that will assist the region in meeting its GHG reduction targets.

It should be noted that an individual project's GHG emissions will generally not result in direct impacts under CEQA, as the climate change issue is global in nature, however an individual project could be found to contribute to a potentially significant cumulative impact. CEQA Guidelines Section 15130(f) states that an EIR shall analyze greenhouse gas emissions resulting from a proposed project when the incremental contribution of those emissions may be cumulatively considerable.

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Emissions from the project could be generated from various sources including construction, operational and vehicular uses. The project's GHG emissions could have a cumulatively considerable contribution to GHG emissions because the project could cumulatively generate more than 900 metric tons of GHGs.

Furthermore, individual future equine uses that generate less than 900 metric tons of GHG, will also participate in emission reductions because air emissions including GHGs are under the purview of CARB (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions³, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources⁴. As a result,

² See CAPCOA White Paper : "CEQA & Climate Change: *Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act* " January 2008 (<http://www.capcoa.org/rokdownloads/CEQA/CAPCOA%20White%20Paper.pdf>).

³ On September 15, 2009, the United States Environmental Protection Agency (EPA) and the Department of Transportation's National Highway Safety Administration (NHTSA) proposed a national program to reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States. The proposed standards would cut CO₂ emissions by an estimated 950 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program.

⁴ California's Renewable Portfolio Standard (RPS) requires electric corporations to increase procurement from eligible renewable energy resources by at least 1% of their retail sales annually, until they reach 20% by 2010. In 2008, the governor signed Executive Order S-14-08 (EO) to streamline California's renewable energy project approval process and increase the state's Renewable Energy Standard to 33% renewable power by 2020. The Air Resources Board is in the process of developing regulations to implement the 33% standard known as the California Renewable Electricity Standard (RES).

even the emissions that result from projects that produce less than 900 metric tons of GHG will be subject to emission reductions. Likewise, the project would also participate in the mandated emissions reductions through energy and resource use that is subject to emission reduction mandates beyond “business-as-usual.”

Nonetheless, the project could still result in cumulatively considerable impacts associated with GHG emissions. The proposed project’s potential to result in a substantial adverse impact will be further addressed in the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. Development of regional targets is underway and SANDAG is in the process of preparing the region’s Sustainable Communities Strategy (SCS) which will be a new element of the 2050 Regional Transportation Plan (RTP). The strategy will identify how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible.

To implement State mandates to address climate change in local land use planning, local land use jurisdictions are generally preparing GHG emission inventories and reduction plans and incorporating climate change policies into local General Plans to ensure development is guided by a land use plan that reduces GHG emissions. The County of San Diego incorporated climate change policies into its General Plan Update approved in August of 2011. These policies provide direction for individual development projects to reduce GHG emissions and help the County meet its GHG emission reduction targets.

The project will be carefully evaluated to determine if it conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The proposed project's potential to result in a substantial adverse impact will be further addressed in the EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Projects pursuant to these amendments could involve the routine use and storage of hazardous materials. In addition, a project site could include a facility listed in the U.S. Environmental Protection Agency's (EPA's) Resource Conservation and Recovery Information System (RCRIS) as a Hazardous Materials Handler or could include a permitted facility in the San Diego County Hazardous Materials Establishment database. However, future equine uses permitted under these amendments will not result in a significant hazard to the public or environment because all storage, handling, transport, emission, and disposal of hazardous substances will be in full compliance with local, state, and federal regulations.

A project could propose to demolish or renovate structures on site that were constructed prior to 1980 and that may contain lead-based paint (LBP) and asbestos-containing materials (ACMs). Lead is a highly toxic metal that was used up until 1978 in paint used on walls, woodwork, siding, windows, and doors. Lead containing materials shall be managed by applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1), and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8). Asbestos was used extensively from the 1940s until the late 1970s in the construction industry for fireproofing, thermal and acoustic insulation, condensation control, and decoration. The EPA has determined that there is no "safe" exposure level to asbestos. It is, therefore, highly regulated by the EPA, California Environmental Protection Agency (CalEPA), and the California Occupational Safety and Health Administration (CalOSHA). Demolition or renovation operations that involve ACMs must conform to SDAPCD Rules 361.140–361.156. In accordance with existing regulations, future equine uses will be required to complete asbestos and lead surveys to determine the presence or absence of ACMs or LBP prior to issuance of a building permit that

includes demolition of on-site structures and prior to commencement of demolition or renovation activities.

The San Diego County Department of Environmental Health Hazardous Materials Division (DEH HMD) is the Certified Unified Program Agency (CUPA) for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, the DEH HMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on site. The plan also contains an emergency response plan that describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the DEH HMD, the Office of Emergency Services, and other emergency response personnel such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Therefore, due to the strict requirements that regulate hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, State, and Federal regulation; the project will not result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances or related to the accidental explosion or release of hazardous substances.

b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Such a project could be located within one-quarter mile of an existing or proposed school and could propose the storage and handling of hazardous substances. Future project sites could include facilities listed in the EPA's Resource Conservation and RCRIS as a Hazardous Materials Handler or include a permitted facility in the San Diego County Hazardous Materials Establishment database. However, the project will not result in a significant hazard to the public or environment because all storage, handling, transport, emission, and disposal of

hazardous substances will be in full compliance with local, state, and federal regulations.

The DEH HMD is the CUPA for San Diego County responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, the DEH HMD is required to regulate hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. The Hazardous Materials Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on site. The plan also contains an emergency response plan that describes the procedures for mitigating a hazardous release, procedures and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the HMD, the Office of Emergency Services, and other emergency response personnel such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts. Furthermore, the DEH HMD is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations, to identify safety hazards that could cause or contribute to an accidental spill or release, and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances.

Therefore, due to the regulatory requirements related to hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, state, and federal regulation, the project will not result in any potentially significant impacts related to the hazardous emissions or handling of hazardous substances, or waste within one-quarter mile of an existing or proposed school.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine use may be located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code, Section 65962.5. The County maintains the Site Assessment and Mitigation (SAM) list of contaminated sites that have previously or are currently undergoing environmental investigations and/or remedial actions. However, the project will not create significant hazard to the public or the environment because if a property is on the list, the County will not issue a building permit until any significant hazard has been referred to and remediated to the satisfaction of the Department of

Environmental Health. Because remediation of the site will occur prior to issuance of a building permit, the project will not create a significant hazard to the public or the environment and will not contribute to a cumulatively considerable impact. Therefore, although a project site could be listed, the project would not create a significant hazard to the public or the environment because all site remediation and cleanup would have occurred and would not contribute to a cumulatively considerable impact.

d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A project pursuant to these amendments could be located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration (FAA) Height Notification Surface. However, equine uses would not result in hazards to airport safety or surrounding land uses for the following reasons:

- Such projects will comply with the California Land Use Planning Handbook's Safety Compatibility Criteria for Safety Compatibility Zones.
- Such projects would have to be determined to be compatible with the applicable ALUCP and Compatibility Policies for the Airport by the San Diego County Regional Airport Authority.
- Most projects wouldn't propose distracting visual hazards including but not limited to distracting lights, glare, sources of smoke or other obstacles or an electronic hazard that would interfere with aircraft instruments or radio communications.
- Most projects wouldn't propose construction of a structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport.
- If an equine use with substantial proposed structures is located within the FAA Height Notification Surface due to its proximity to an airport, notice will be filed with the FAA. The applicant would complete the FAA Form 7460-1 Notice of Proposed Construction or Alteration and submit the form to the FAA for review. The FAA would review the project and identify if the project is an airspace obstruction or hazard. If not, the project would comply with the FAA Regulations, Part 77 – Objects Affecting Navigable Airspace.

Additionally, in some instances, an equine use would require issuance of an Administrative or Major Use Permit and would require further environmental review.

Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A project pursuant to these amendments could be located within 1 mile of a private airstrip. Most projects wouldn't propose construction of a structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. However, if necessary, it would not have a significant impact on the operation of a facility because if the proposed project is located within the FAA Height Notification Surface due to its proximity to an airport and a substantial structure were proposed, notice will be filed with the FAA. The applicant would complete the FAA Form 7460-1 Notice of Proposed Construction or Alteration and submit the form to the FAA for review. The FAA would review the project and identify if the project is an airspace obstruction or hazard. If not, the project would comply with the FAA Regulations, Part 77 – Objects Affecting Navigable Airspace.

Also, in some instances, an equine use would require issuance of an Administrative or Major Use Permit and would require further environmental review. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area

Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

Less Than Significant Impact:

A dam evacuation plan will not be interfered with because the project will not result in an occupied structure located within a dam inundation zone. Even if a project is located within a dam inundation zone, the project is not a unique institution that would be difficult to safely evaluate in the event of a dam failure. Unique institutions, as defined by the Office of Emergency Services, include hospitals, schools, skilled nursing facilities, retirement homes, mental health care facilities, care facilities for patients with disabilities, adult and childcare facilities, jails/detention facilities, stadiums, amphitheatres, or a similar use. Since the project does not propose a unique institution in a dam inundation zone, the project would not impair implementation of or physically interfere with the implementation of an emergency response plan.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine use may be located in an area that is completely surrounded by urbanized areas, and/or irrigated lands and where there are no adjacent wildland areas. Additionally, some future equine uses may be located within and served by independent fire protection districts and may also be located adjacent to wildlands that have the potential to support wildland fires. Some future uses will comply with fire safety standards relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code for the 16 Fire Protection Districts in San Diego County if a structure that needs a building permit is proposed as part of the project.

A future equine use located adjacent to wildlands has the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires in absence of mitigation measures. The EIR will analyze the potential impacts from future equine uses that could be allowed under the proposed Zoning Ordinance and the potential impacts that would result in relation to wildland fires.

h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some equine uses allow water to stand for a period of 72 hours (3 days) or more (e.g., artificial lakes, agricultural irrigation ponds), and support uses that will produce or collect animal waste, such as animal facilities, animal-raising operations (chicken coops, dairies, etc.), solid waste facilities, or other similar uses. Additionally some projects will require a Vector Management Plan that has been approved by the County Department of Environmental Health, Vector Surveillance Program that ensures people will not be exposed to substantial vectors. However, the project could substantially increase current or future residents' exposure to vectors, including mosquitoes, rats, or flies and create a cumulatively considerable impact. This potential impact will be further analyzed in the EIR.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine uses will be required to implement site design measures and/or source control best management practices (BMPs) and/or treatment control BMPs to reduce potential pollutants to the maximum extent practicable from entering storm water runoff. Some future equine uses will obtain building permits for equine-related structures. Other permits may be required as well. For example, in some instances, an equine use may require issuance of an Administrative or Major Use Permit and would require further environmental review. Building permits, Administrative Permits, Major Use Permits, grading plans, on-site wastewater system permits, and well permits, as well as other discretionary and ministerial permits, are subject to regional surface water and storm water permitting regulation for the County of San Diego, including the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; WPO (Ord. No. 9424); County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426).

These site design measures and/or source control BMPs and/or treatment control BMPs will require future projects to meet waste discharge requirements as required by the Land-Use Planning for New Development and Redevelopment Component of the San Diego Municipal Permit (San Diego Regional Water Quality Control Board (SDRWQCB) Order No. 2001-01), as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP).

Conformance of all future projects allowed pursuant to this Zoning Ordinance amendment to the waste discharge requirements ensures the project will not create cumulatively considerable water quality impacts related to waste discharge because, through the permit, the project will conform to Countywide watershed standards in the JURMP and SUSMP, derived from state regulation to address human health and water quality concerns. Therefore, a future project will not contribute to a cumulatively considerable impact to water quality from waste discharges.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |

Incorporated

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine use could be located in various hydrologic subareas, within the various hydrologic units throughout the unincorporated areas of the County. According to the Clean Water Act Section 303(d) list, July 2003, these watersheds are impaired for numerous pollutants. However, future equine uses will be required to employ site design measures and/or source control BMPs and/or treatment control BMPs such that potential pollutants will be reduced in any runoff to the maximum extent practicable so as not to increase the level of these pollutants in receiving waters. Some equine uses will obtain building permits for equine-related structures. Other permits may be required as well. For example, in some instances, an equine use would require issuance of an Administrative or Major Use Permit and would require further environmental review. Building permits, Administrative Permits, Major Use Permits, grading plans, on-site wastewater system permits, and well permits, as well as other discretionary and ministerial permits are subject to regional surface water and storm water permitting regulation for County of San Diego, including the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; WPO (Ord. No. 9424); County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426).

Any proposed BMPs must be consistent with regional surface water and storm water planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project will not contribute to a direct or cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and storm water permitting regulation for County of San Diego, incorporated cities of San Diego County, and San Diego Unified Port District includes the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; WPO (Ord. No. 9424); County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426). The stated purposes of these ordinances are to protect the health, safety, and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the County is compliant with applicable state and federal laws. Ordinance No. 9424 (WPO) has discharge prohibitions, and requirements that vary depending on type of land use activity and location in the County. Ordinance No. 9426 is Appendix A of Ordinance No. 9424 (WPO) and sets out in more detail, by project category, what dischargers must do to comply with the ordinance and to receive permits for projects and activities that are subject to the ordinance. Collectively, these regulations establish standards for projects to follow that intend to improve water quality from headwaters to the deltas of each watershed in the County. Each project subject to WPO is required to prepare a Storm Water Management Plan that details a project's

pollutant discharge contribution to a given watershed and propose BMPs or design measures to mitigate any impacts that may occur in the watershed.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The RWQCB has designated water quality objectives for waters of the San Diego region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine uses will lie in various hydrologic subareas, within various hydrologic units that have numerous existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and groundwater. However, it is expected that site design measures and/or source control BMPs and/or treatment control BMPs will be employed to reduce potential pollutants to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Some equine uses will obtain building permits for equine-related structures. Other permits may be required as well. For example, in some instances, an equine use would require issuance of an Administrative or Major Use Permit and would require further environmental review. Building permits, Administrative Permits, Major Use Permits, grading plans, on-site wastewater system permits, and well permits, as well as other discretionary and ministerial permits, are subject to regional surface water and storm water permitting regulation for County of San Diego, including the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; WPO (Ord. No. 9424); County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426).

In addition, proposed BMPs must be consistent with regional surface water, storm water, and groundwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project will not contribute to a direct or cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. See response IX(b) for more information on regional surface water and storm water planning and permitting process.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or

a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some equine uses will not use any groundwater for any purpose, including irrigation, domestic, or commercial demands due to the availability of imported water for use. Some projects would not involve operations that would interfere substantially with groundwater recharge, including but not limited to the following: regional diversion of water to another groundwater basin, or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., one-quarter mile). These activities and operations can substantially affect rates of groundwater recharge. Equine uses are generally developed in a manner that large areas remain available on a property for groundwater recharge and use significantly less water than agricultural operations found in the same areas. Projects are anticipated to have water usage similar to levels that are allowed by right in these areas, the same as a residential property would use for cleaning or watering a typical property. The largest proposed projects as part of Major Use Permits would analyze water usage on a project basis. Therefore, impacts to groundwater resources would be less than significant.

e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine permits will implement site design measures, source control, and/or treatment control BMPs to reduce potential pollutants, including sediment from erosion or siltation, to the maximum extent practicable from entering storm water runoff. These measures will control erosion and sedimentation and satisfy waste discharge requirements as required by the Land-Use Planning for New Development and Redevelopment Component of the San Diego Municipal Permit (SDRWQCB Order No. 2001-01), as implemented by the San Diego County JURMP and SUSMP. The future projects will be required to specify and describe the implementation process of all BMPs that will address equipment operation and materials management, prevent the erosion process from occurring, and prevent

sedimentation in any on-site and downstream drainage swales. Due to these factors, it has been found that the project will not result in significantly increased erosion or sedimentation potential and will not alter any drainage patterns of the site or area on or off site. In addition, because erosion and sedimentation will be controlled, the project will not contribute to a cumulatively considerable impact. For further information on soil erosion, see response VI(b).

f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine permits will not significantly alter established drainage patterns or significantly increase the amount of runoff because of the regulations established in Title 8, Division 7 (Grading, Clearing and Watercourses), Chapter 6 (Watercourses) that prohibit, in part, the alteration of the surface of land so as to reduce the capacity of a watercourse and prohibit any action that impairs the flow of water in a watercourse. Therefore, future equine permits pursuant to this project will not substantially alter existing drainage patterns, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Additionally, if a future equine permit involves any additional grading or clearing in an existing drainage feature, a discretionary grading or clearing permit would be required and would be subject to further environmental review. Moreover, the project will not contribute to a cumulatively considerable alteration of a drainage pattern or increase in the rate or amount of runoff, because all property in the County and all projects are subject to the same regulations that prohibit substantially increasing water surface elevation or runoff exiting the site, as detailed above.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm

water drainage systems. Any new structure built pursuant to this Zoning Ordinance amendment would be restricted in size to that allowed for any other property in the appropriate Use Regulations. Additionally, equine uses occupy significantly less impervious surface than residential uses. The equine permits would not result in any significant increase in water runoff considering the amount of impervious surface that would be included. This amount of conversion to impervious surfaces will not contribute runoff water that would exceed the capacity of existing storm water drainage systems. Therefore, the project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

h) Provide substantial additional sources of polluted runoff?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Such uses can result in an increase in animal waste. Animal waste can contribute to surface water pollution when it is improperly stored or left uncovered near water courses and storm drains. The proposed project’s potential to result in a substantial adverse impact will be further addressed in the EIR.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project does not involve housing and, therefore, will have no impact.

j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine permits may be located on property

that contains drainage swales, which are identified as being 100-year flood hazard areas. However, these projects will not place structures, access roads, or other improvements that will impede or redirect flood flows in these areas. All future structures that require building permits and are located near one of the flood-prone features listed above are required to comply with the following existing regulations, and through compliance with these existing regulations, no significant impact would result from the construction of a future facility pursuant to this project.

- U.S. Army Corps of Engineers, Clean Water Act – 404 Permit
- California Department of Fish and Game, Streambed Alteration Agreement – 1600 Permit
- County of San Diego, Flood Damage Prevention Ordinance
- County of San Diego, Watercourse Ordinance

Additionally, if a future equine permit involves any additional grading or clearing in an existing drainage feature, a discretionary grading or clearing permit would be required and would be subject to further environmental review. Therefore, future equine uses will not be placed within a 100-year flood hazard area that would impede or redirect flood flows.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine facility may lay within a mapped flood area within San Diego County. If an equine use/structure lies within a special flood hazard area as identified on the Flood Insurance Rate Map (FIRM), County Flood Plain Map, or Alluvial Fan Map, future structures would be required to be located at an elevation that would prevent exposure of people or property to flooding.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine use may lie within a mapped dam inundation area for a major dam/reservoir within San Diego County, as identified on an inundation map prepared by the dam owner. However, the San Diego County Office of

Emergency Services has an established emergency evacuation plan for each area, and the project will not interfere with this plan.

m) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

i. SEICHE

Less Than Significant: Future equine uses could be located along the shore of a lake or reservoir; however, the elevation differential between structures and the shoreline will prevent inundation from a seiche.

ii. TSUNAMI

Less Than Significant: Future equine uses would be located at least 1.8 miles or more from the coast; therefore, in the event of a tsunami, would not potentially expose people or structures to inundation.

iii. MUDFLOW

Less Than Significant Impact: Mudflow is type of landslide. If a future equine use involved substantial landform modification/grading that may expose people or structures to potential substantial adverse effects from mudflows, a discretionary grading permit would be required and would require further environmental review. Additionally, future projects involving grading would have to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Section 87.209 and provide a soils investigation to ensure that recommendations to correct weak or unstable soil conditions have been incorporated in the grading plan and specifications. Therefore, there will be no potentially significant impact from the exposure of people or structures to inundation by mudflow.

X. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The uses allowed pursuant to these amendments may introduce infrastructure that could significantly disrupt or divide an

established community. The proposed project’s potential to result in a substantial adverse impact will be further addressed in the EIR.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future allowed uses pursuant to these amendments may conflict with other local plans, policies or regulations. The proposed project’s potential to result in land use and planning conflicts will be further addressed in the EIR.

XI. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future use allowed pursuant to these amendments may be located on land that has any of the following classifications as identified by the State Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997): Mineral Land Classification MRZ-1, which are lands located within an area where geologic information indicates no significant mineral deposits are present; MRZ-2 which is an area of “Identified Mineral Resource Significance”; or MRZ-3, which is an area of undetermined mineral resources. Also, such projects may be located within a region where geologic information indicates significant mineral deposits are present as identified on the County of San Diego’s Mineral Resources Map prepared by the County of San Diego. Based on the limited scale and rural nature of future equine uses, the proposed amendments will not result in inaccessibility for recovery of any on-site mineral resources. Therefore, no potentially significant loss of availability of a known mineral resource of value to the region and the residents of the state will occur as a result of this project.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Based on the limited scale and the rural nature of the projects that would be allowed pursuant to these amendments, the proposed project would not result in the future inaccessibility for recovery of the on-site mineral resources. Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan, or other land use plan will occur as a result of this project.

XII. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: Noise levels are regulated by the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards. The Noise Element designates permissible noise levels (dBA) for various land use zones. The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses and facilities. Noise and vibration impacts may result from construction and operation of the future equestrian facilities pursuant to these amendments. Typical noise sources associated with commercial equine operations include; traffic noise related to patrons arriving and leaving the facility and supply deliveries, the use in some instances of amplified sound for events or equine operations, and mechanical noise associated with equipment utilized for maintenance such as for manure removal and corral repair, farriers trimming horse hooves and the use of well pumps for irrigation of fields and riding areas. The proposed project's potential to result in substantial noise impacts will be further addressed in the EIR.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: See response to XII(a) above. The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine projects could generate excessive groundborne vibration or groundborne noise levels. The EIR will analyze the potential impacts from both the construction and operational phases in relation to groundborne vibration and noise levels.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses and facilities. The project involves permanent noise sources that may increase the ambient noise level. As indicated in the responses listed under Section XII (a) and (b), the EIR will analyze the potential noise impacts that may result from both the construction and operation of future equine projects allowed under these amendments.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project may involve uses that create substantial temporary or periodic increases in ambient noise levels. As indicated in the responses listed under Section XII (a), (b), and (c), the EIR will analyze the potential noise impacts that may result from both the construction and operation of future equine projects allowed under these amendments.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Uses allowed pursuant to the project could be located within an ALUCP for an airport. The EIR will analyze the potential impacts from both the construction and operational phases of future equine uses and facilities that may be permitted pursuant these amendments.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Uses allowed pursuant to the project could be located within a 1-mile vicinity of a private airstrip. The EIR will analyze the potential impacts from both the construction and operational phases of future equine uses and facilities that may be permitted pursuant these amendments.

