



County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
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December 15, 2005

Revised November 8, 2007

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/04)

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

GPA 05-010, SP 03-003, R04-008, TM-5295RPL⁴ TM 5295RPL⁵, S04-015, Log No. 02-08-047; Sugarbush Residential Development Project

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 Robert Hingtgen, Planner III
b. Phone number: (858) 694-3712
c. E-mail: robert.hingtgen@sdcounty.ca.gov.

4. Project location:

The project is located north of San Marcos and east of Vista. It is located at the southern terminus of Sugarbush Drive, and western terminuses of Cleveland Trail and Lone Oak Lane, within the North County Metro Planning Area in the unincorporated area of San Diego County.

Thomas Brothers Coordinates: Page 1108, Grid D1, D2, E1, and E2

5. Project sponsor's name and address:