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area, including but not limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multifamily use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, or sewer or water annexations; or Local Agency Formation Commission annexation actions. Additionally, these amendments do not increase density or intensity of land use that is inconsistent with the General Plan.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
|---|--|

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The amendments would allow equine uses in various zones subject to specified standards and limitations. Although the equine uses may expand, residential uses will continue to be allowed by right in conjunction with equine uses in primarily residential and agricultural zones. Typically, both residential and equine uses will occur on the same site. Therefore, the project will not displace a substantial number of housing units.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The amendments would allow equine uses in various zones subject to specified standards and limitations. Although the equine uses may expand, residential uses will continue to be allowed by right in conjunction with equine uses. Typically, both residential and equine uses will occur on the same site. Therefore, the proposed project will not displace a substantial number of people

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- Potentially Significant Impact Less than Significant Impact
 Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The expansion of such uses would not result in the need for significantly altered public services or public facilities. In addition, the project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times, or other performance service ratios or objectives for any public services. Therefore, the project would not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. If a future equine permit resulted in the need for significantly altered services or facilities, service availability forms would be provided as part of the permitting process, which would indicate services are available to the project.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any residential use, including but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project does not include any changes to regulations regarding recreational facilities or require the construction or expansion of recreational facilities. Therefore, the project does not involve construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

XVI. TRANSPORTATION AND TRAFFIC -- Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of the effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. There are no published standard trip generation rates for horse stables or various equine uses and facilities. Therefore, further study must be conducted to determine the amount of traffic that will be generated by future uses allowed. A technical study will be prepared and potential impacts will be evaluated in the EIR.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Such uses may generate traffic that is not consistent with the SANDAG Congestion Management Plan (CMP). Therefore, further study must be conducted to determine future traffic patterns and consistency with the CMP. A technical study will be prepared and potential conflicts with the CMP will be evaluated in the EIR.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine uses may be located within an Airport Master Plan Zone or

adjacent to a public or private airport. Any equine structures will be limited in size and height to limitations placed on any other residential or agricultural structure located in the applicable zone. Therefore, the proposed project will not have a significant impact on air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. The project would not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create or place curves, slopes, or walls that impede adequate site distance on a road. If necessary, all road improvements would be constructed according to the County of San Diego Public and Private Road Standards. Roads used to access a project site would be up to County standards. Future equine projects would not place incompatible uses (e.g., farm equipment) on existing roadways. Therefore, the proposed project will not significantly increase hazards due to design features or incompatible uses.

e) Result in inadequate emergency access?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A project pursuant to these amendments would not result in inadequate emergency access. The fire department for the proposed project area would review proposed projects as necessary to determine whether there is adequate emergency fire access proposed. Additionally, roads used will be required to be improved to County standards.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact:

The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. A future equine use would not result in any conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Any roads used relative to the project will be required to be improved to County standards, including any associated bicycle or pedestrian pathways.

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine facilities may discharge waste to on-site wastewater systems (OSWS). Discharged wastewater must conform to the Regional Water Quality Control Board’s (RWQCB) applicable standards, including the Regional Basin Plan and the California Water Code. California Water Code Section 13282 allows RWQCBs to authorize a local public agency to issue permits for OSWS “to ensure that systems are adequately designed, located, sized, spaced, constructed and maintained.” The RWQCBs with jurisdiction over San Diego County have authorized the County of San Diego, Department of Environmental Health (DEH) to issue certain OSWS permits throughout the County and within the incorporated cities. DEH will review the OSWS lay-out for projects pursuant to DEH, Land and Water Quality Division’s, “On-site Wastewater Systems: Permitting Process and Design Criteria” and DEH has the authority to require compliance for any existing OSWS. Therefore, the project is consistent with the wastewater treatment requirements of the RWQCB as determined by the authorized, local public agency.

Some future equine facilities may discharge domestic waste to a community sewer system that is permitted to operate by the Regional Water Quality Control Board (RWQCB). Before a facility can connect to a community sewer system, sewer district approval must be obtained. Therefore, because the project will be discharging wastewater to a RWQCB permitted community sewer system, the project is consistent with the wastewater treatment requirements of the RWQCB, including the Regional Basin Plan.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Most future equine facilities will use OSWS or existing sewer lines for wastewater treatment. Should a future large equine project propose new or expanded wastewater treatment facilities, a separate environmental review would be required. It is not foreseeable that any uses pursuant to these ordinance amendments would result in the need for such facilities. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Future equine uses will not significantly increase the amount of impermeable surface and runoff on a project site and, therefore, will not require new or expanded storm water drainage facilities. If a project involves the construction of new buildings and/or landform modification or grading, adequacy of storm water drainage facilities will be evaluated during review of the building or grading permit and expansion required by the County if determined to be necessary. Any expansion would be reviewed for environmental impacts. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future equine projects will require water service from a water district, while others may need to make a new connection. Before a future equine facility can connect to a district water system, water district approval must be obtained and the district must assure that there are adequate water

resources and entitlements available to serve the requested water resources before any permit approval is granted. Therefore, the project will have sufficient water supplies available to serve future equine uses allowed under these amendments.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future uses allowed pursuant to these amendments may be located on existing developed sites and would be served by existing available wastewater treatment provider's service capacity or by an existing on-site wastewater system.

Alternatively, some future equine projects are expected to require building permits and/or grading permits, as well as other discretionary and ministerial permits which would require evidence from the appropriate wastewater treatment provider that it has adequate capacity to serve the project in addition to existing commitments. Therefore, the project will not interfere with any wastewater treatment provider's service capacity.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future uses allowed pursuant to these amendments may generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- | | | | |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Less than Significant Impact: The project proposes amendments to the County of San Diego Zoning Ordinance for equine uses. Some future uses allowed pursuant to these amendments may generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The project will deposit all solid waste at a permitted solid waste facility and therefore, will comply with Federal, State, and local statutes and regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. As discussed in responses IV and V, the project may impact biological and cultural resources, respectively. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance. An EIR is being prepared to analyze the potential impacts to both biological and cultural resources.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past

projects, the effects of other current projects, and the effects of probable future projects)?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVIII of this form. In addition to project specific impacts, this evaluation considered the project’s potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there were determined to be potentially significant cumulative effects related to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Hazards, Hydrology and Water Quality, Land Use and Planning, Noise, and Transportation/Traffic. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance. The potential cumulative effects of the project will be analyzed in the EIR.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | | | |
|-------------------------------------|--|--------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Potentially Significant Impact | <input type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact |

Discussion/Explanation:

Potentially Significant Impact: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VIII. Hazards and Hazardous Materials, IX Hydrology and Water Quality XII. Noise, XIII. Population and Housing, and XVI. Transportation and Traffic. As a result of this evaluation, there were determined to be potentially significant effects related to Aesthetics, Air Quality, Hazards, Hydrology and Water Quality, Noise, and Transportation/Traffic. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance. The potential adverse effects on human beings will be analyzed in the EIR.

XIX. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

AESTHETICS

California Street and Highways Code [California Street and Highways Code, Section 260-283. (<http://www.leginfo.ca.gov/>)

California Scenic Highway Program, California Streets and Highways Code, Section 260-283. (<http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm>)

County of San Diego, Department of Planning and Land Use. The Zoning Ordinance of San Diego County. Sections 5200-5299; 5700-5799; 5900-5910, 6322-6326. (www.co.san-diego.ca.us)

County of San Diego, Board Policy I-73: Hillside Development Policy. (www.co.san-diego.ca.us)

County of San Diego, Board Policy I-104: Policy and Procedures for Preparation of Community Design Guidelines, Section 396.10 of the County Administrative Code and Section 5750 et seq. of the County Zoning Ordinance. (www.co.san-diego.ca.us)

County of San Diego, General Plan, Scenic Highway Program/Conservation and Open Space Element. (ceres.ca.gov)

County of San Diego Light Pollution Code, Title 5, Division 9 (Sections 59.101-59.115 of the County Code of Regulatory Ordinances) as added by Ordinance No 6900, effective January 18, 1985, and amended July 17, 1986 by Ordinance No. 7155. (www.amlegal.com)

County of San Diego Wireless Communications Ordinance [San Diego County Code of Regulatory Ordinances. (www.amlegal.com)

Design Review Guidelines for the Communities of San Diego County. (Alpine, Bonsall, Fallbrook, Julian, Lakeside, Ramona, Spring Valley, Sweetwater, Valley Center).

Federal Communications Commission, Telecommunications Act of 1996 [Telecommunications Act of 1996, Pub. LA. No. 104-104, 110 Stat. 56 (1996). (<http://www.fcc.gov/Reports/tcom1996.txt>)

Institution of Lighting Engineers, Guidance Notes for the Reduction of Light Pollution, Warwickshire, UK, 2000 (<http://www.dark-skies.org/ile-gd-e.htm>)

International Light Inc., Light Measurement Handbook, 1997. (www.intl-light.com)

Rensselaer Polytechnic Institute, Lighting Research Center, National Lighting Product Information Program (NLPPIP), Lighting Answers, Volume 7, Issue 2, March 2003. (www.lrc.rpi.edu)

US Census Bureau, Census 2000, Urbanized Area Outline Map, San Diego, CA. (<http://www.census.gov/geo/www/maps/ua2kmaps.htm>)

US Department of the Interior, Bureau of Land Management (BLM) modified Visual Management System. (www.blm.gov)

US Department of Transportation, Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects.

US Department of Transportation, National Highway System Act of 1995 [Title III, Section 304. Design Criteria for the National Highway System. (<http://www.fhwa.dot.gov/legsregs/nhsdatoc.html>)

AGRICULTURE RESOURCES

California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland

Mapping and Monitoring Program," November 1994. (www.consrv.ca.gov)

California Department of Conservation, Office of Land Conversion, "California Agricultural Land Evaluation and Site Assessment Model Instruction Manual," 1997. (www.consrv.ca.gov)

California Farmland Conservancy Program, 1996. (www.consrv.ca.gov)

California Land Conservation (Williamson) Act, 1965. (www.ceres.ca.gov, www.consrv.ca.gov)

California Right to Farm Act, as amended 1996. (www.qp.gov.bc.ca)

County of San Diego Agricultural Enterprises and Consumer Information Ordinance, 1994, Title 6, Division 3, Ch. 4. Sections 63.401-63.408. (www.amlegal.com)

County of San Diego, Department of Agriculture, Weights and Measures, "2002 Crop Statistics and Annual Report," 2002. (www.sdcounty.ca.gov)

United States Department of Agriculture, Natural Resource Conservation Service LESA System. (www.nrcs.usda.gov, www.swcs.org).

United States Department of Agriculture, Soil Survey for the San Diego Area, California. 1973. (soils.usda.gov)

AIR QUALITY

CEQA Air Quality Analysis Guidance Handbook, South Coast Air Quality Management District, Revised November 1993. (www.aqmd.gov)

County of San Diego Air Pollution Control District's Rules and Regulations, updated August 2003. (www.co.san-diego.ca.us)

Federal Clean Air Act US Code; Title 42; Chapter 85 Subchapter 1. (www4.law.cornell.edu)

BIOLOGY

California Department of Fish and Game (CDFG). Southern California Coastal Sage Scrub Natural Community Conservation Planning Process Guidelines. CDFG and California Resources Agency, Sacramento, California. 1993. (www.dfg.ca.gov)

County of San Diego, An Ordinance Amending the San Diego County Code to Establish a Process for Issuance of the Coastal Sage Scrub Habitat Loss Permits and Declaring the Urgency Thereof to Take Effect Immediately, Ordinance No. 8365. 1994, Title 8, Div 6, Ch. 1. Sections 86.101-86.105, 87.202.2. (www.amlegal.com)

County of San Diego, Biological Mitigation Ordinance, Ord. Nos. 8845, 9246, 1998 (new series). (www.co.san-diego.ca.us)

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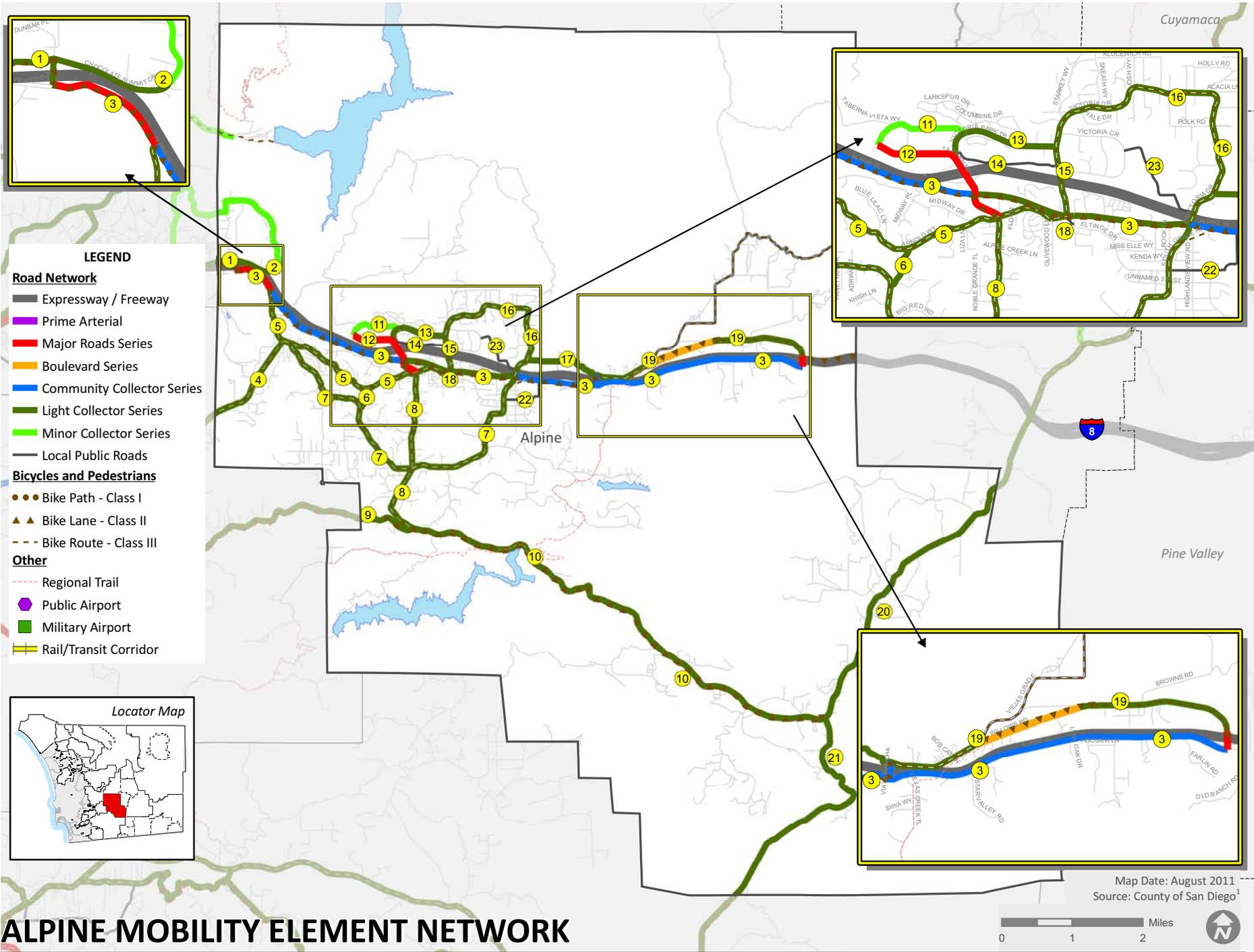
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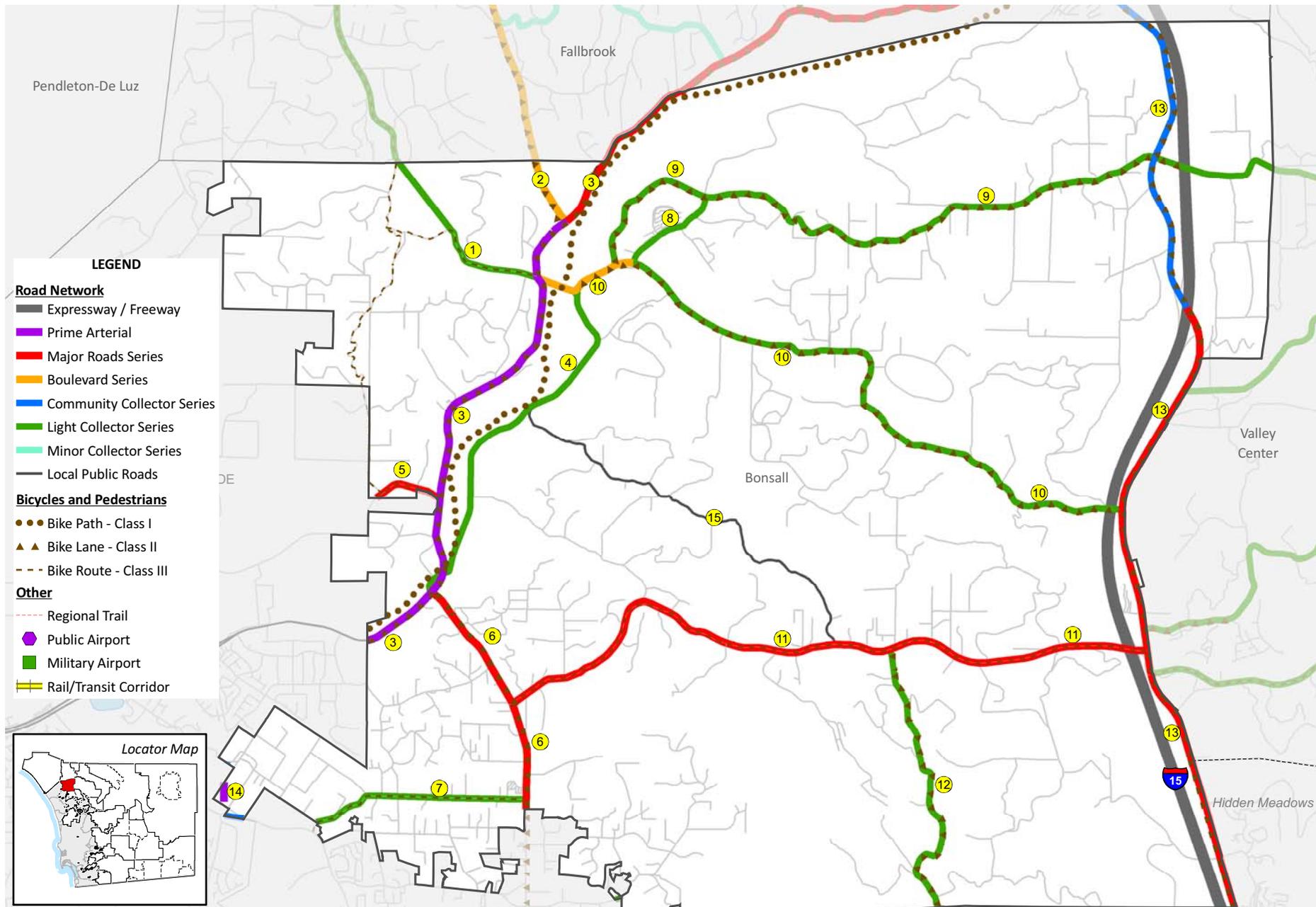
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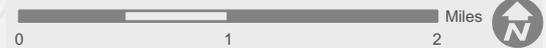
APPENDIX B

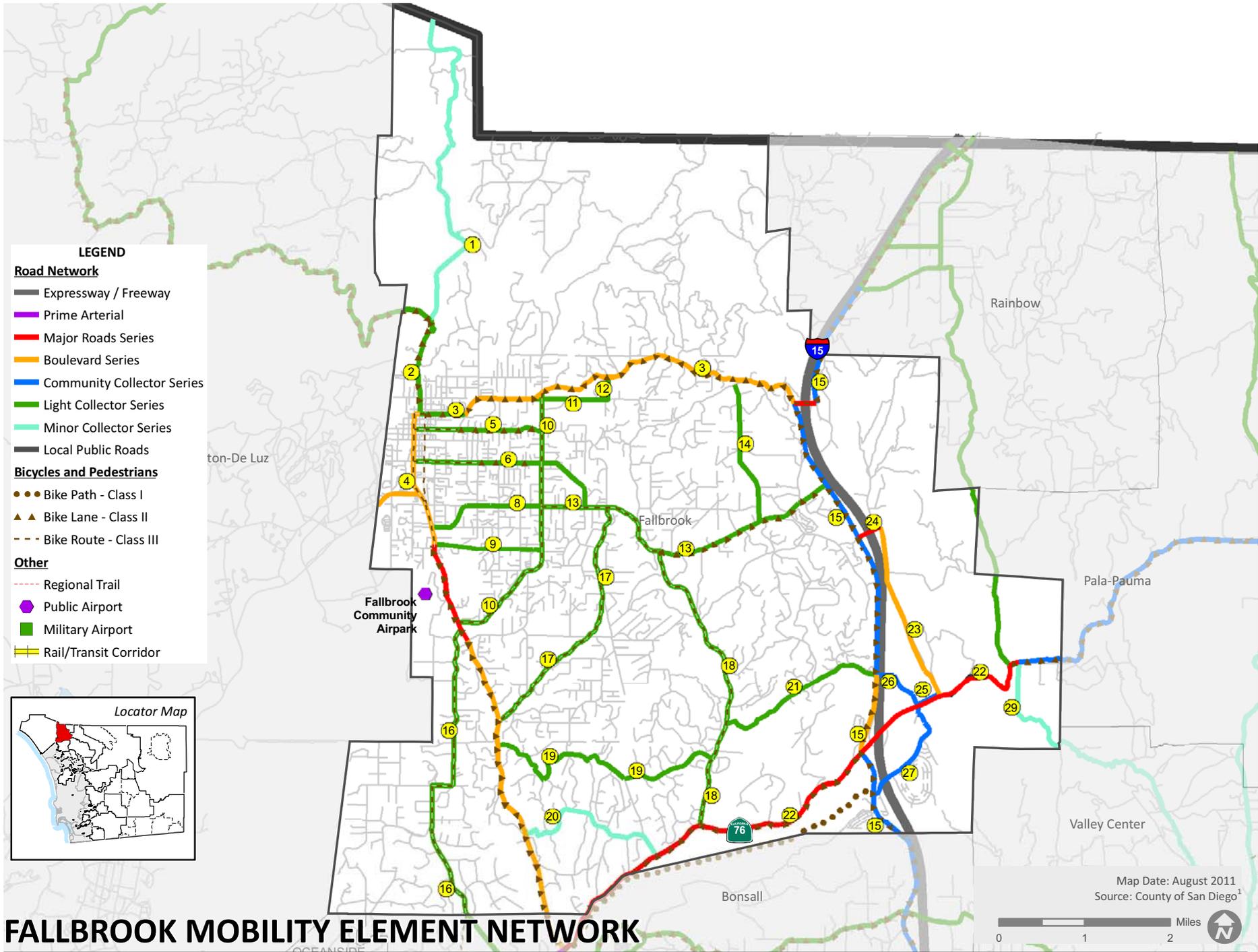
COUNTY OF SAN DIEGO'S *GENERAL PLAN GRAPHICAL EXHIBITS*



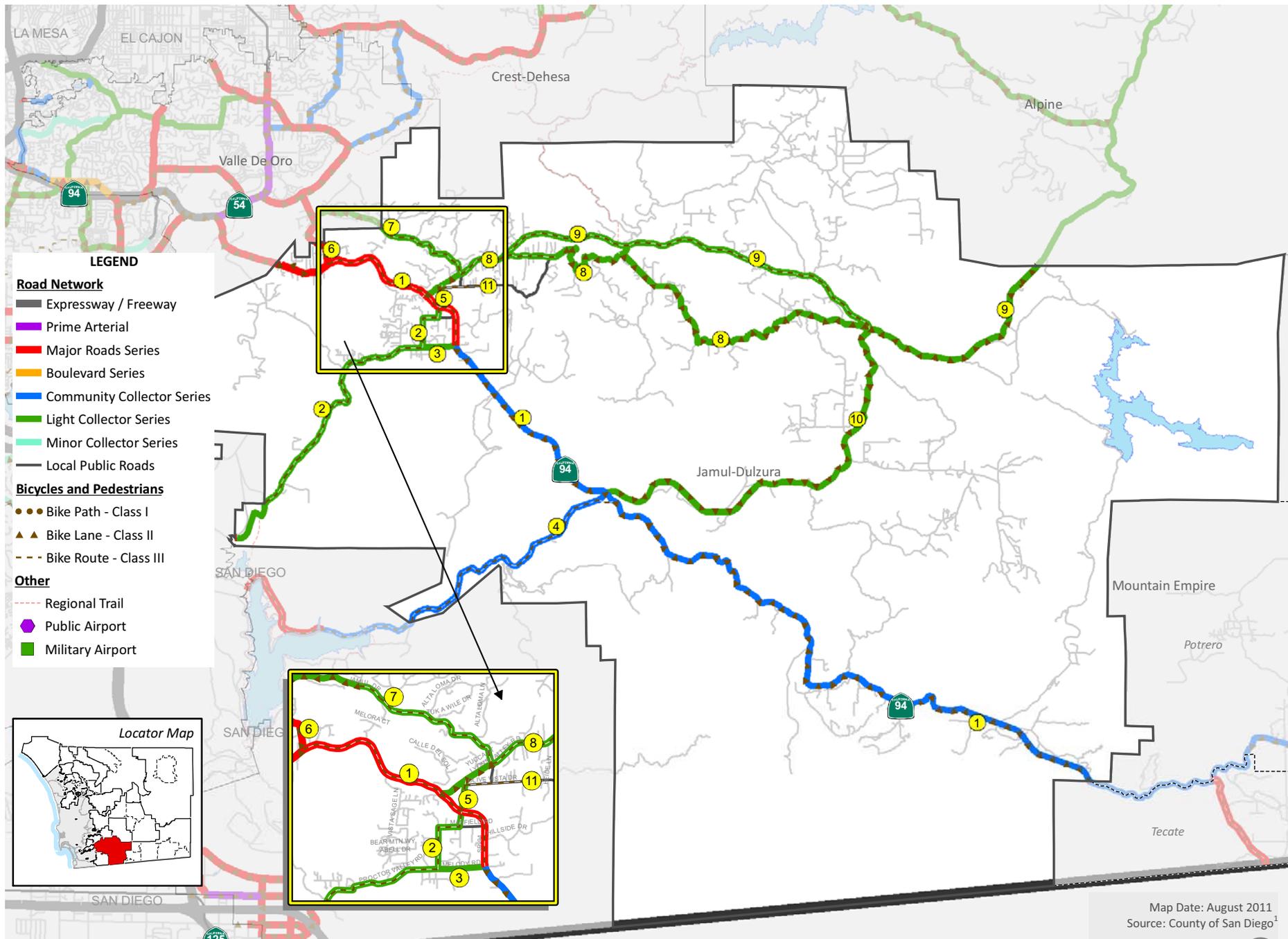


BONSALL MOBILITY ELEMENT NETWORK

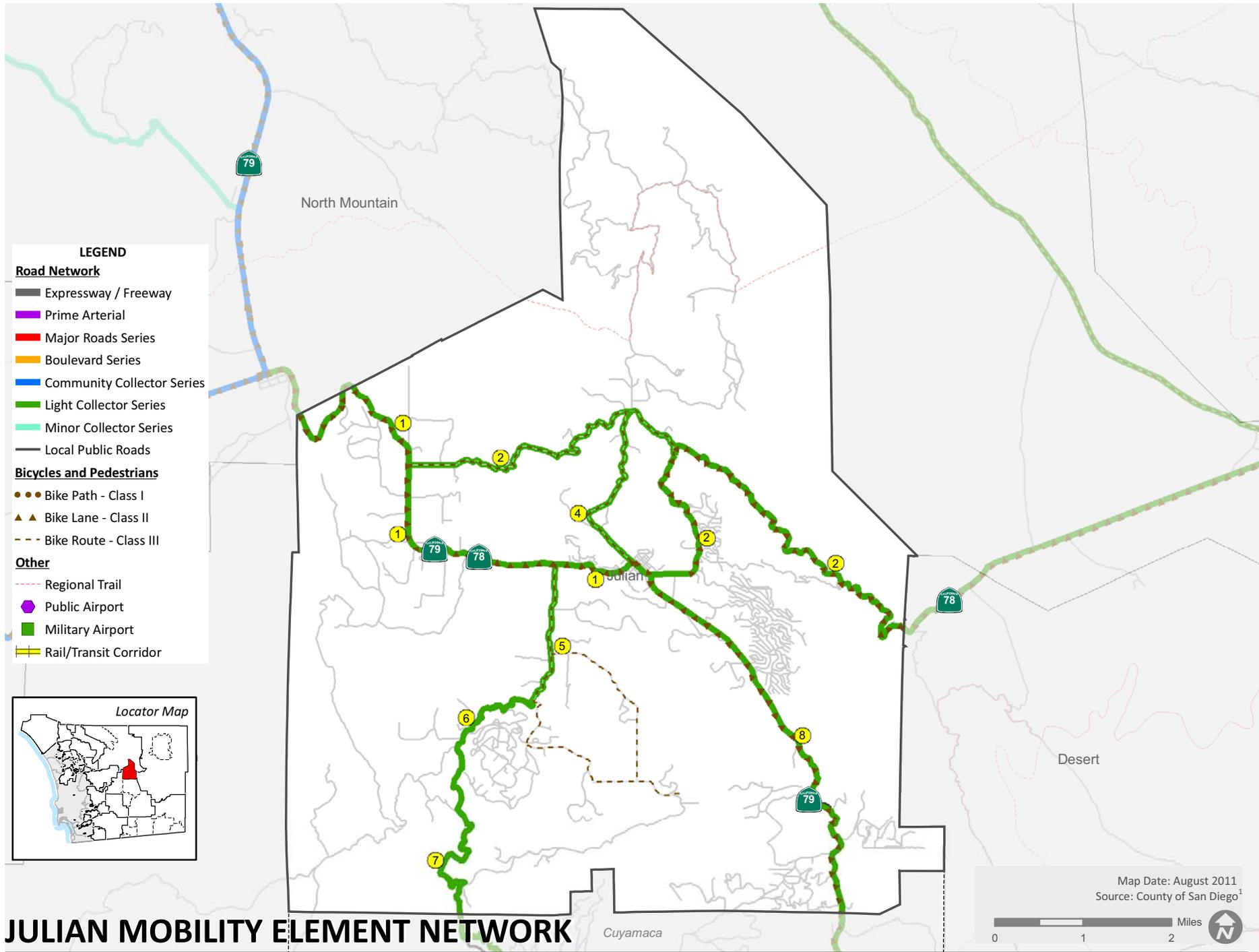




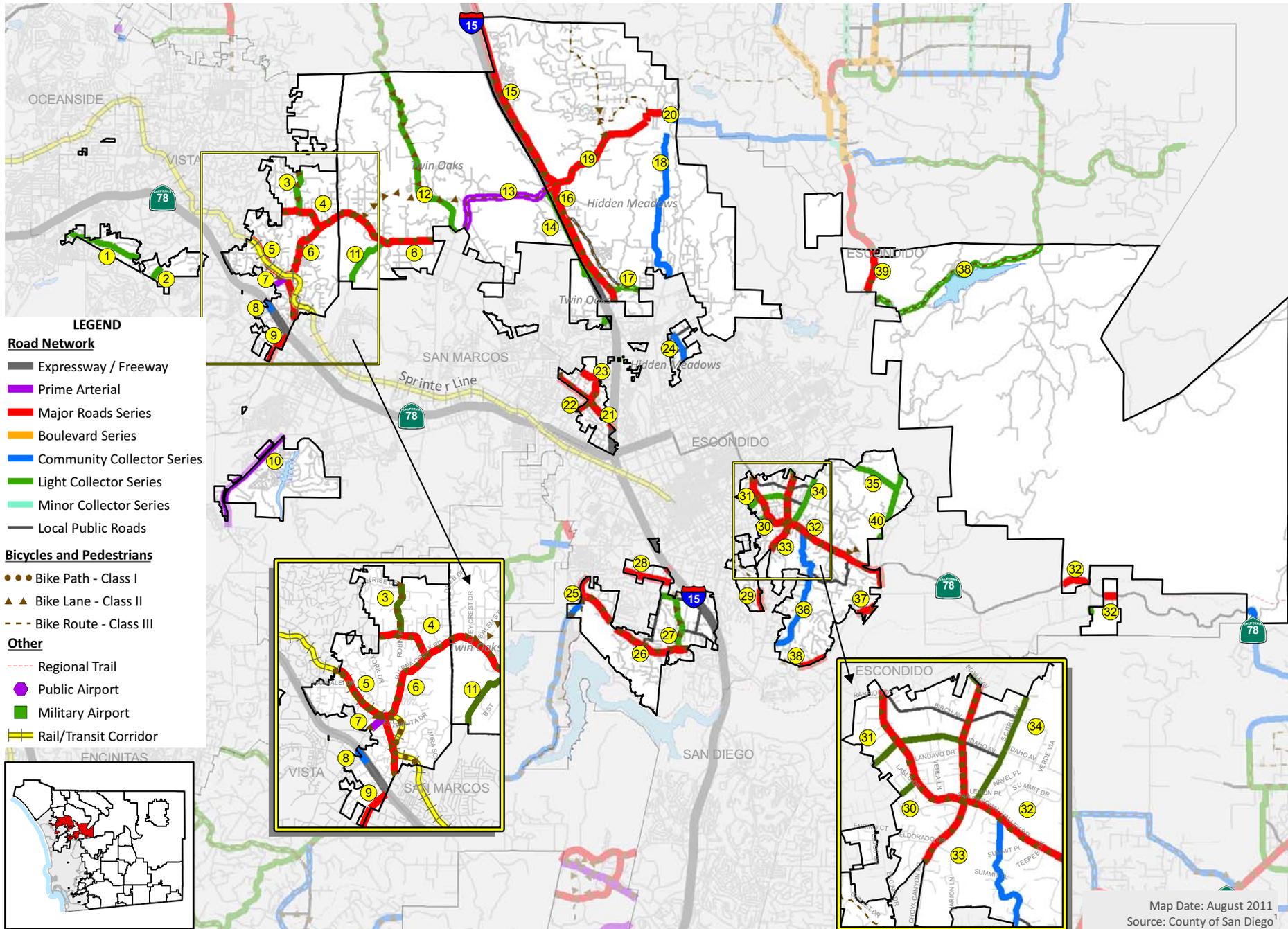
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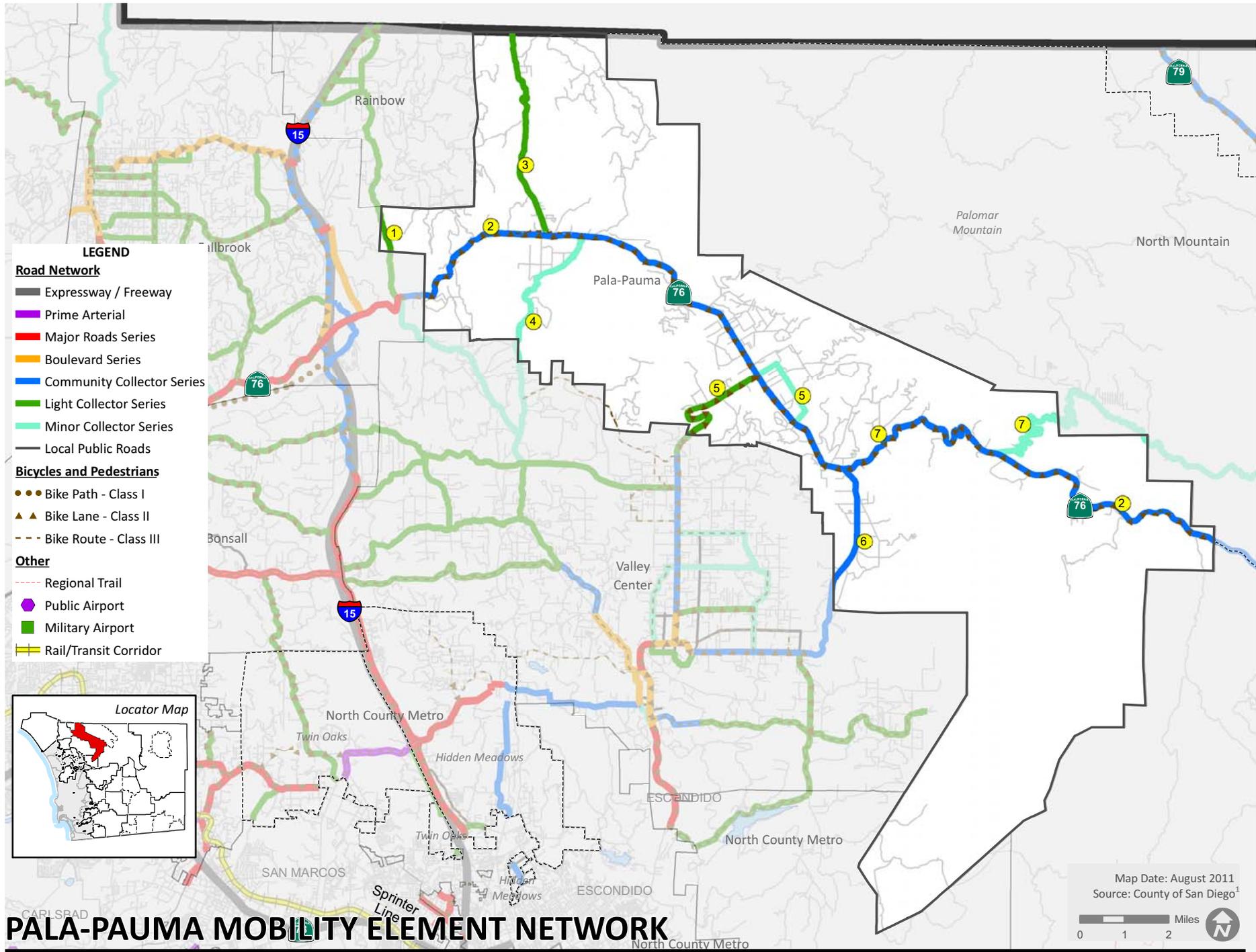
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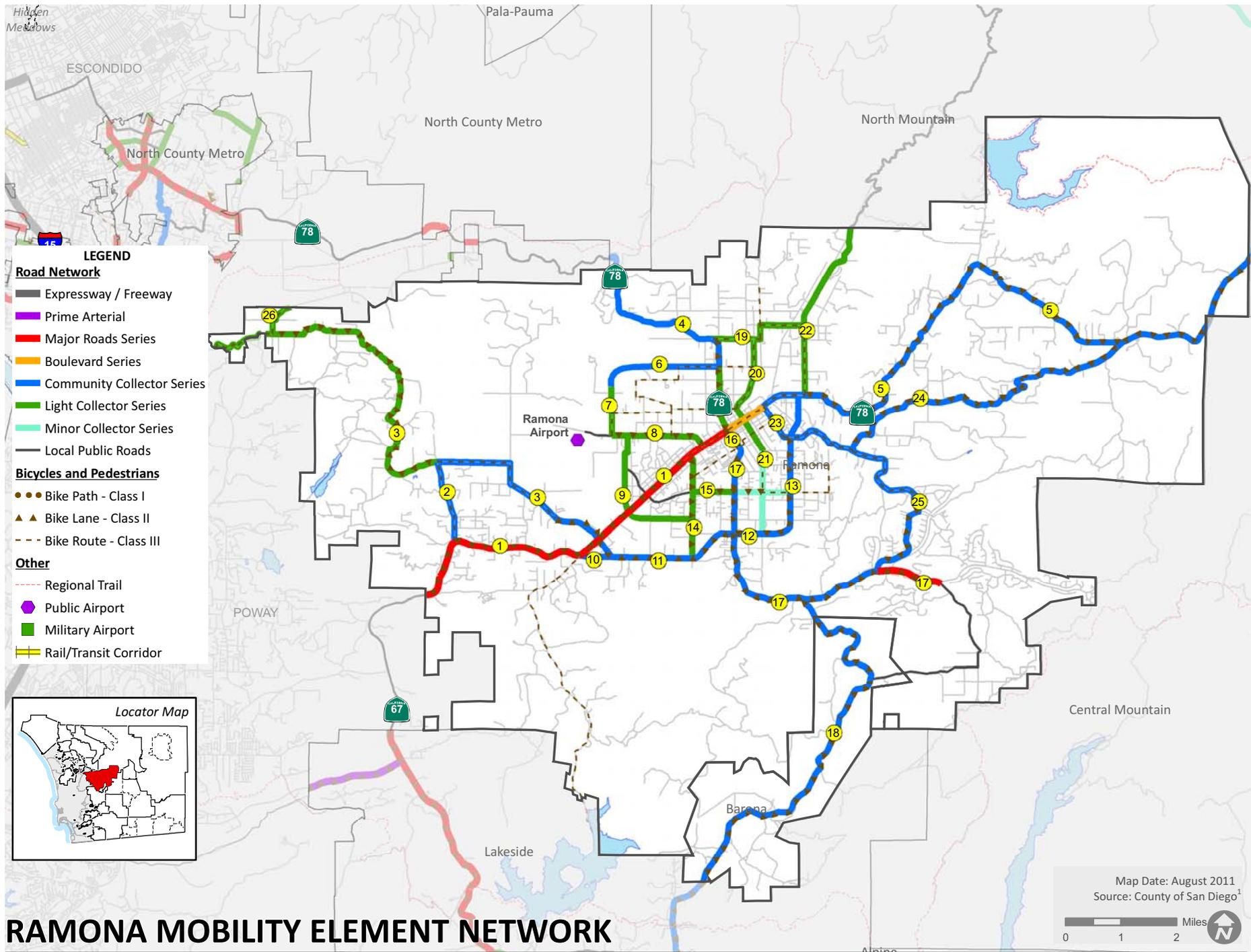
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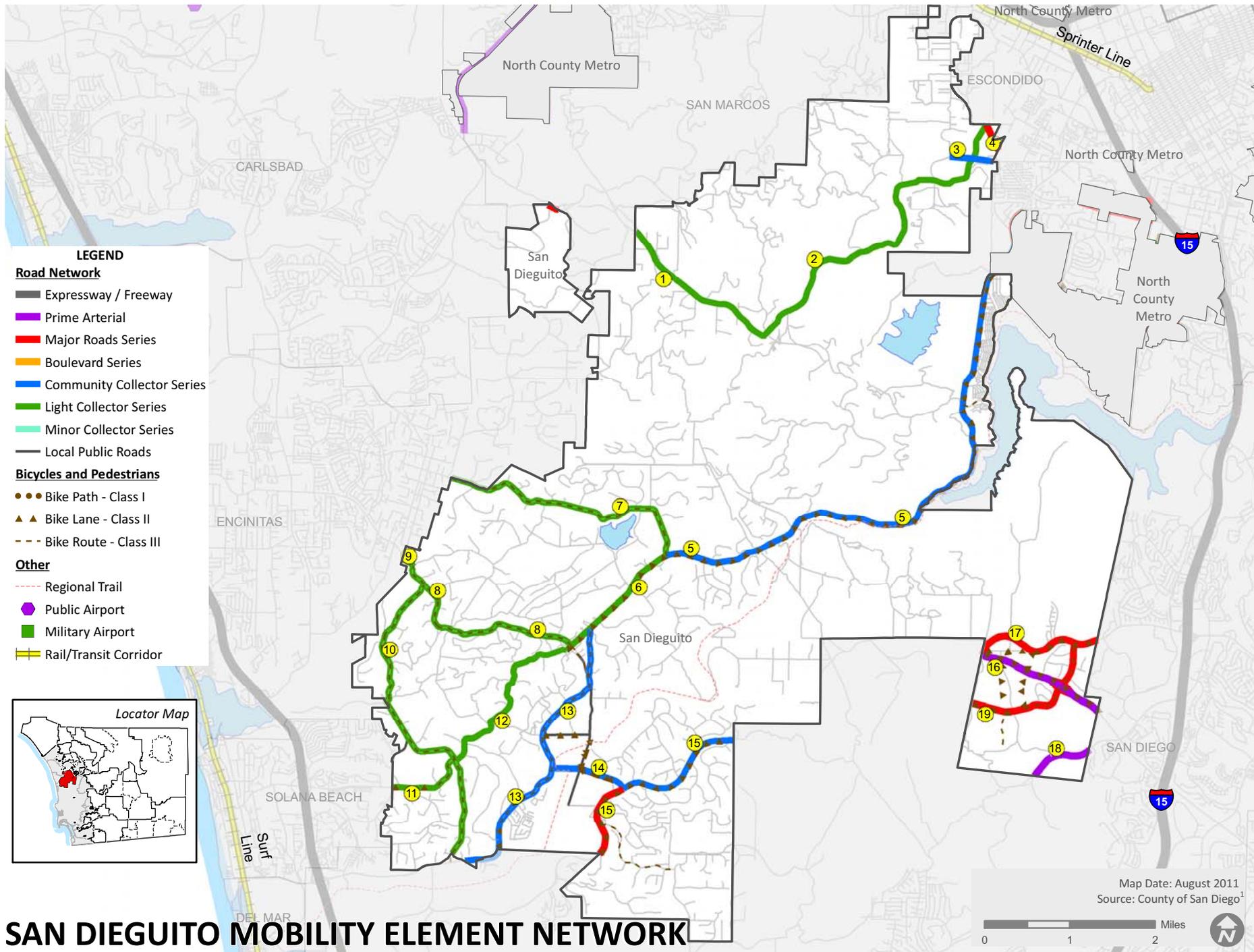
NORTH COUNTY METRO MOBILITY ELEMENT NETWORK



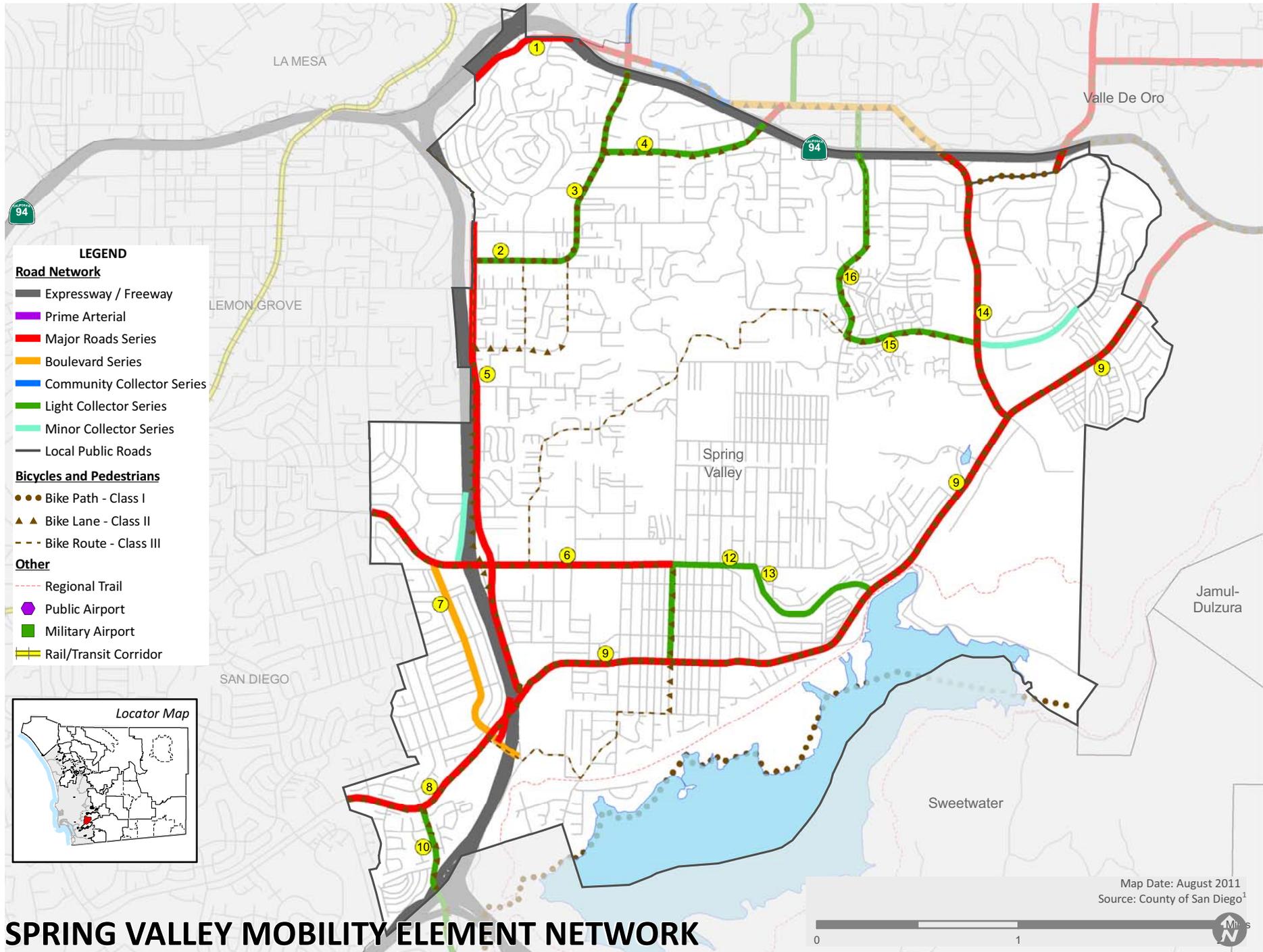
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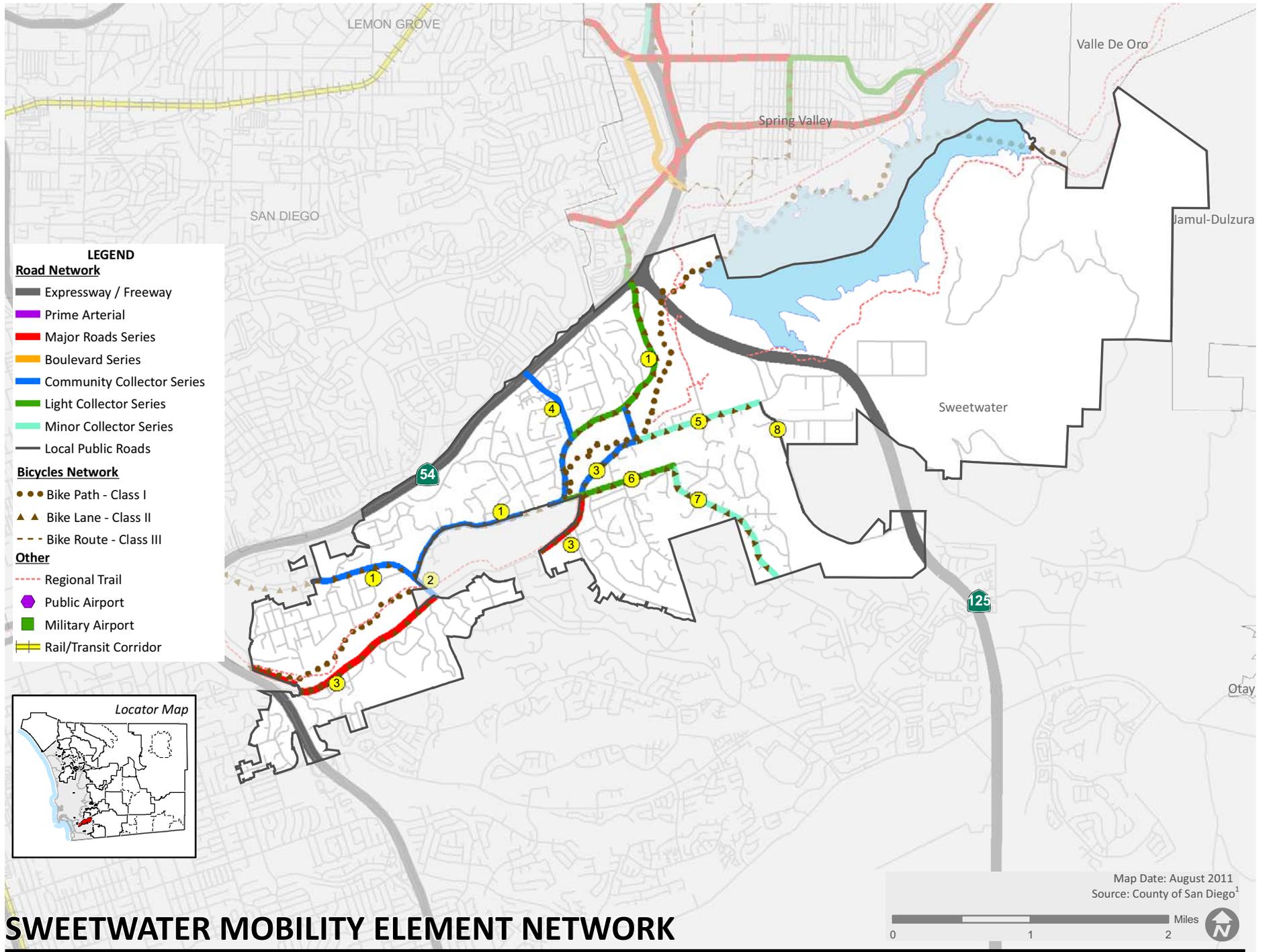
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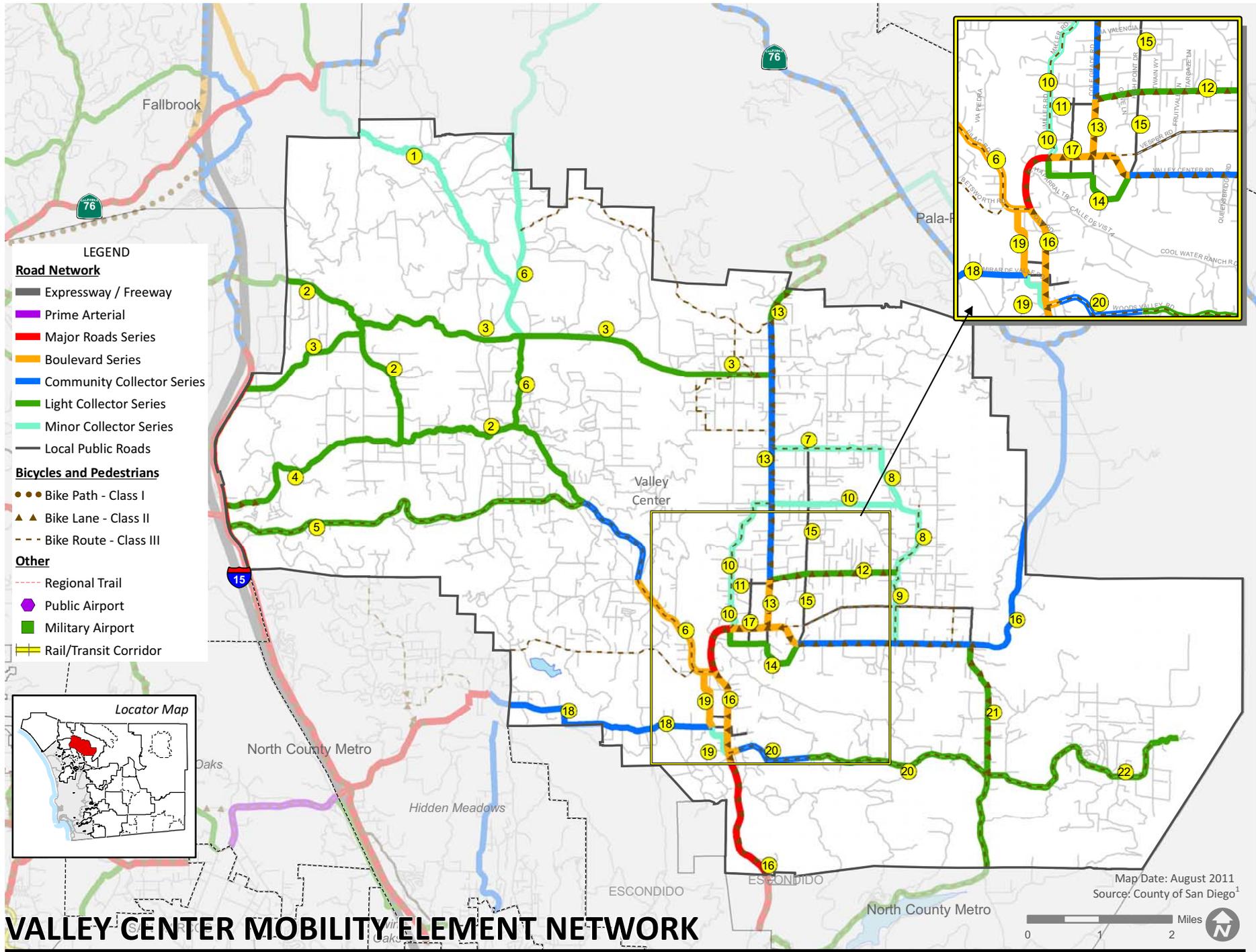
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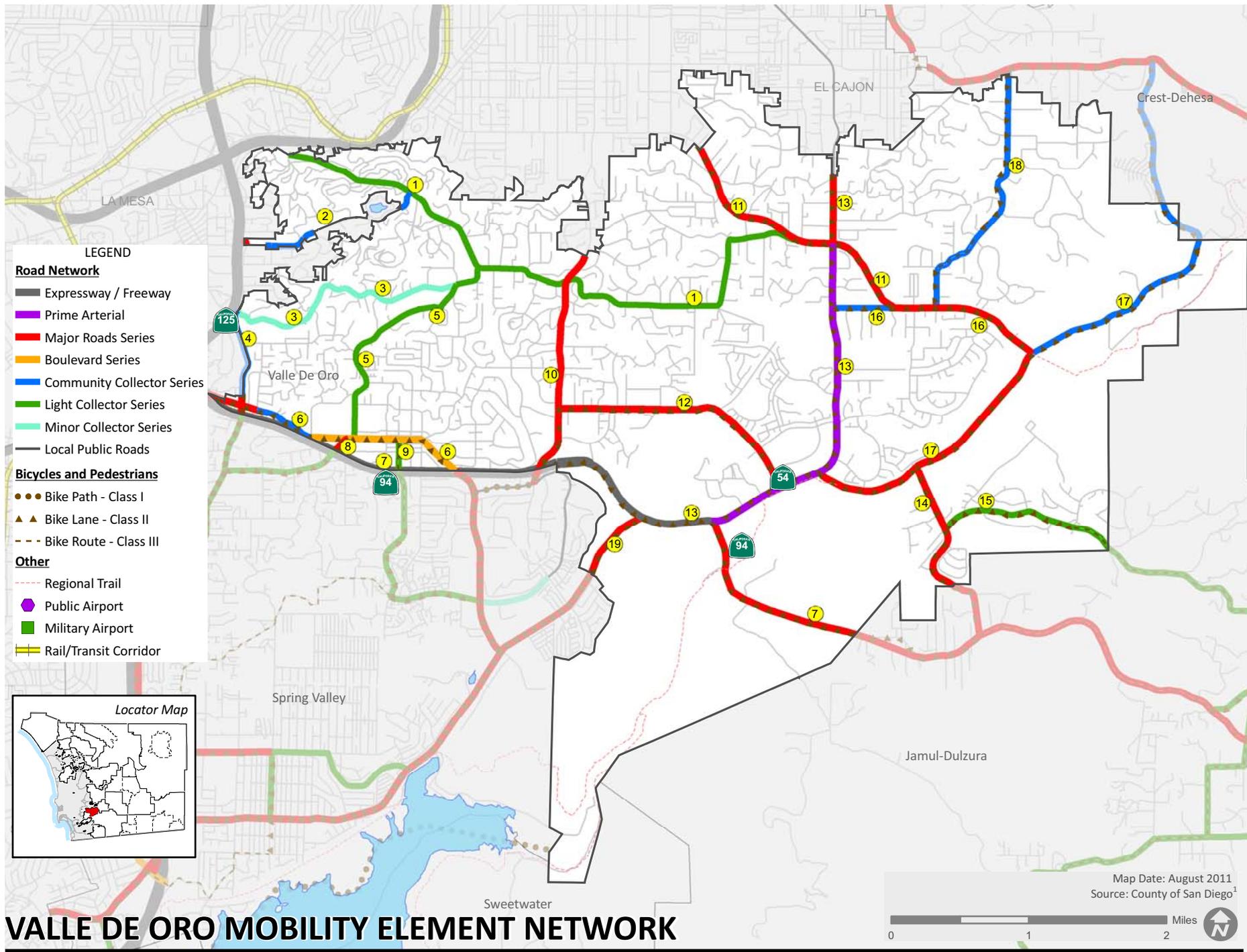
SPRING VALLEY MOBILITY ELEMENT NETWORK



SWEETWATER MOBILITY ELEMENT NETWORK

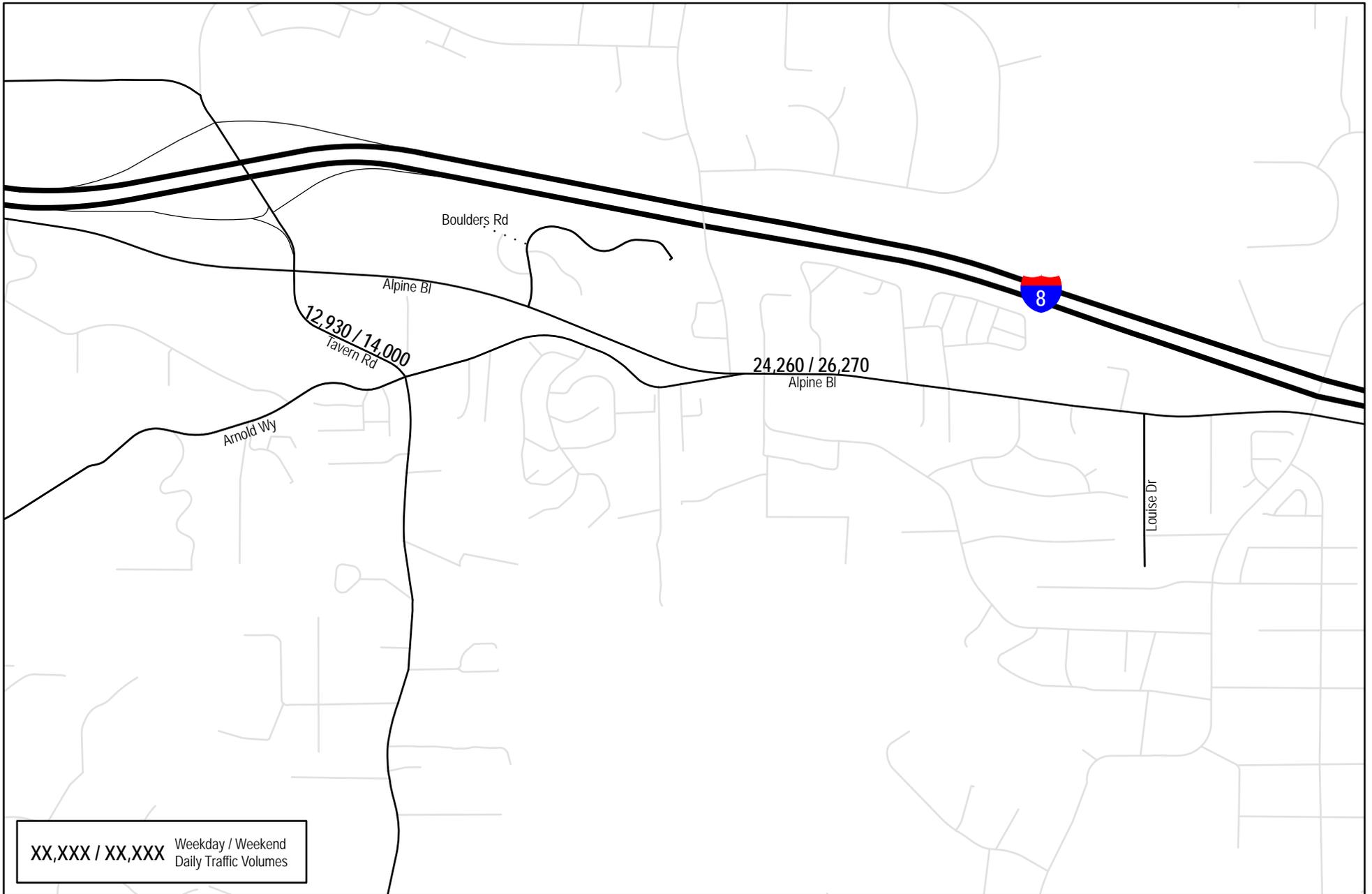


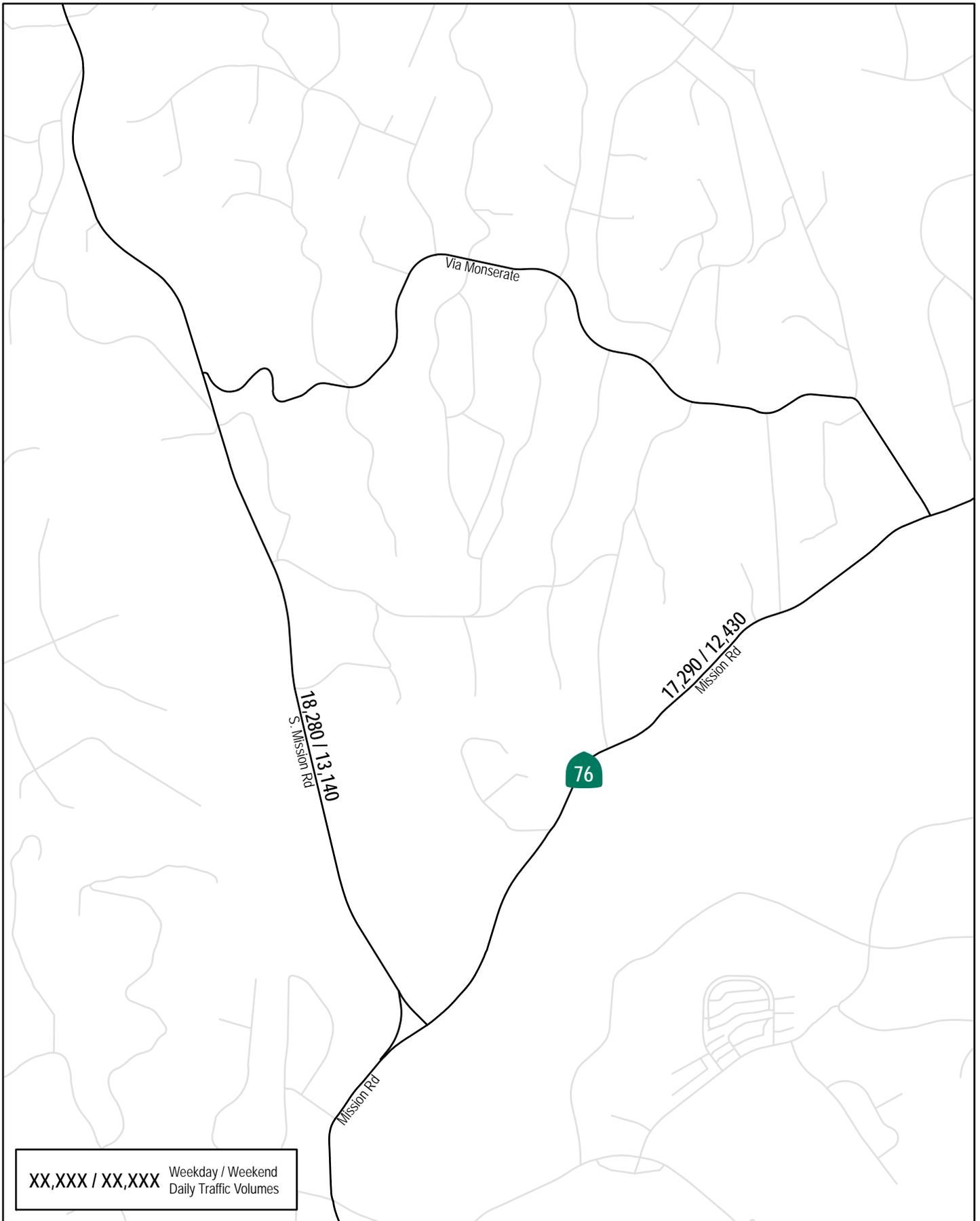
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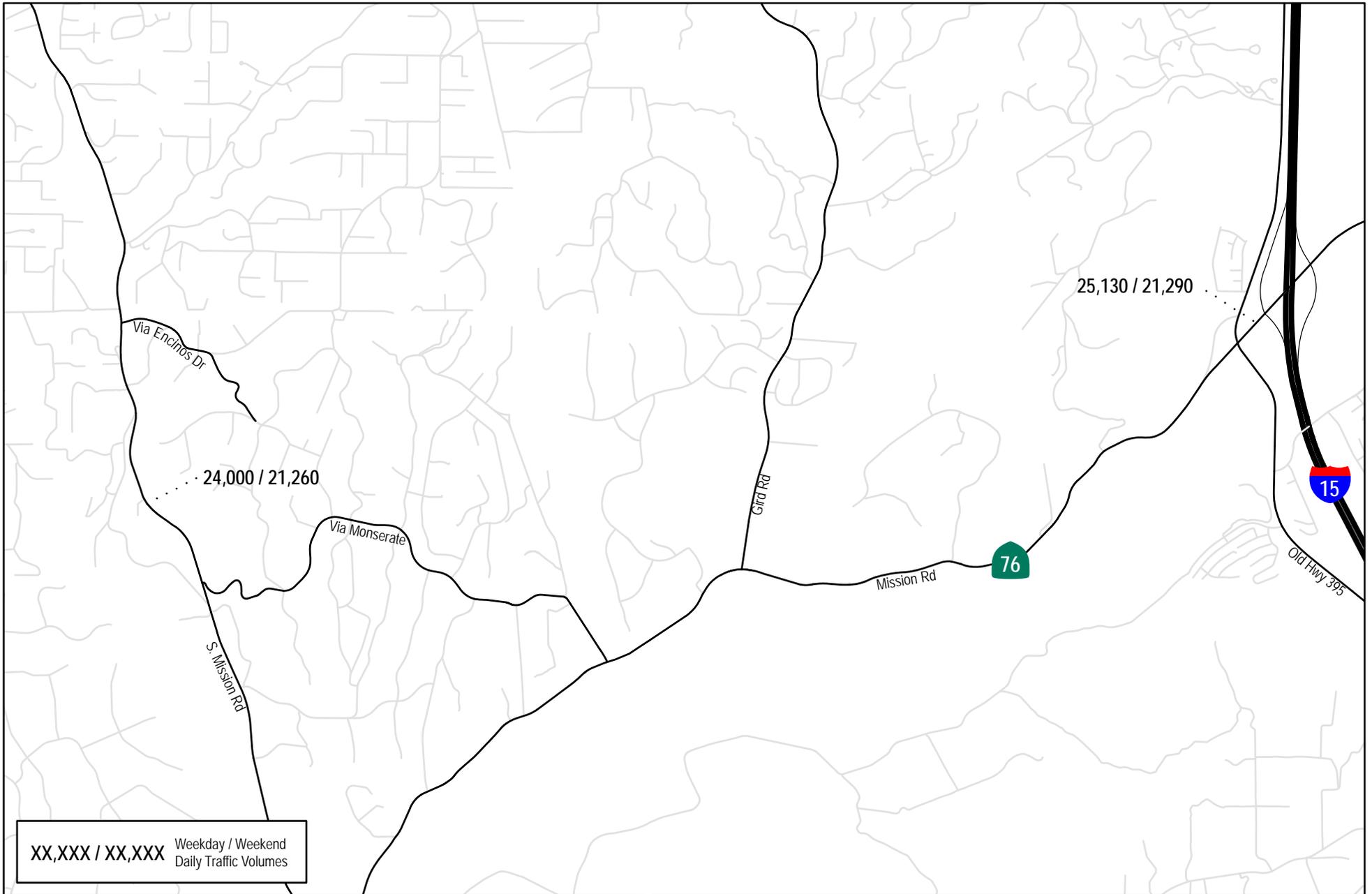


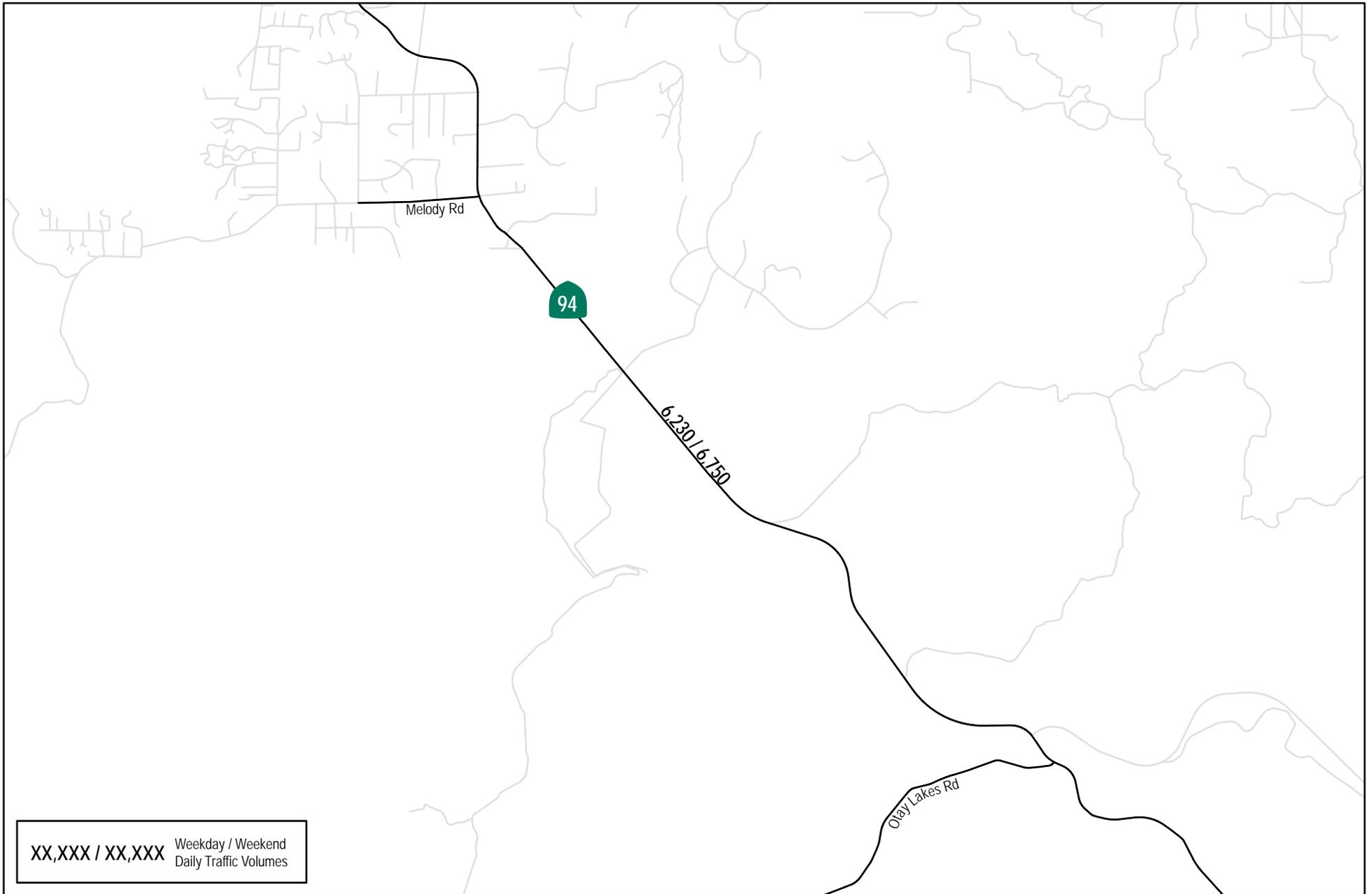
APPENDIX C

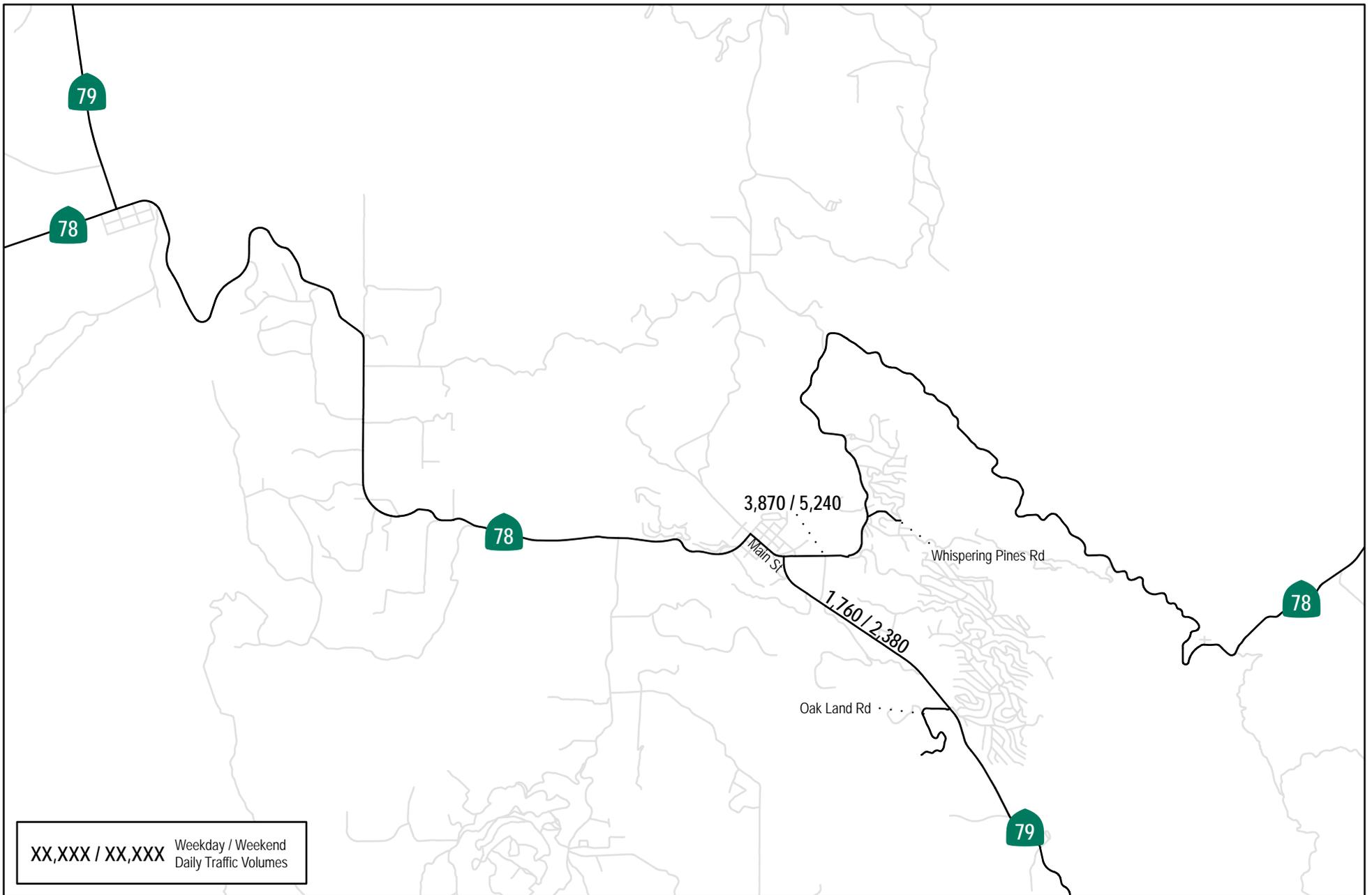
Existing Traffic Volume Exhibits by Community Planning Area

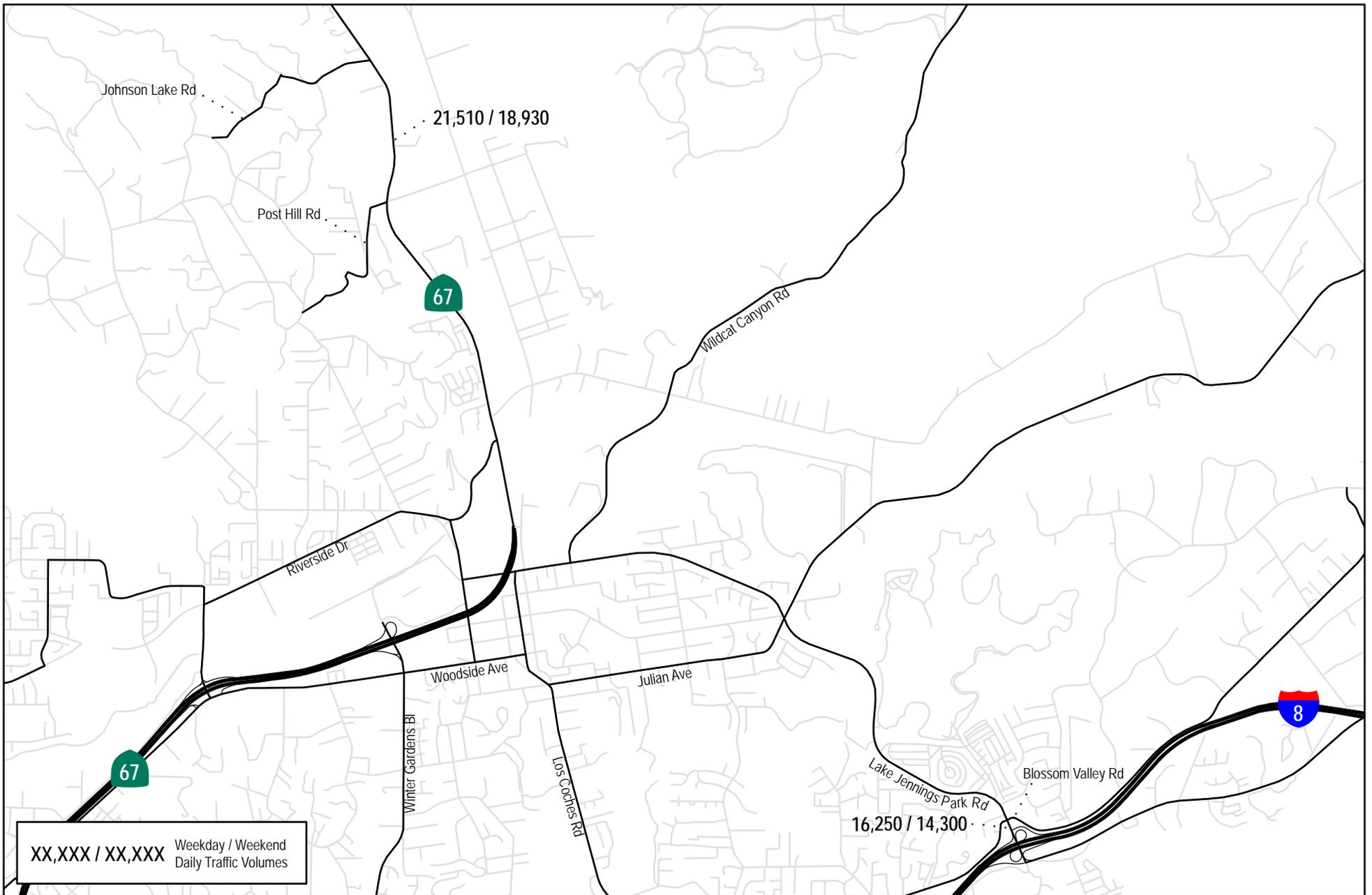












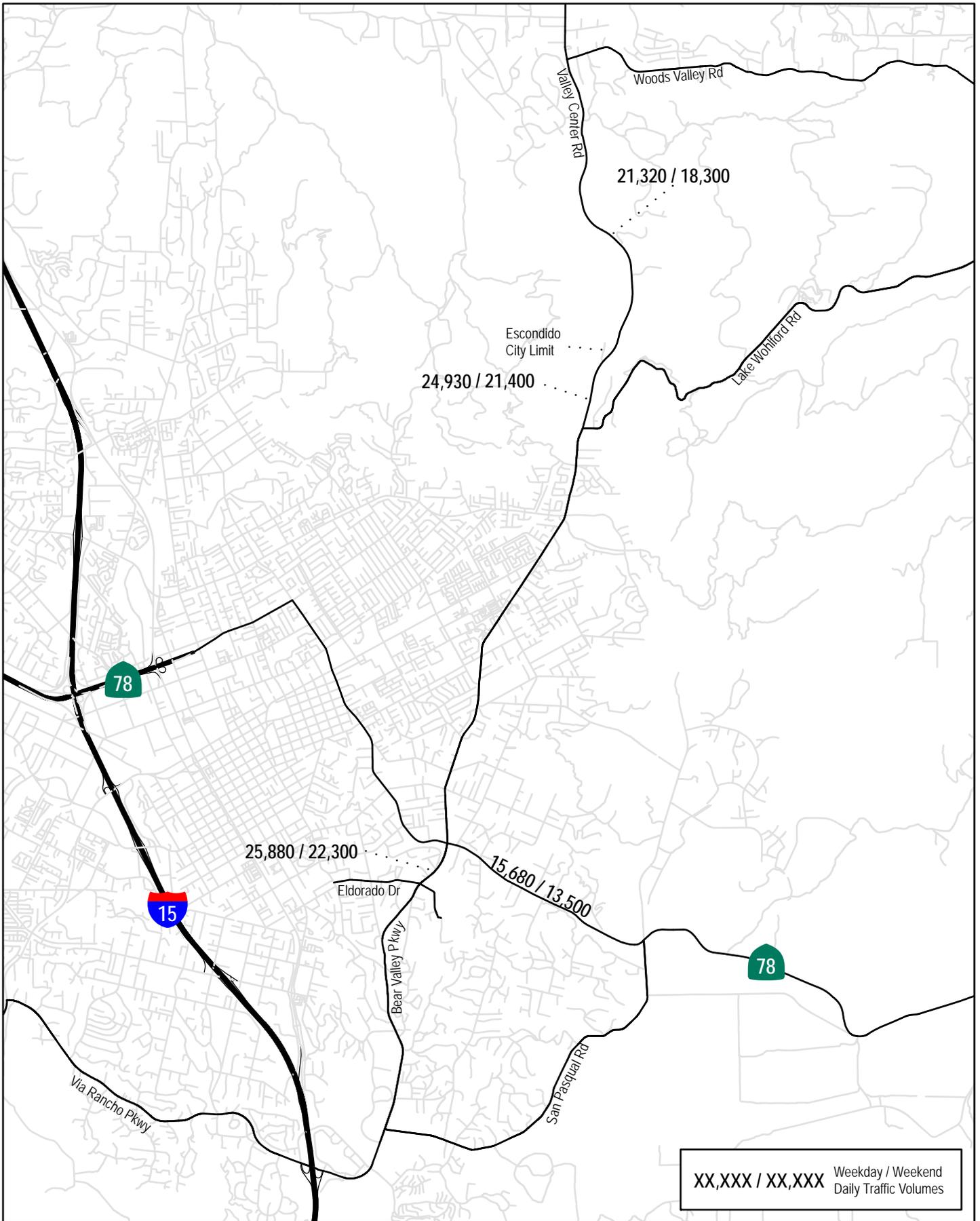
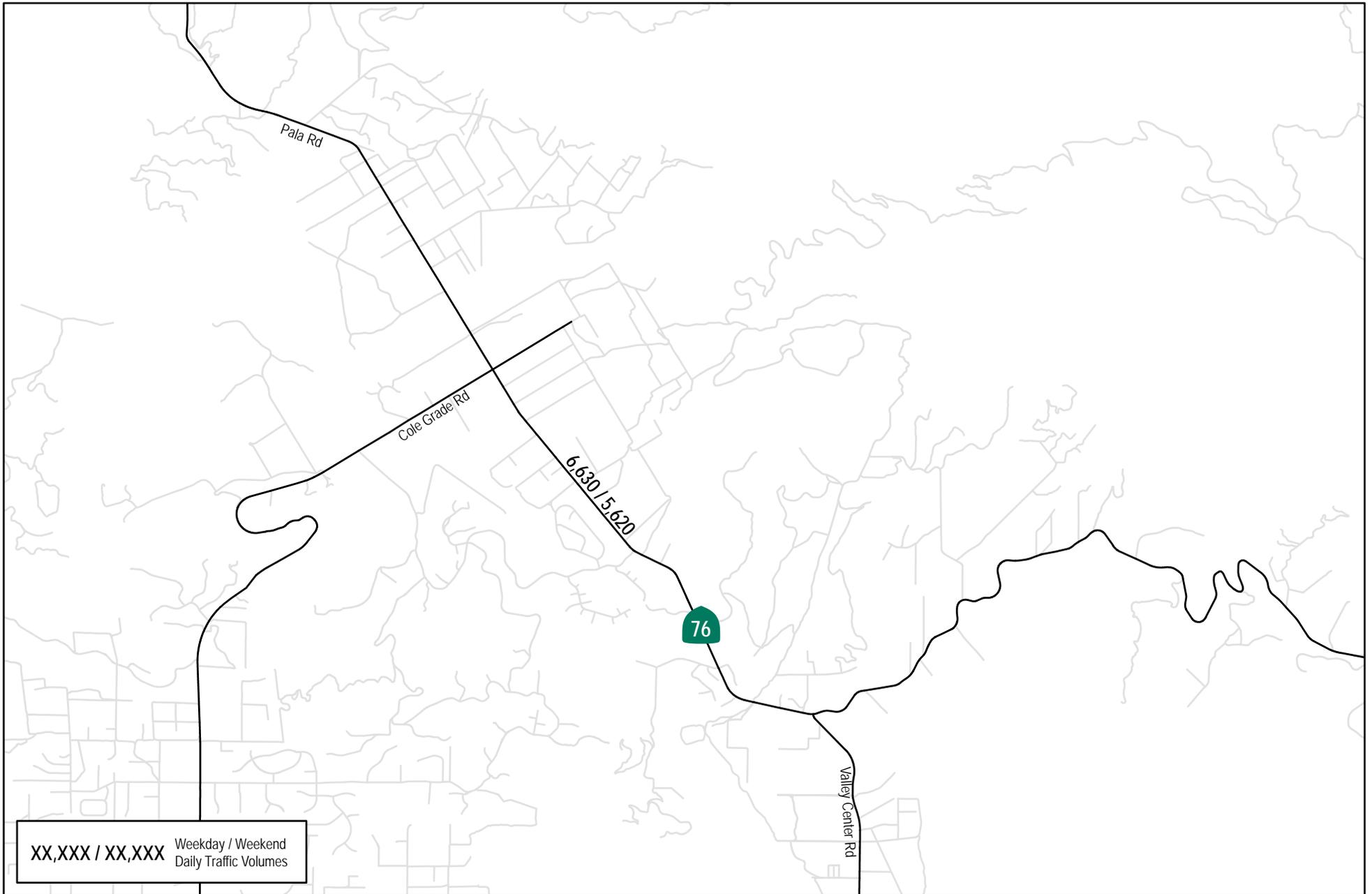
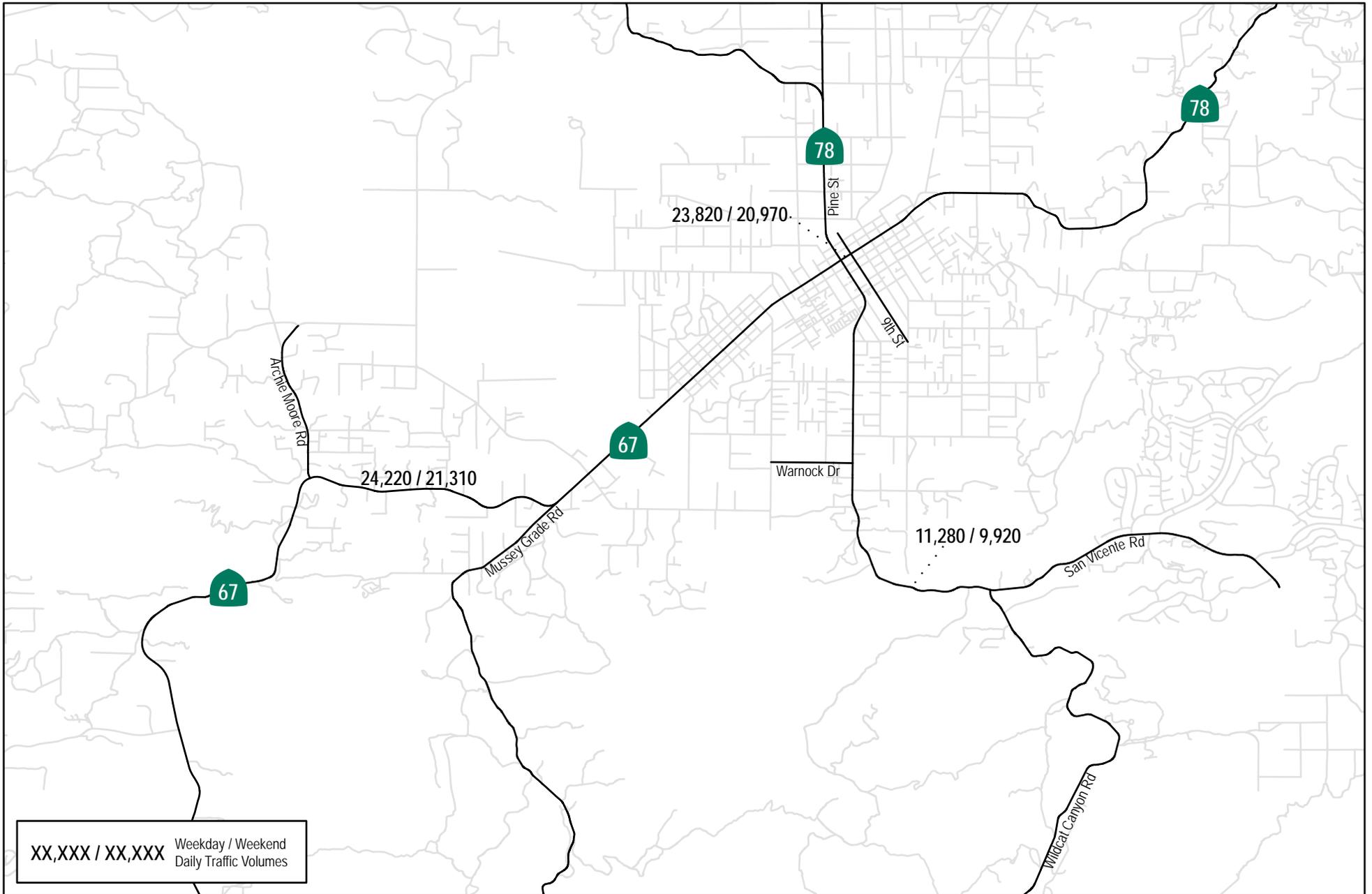
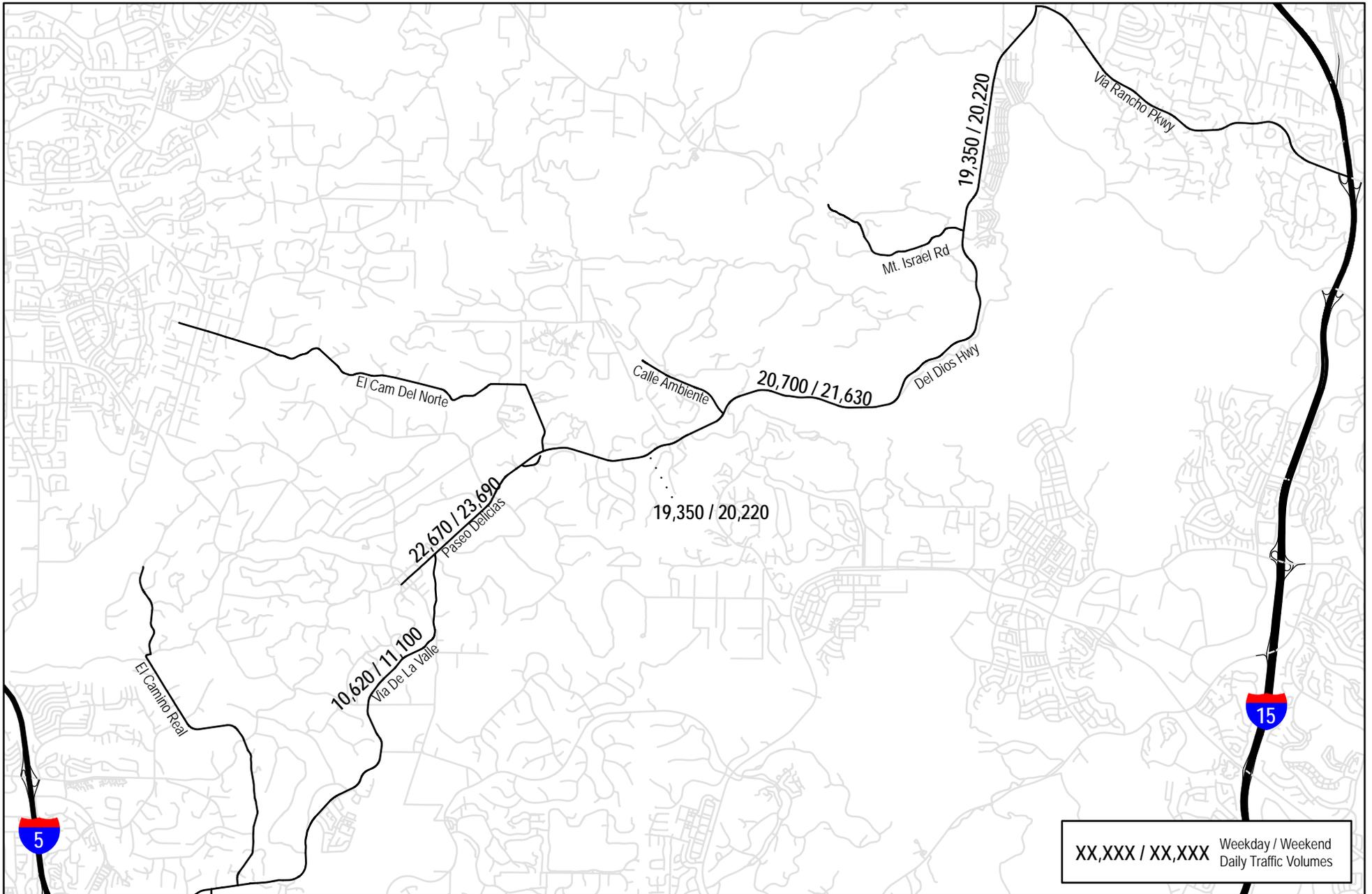


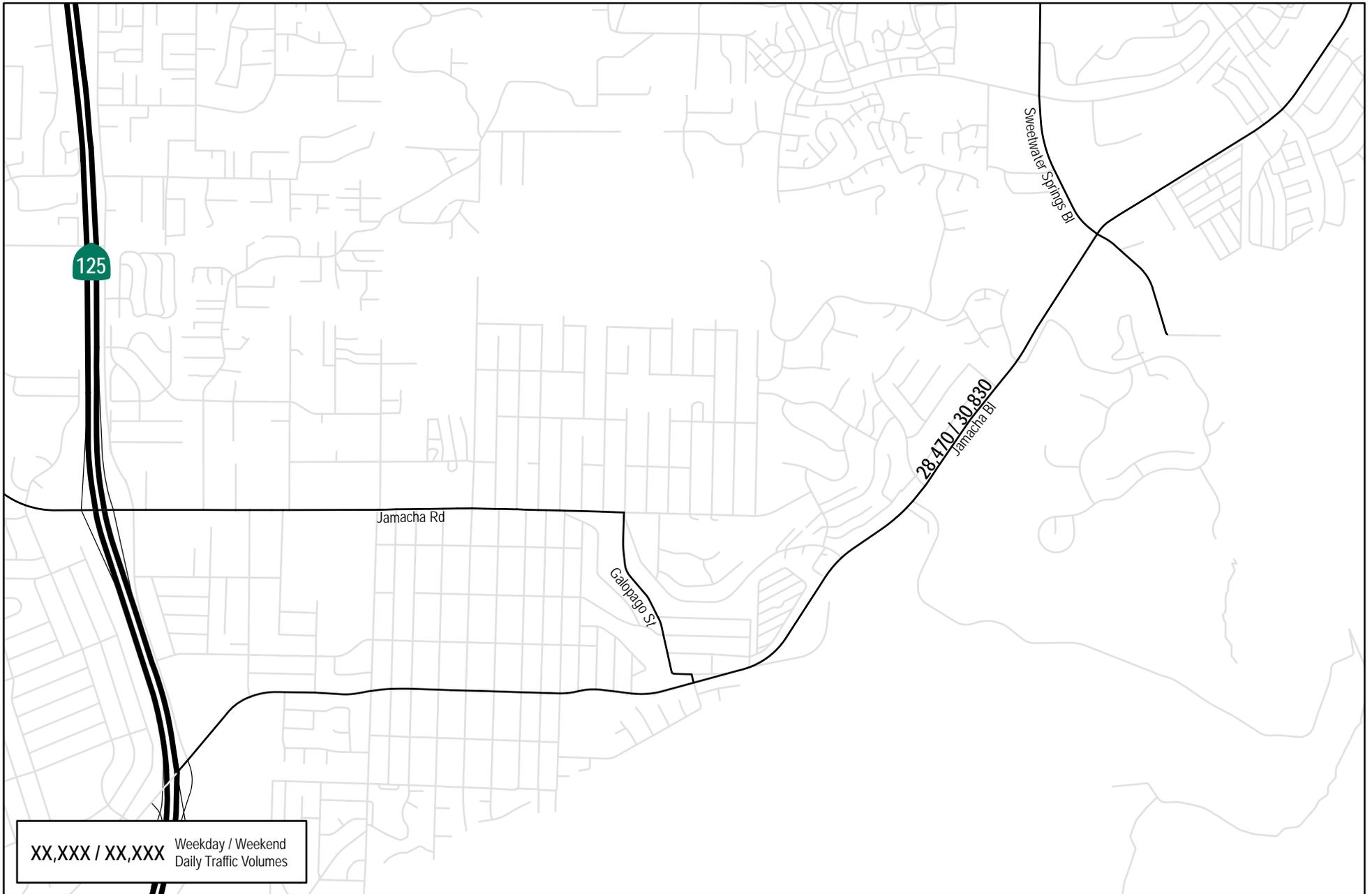
Figure C-7
North County Metro Community Planning Area
Existing Daily Traffic Volumes

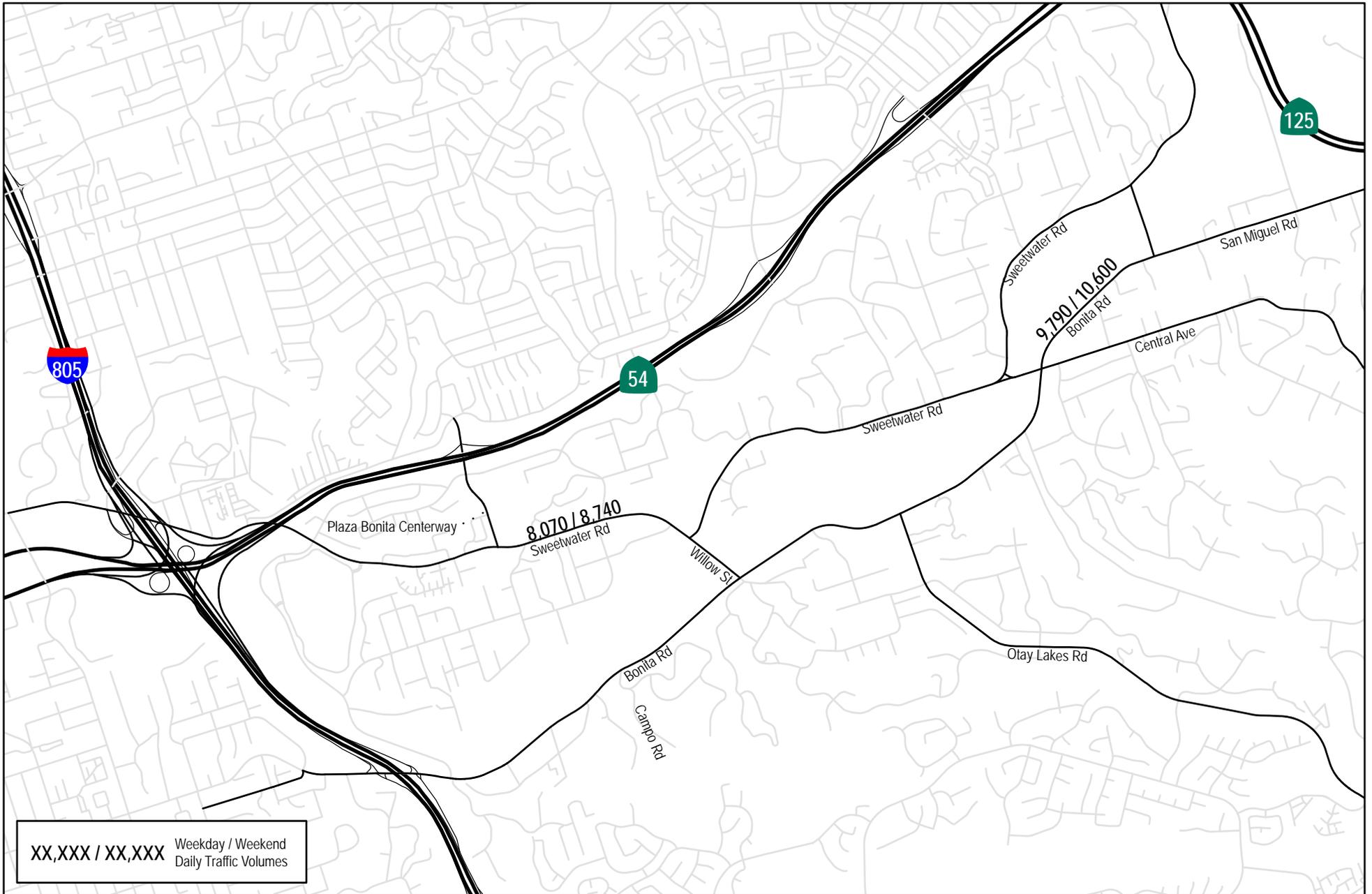


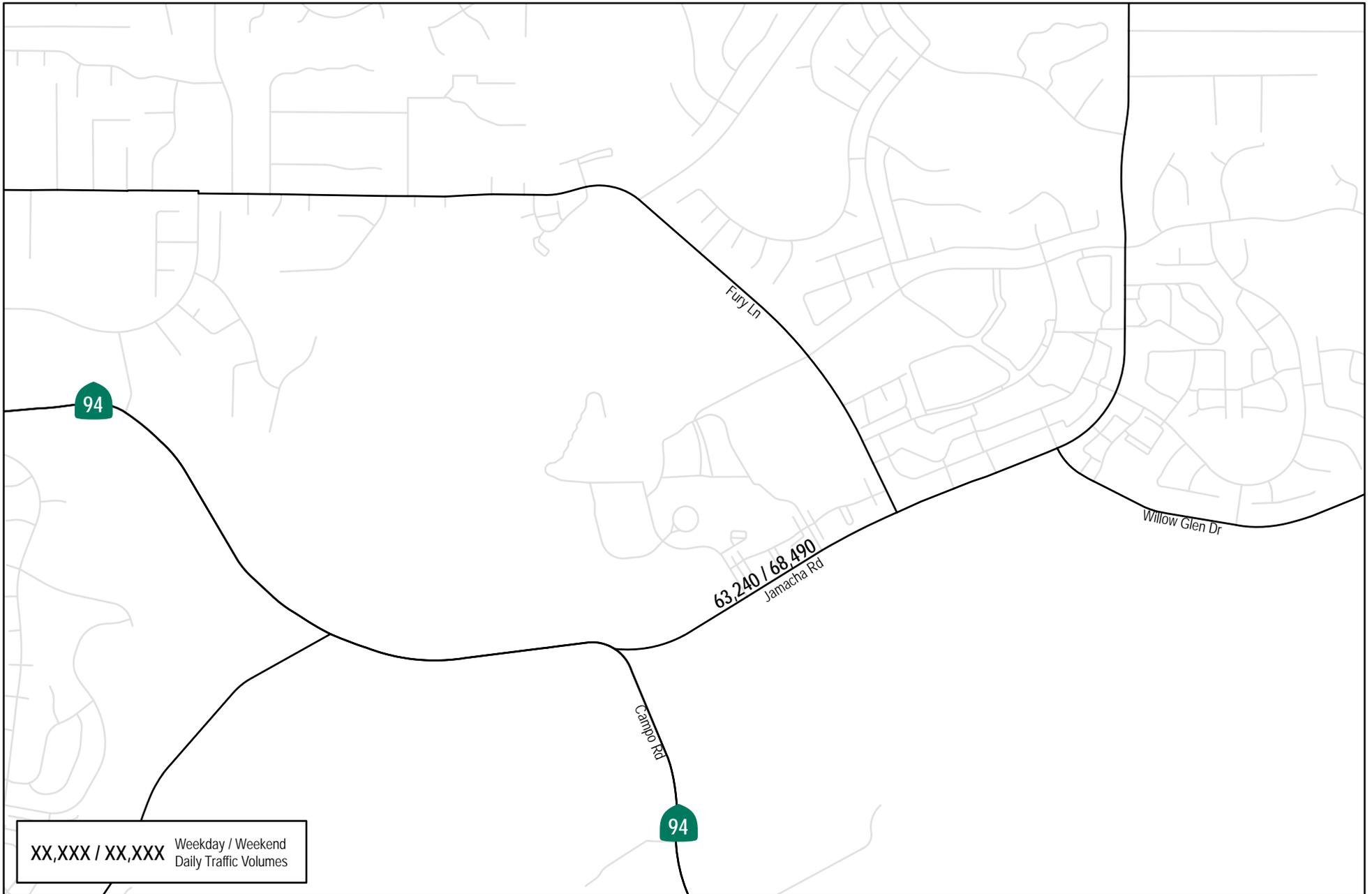


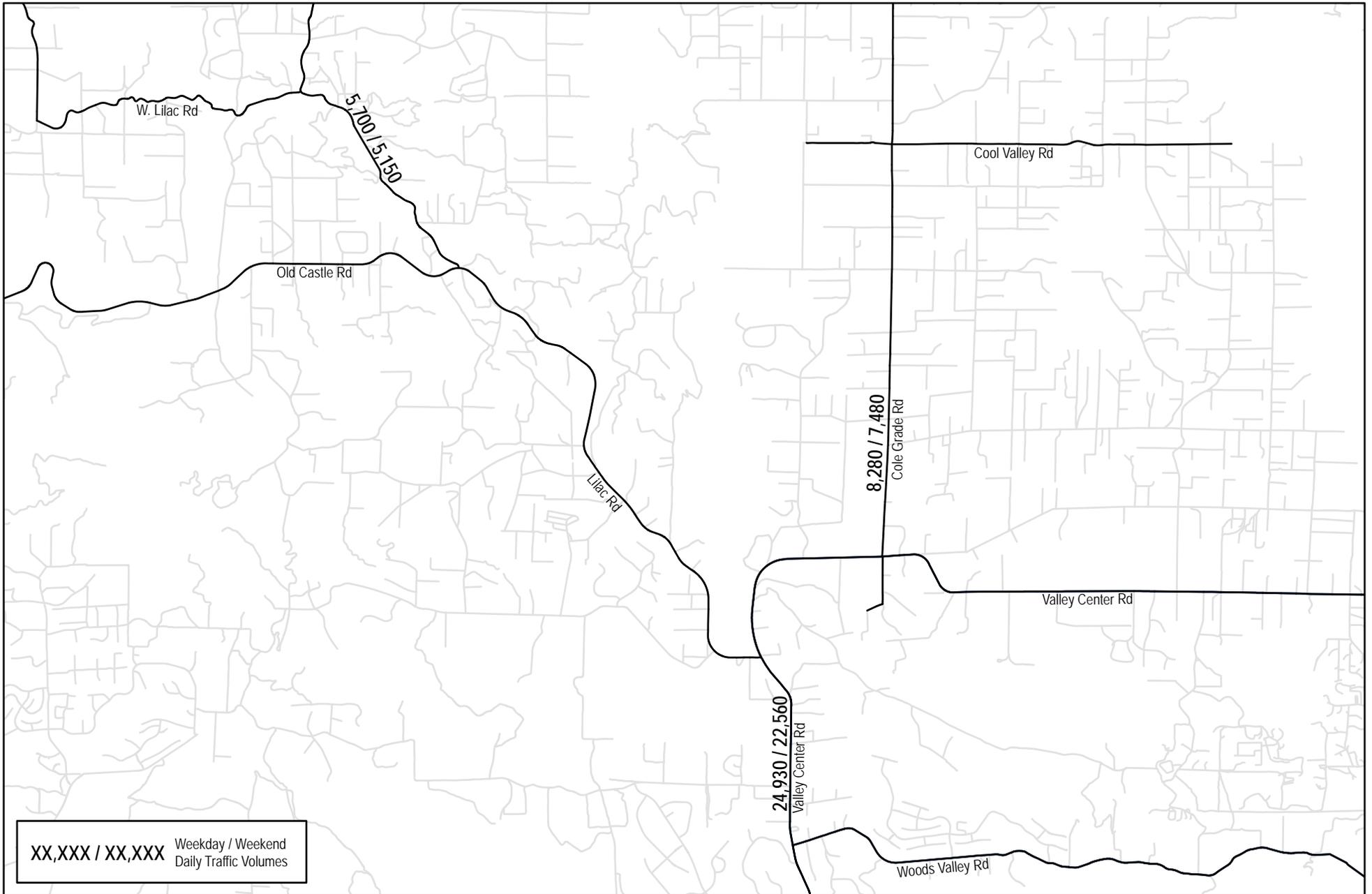


XX,XXX / XX,XXX Weekday / Weekend
Daily Traffic Volumes









APPENDIX D

County of San Diego's *Roadway Classification, Level of Service, and ADT Tables*

County of San Diego

DRAFT

August 11, 1998

TABLE 1						
AVERAGE DAILY VEHICLE TRIPS						
CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	X-SECTION	A	B	C	D	E
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
<u>Town Collector</u>	<u>54/74</u>	<u><3,000</u>	<u><6,000</u>	<u><9,500</u>	<u><13,500</u>	<u><19,000</u>
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
NON-CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	X-SECTION	A	B	C	D	E
Residential Collector	40/60	*	*	<4,500	*	*
Residential Road	36/56	*	*	<1,500	*	*
Residential Cul-de-sac or Loop Road	32/52	*	*	< 200	*	*
* Levels of service are not applicable to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.						

**TABLE 1
AVERAGE DAILY VEHICLE TRIPS***

CIRCULATION ELEMENT ROADS		LEVELS OF SERVICE					
Road Classification	# of Travel Lanes	A	B	C	D	E	
Expressway (6.1)	6	<36,000	<54,000	<70,000	<86,000	<108,000	
Prime Arterial (6.2)	6	<22,200	<37,000	<44,600	<50,000	<57,000	
Major Road	(4.1A)	4	<14,800	<24,700	<29,600	<33,400	<37,000
	w/ Intermittent Turn Lanes (4.1B)	4	<13,700	<22,800	<27,400	<30,800	<34,200
Collector	4	<13,700	<22,800	<27,400	<30,800	<34,200	
Boulevard	w/ Raised Median (4.2A)	4	<18,000	<21,000	<24,000	<27,000	<30,000
	w/ Intermittent Turn Lanes (4.2B)	4	<16,800	<19,600	<22,500	<25,000	<28,000
Town Collector	2	<3,000	<6,000	<9,500	<13,500	<19,000	
Community Collector	w/ Raised Median (2.1A)	2	<10,000	<11,700	<13,400	<15,000	<19,000
	w/ Continuous Left Turn Lane (2.1B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lane (2.1C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Passing Lane (2.1D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.1E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector	w/ Raised Median (2.2A)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Continuous Left Turn Lane (2.2B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lane (2.2C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Passing Lane (2.2D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.2E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
	w/ Reduced Shoulder (2.2F)	2	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	2	<1,900	<4,100	<7,100	<10,900	<16,200	
Rural Light Collector	2	<1,900	<4,100	<7,100	<10,900	<16,200	
Rural Mountain	2	<1,900	<4,100	<7,100	<10,900	<16,200	
Recreational Parkway	2	<1,900	<4,100	<7,100	<10,900	<16,200	
Minor Collector	w/ Raised Median (2.3A)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	w/ Intermittent Turn Lane (2.3B)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	No Median (2.3C)	2	<1,900	<4,100	<6,000	<7,000	<8,000
NON-CIRCULATION ELEMENT ROADS**		LEVELS OF SERVICE					
Residential Collector	2	-	-	<4,500	-	-	
Rural Residential Collector***	2	-	-	<4,500	-	-	
Residential Road	2	-	-	<1,500	-	-	
Rural Residential Road****	2	-	-	<1,500	-	-	
Residential Cul-de-Sac or Loop Road	2	-	-	<200	-	-	

* The values shown are subject to adjustment based on the geometry of the roadway, side frictions, and other relevant factors as determined by the Director, Department of Public Works.

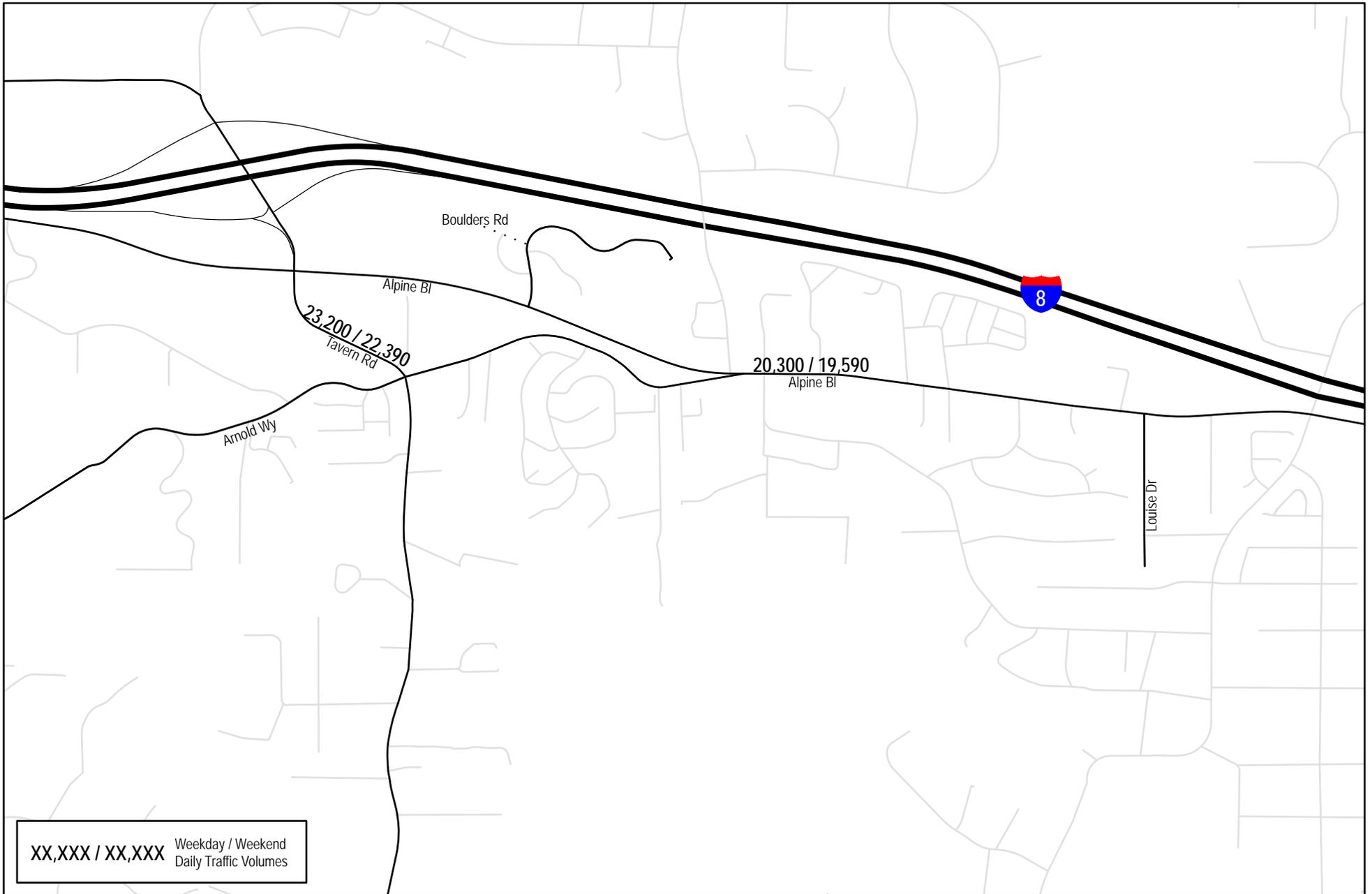
** Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

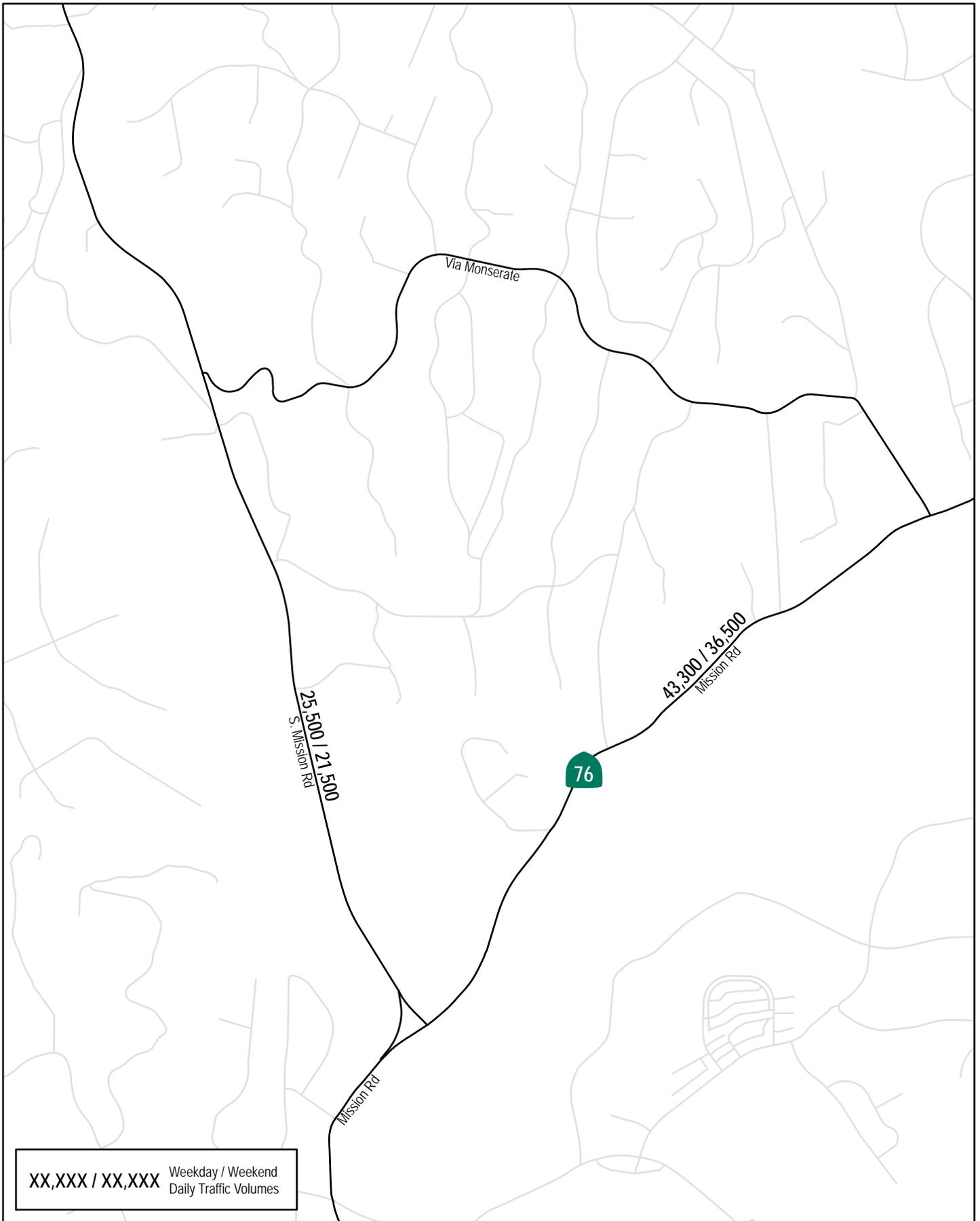
*** Rural Residential Collectors and Rural Residential Roads are intended to serve areas with lot sizes of 2 acres or more which do not have a demand for on-street parking. On-street parking is not assured for these cross sections. Additional right-of-way is needed if on-street parking is in paved area.

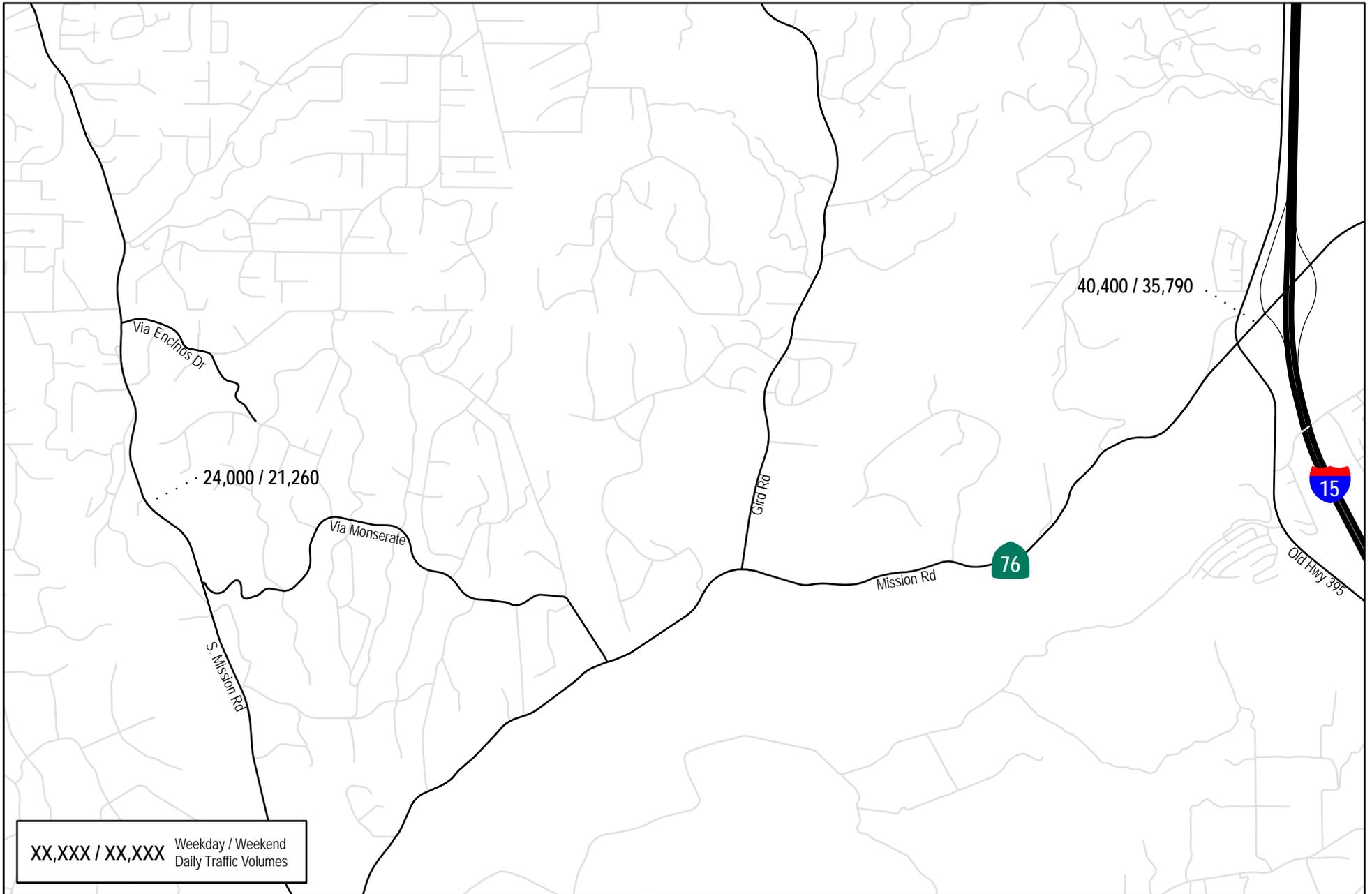
**** See Tables 2A and 2B for roadway surfacing and right-of-way widths.

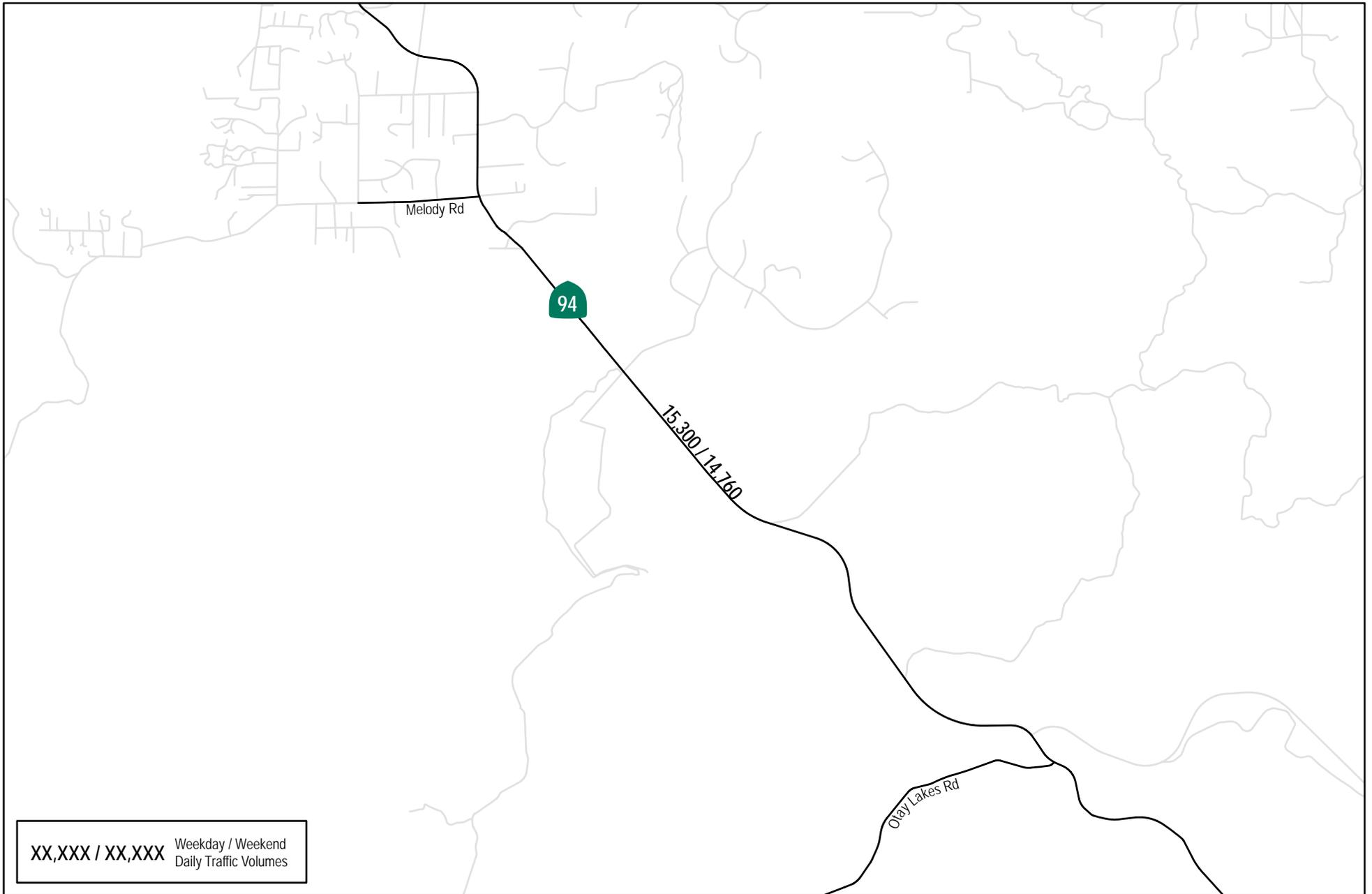
APPENDIX E

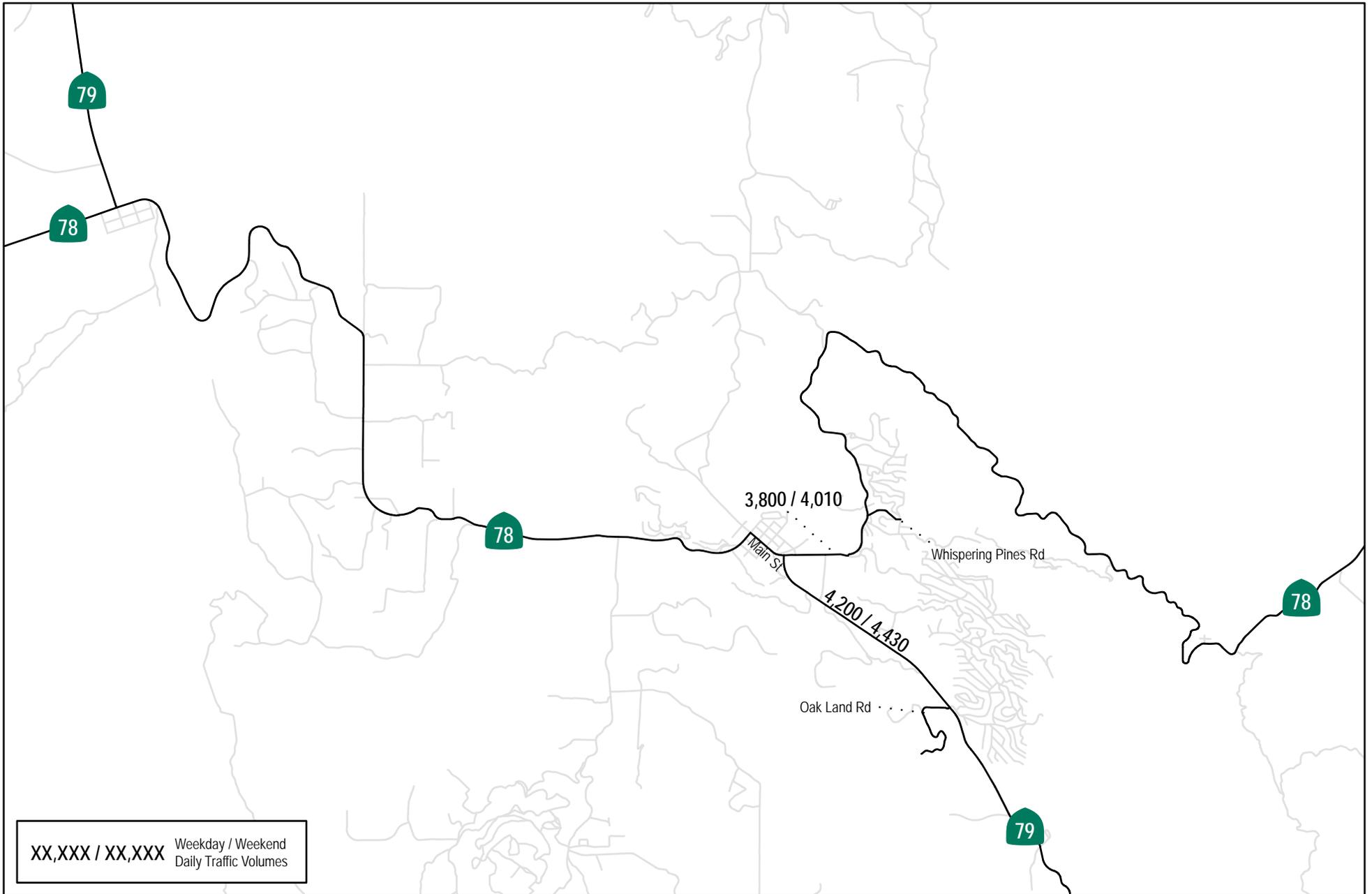
Buildout Traffic Volume Exhibits by Community Planning Area

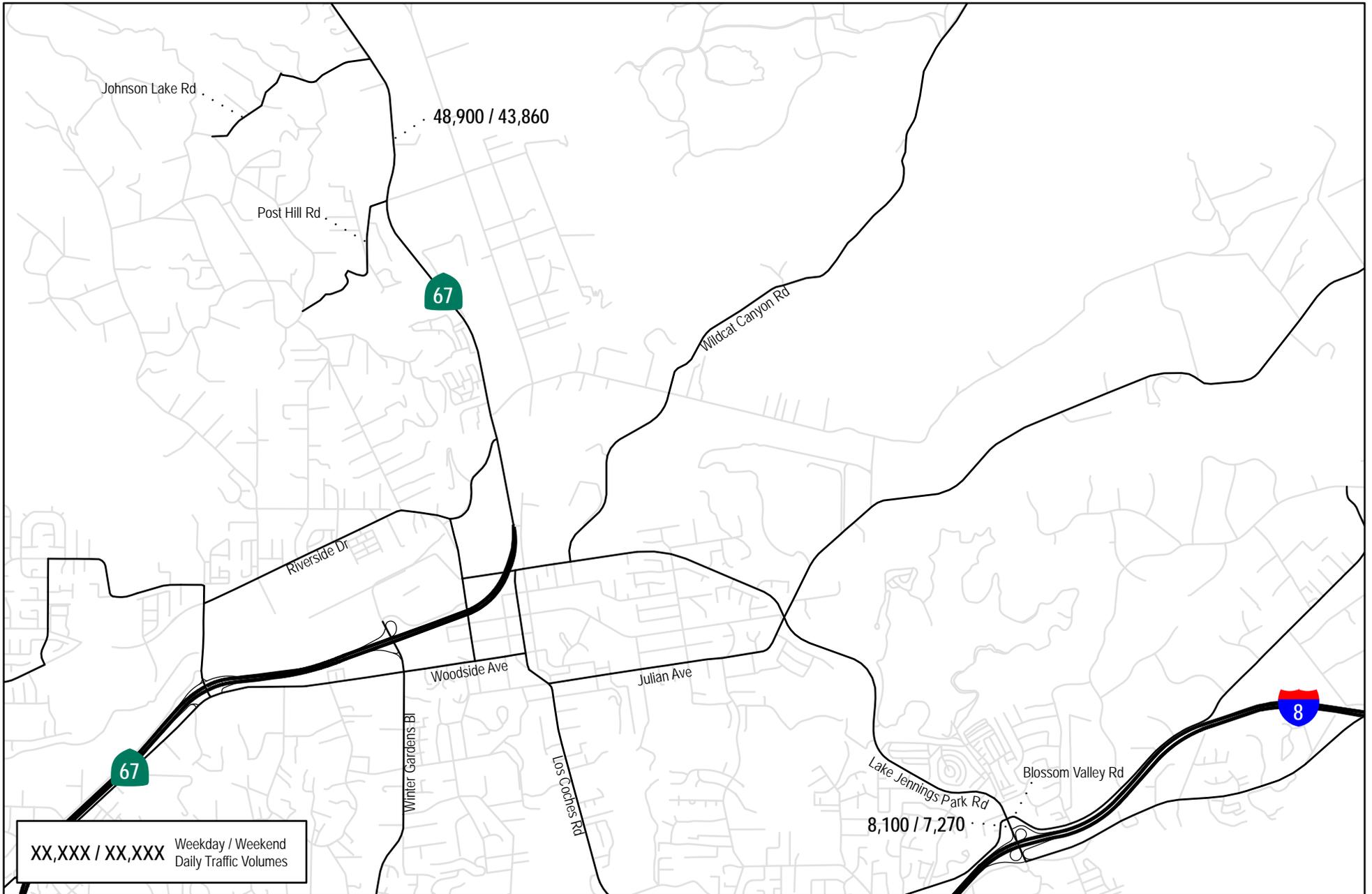












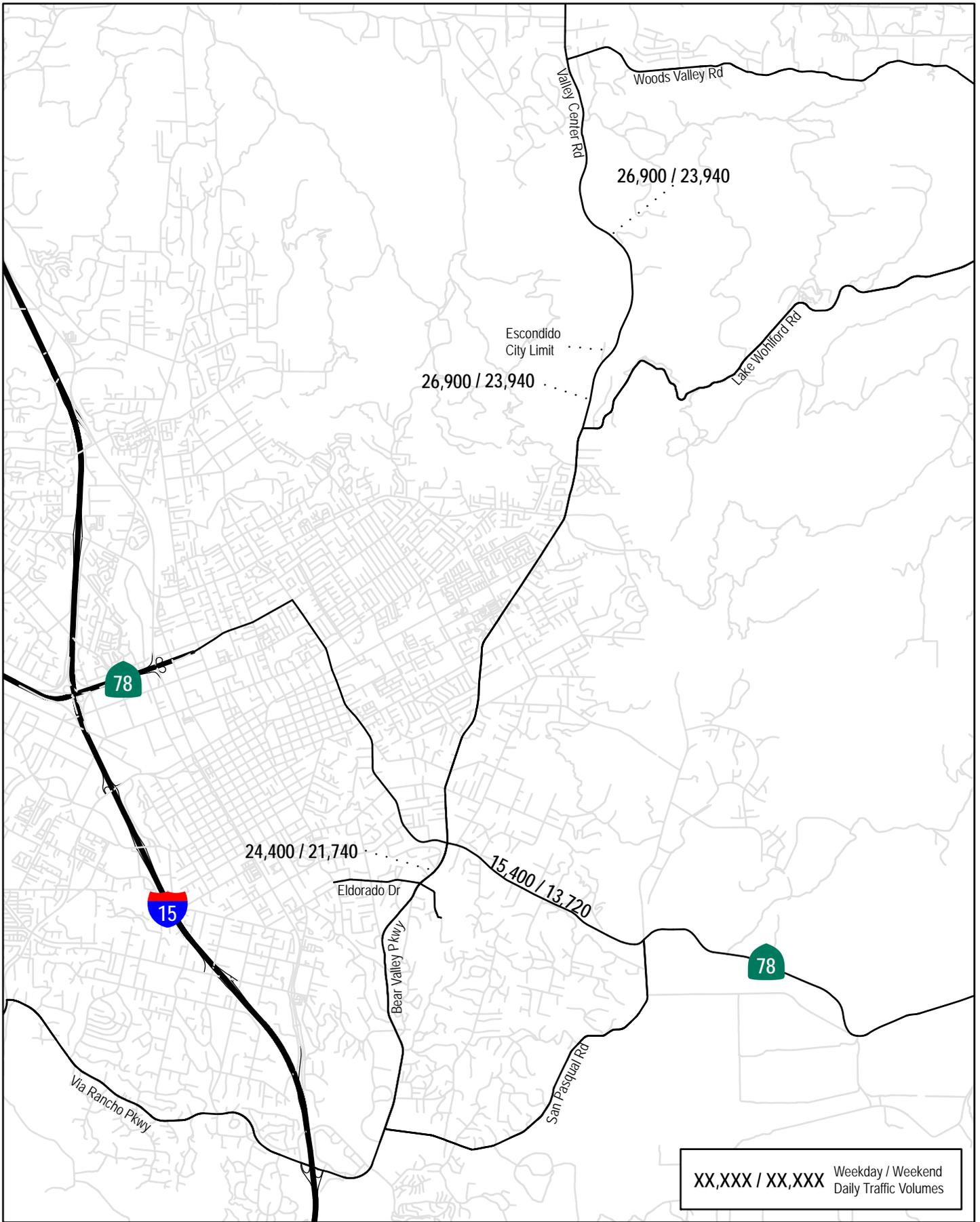
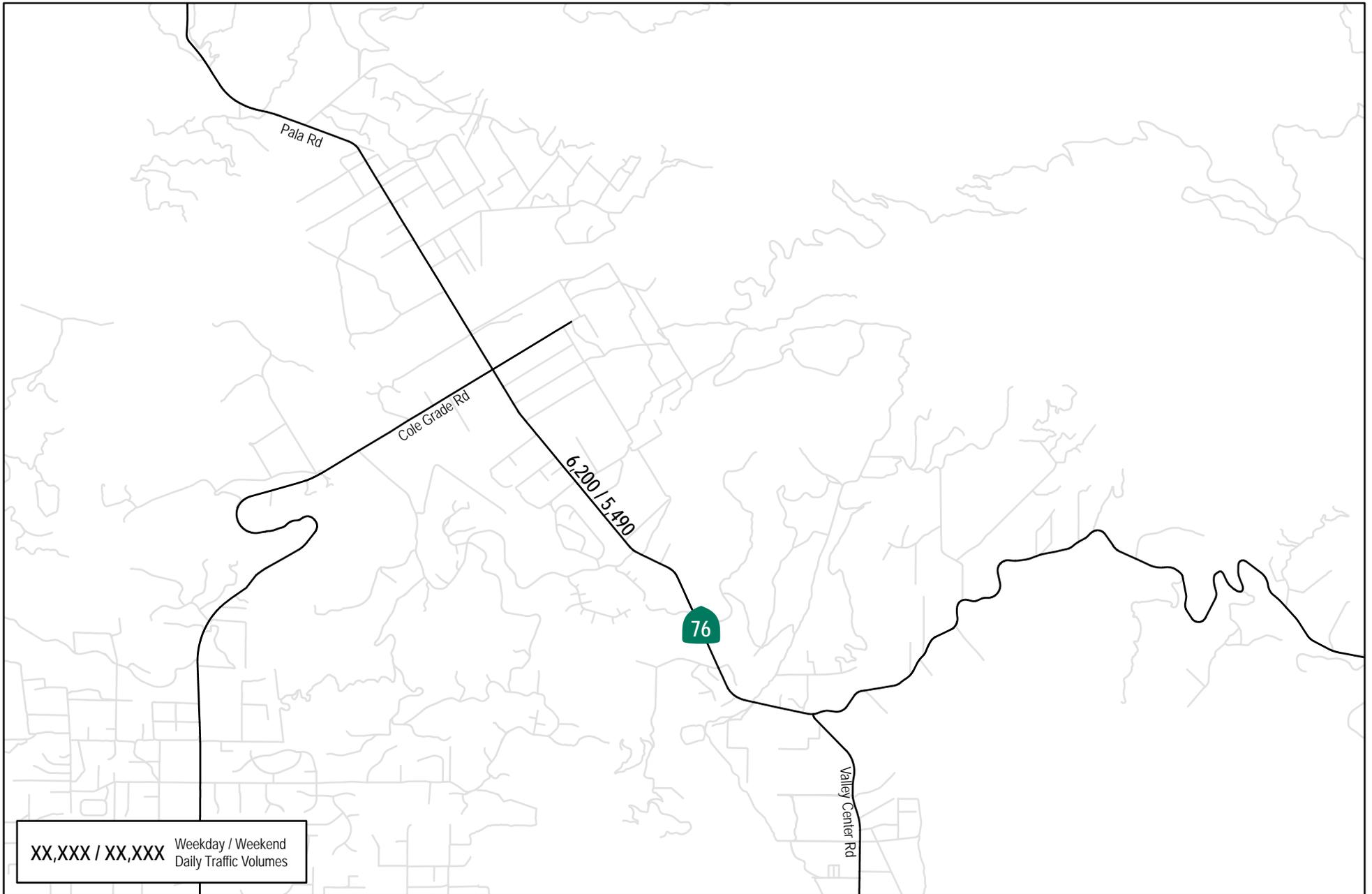
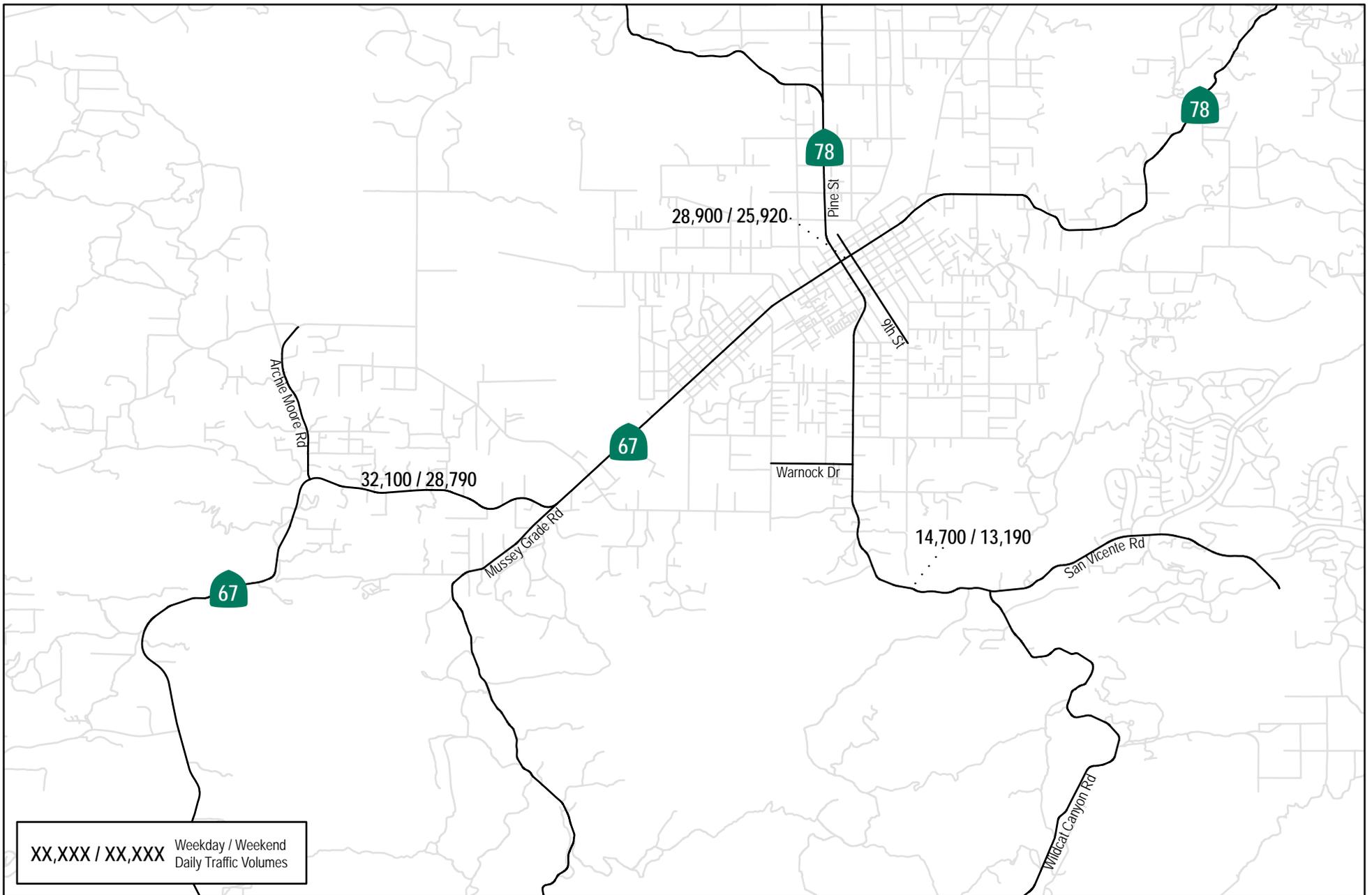
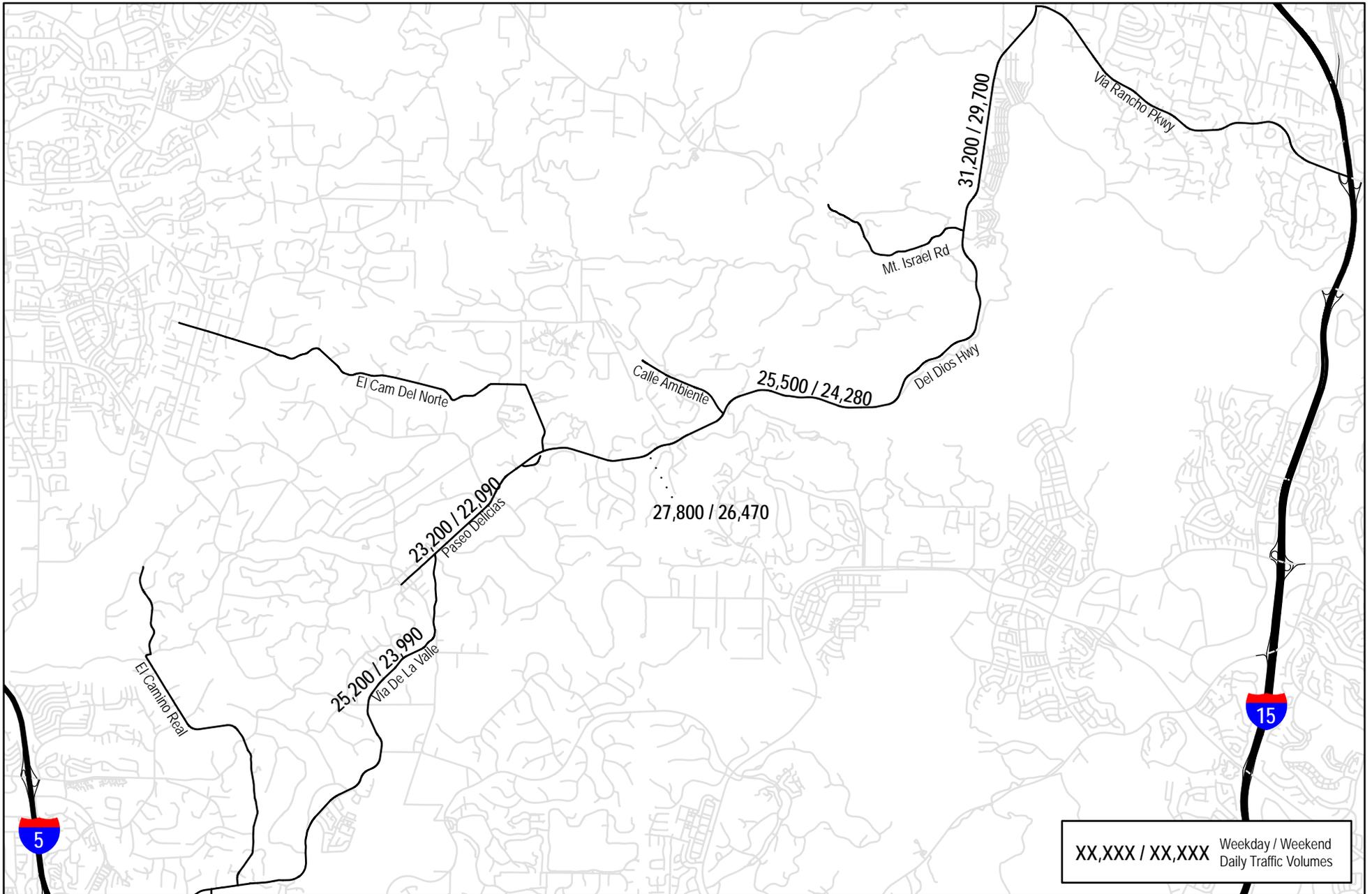


Figure E-7
North County Metro Community Planning Area
Buildout 2035 Traffic Volumes







XX,XXX / XX,XXX Weekday / Weekend
Daily Traffic Volumes

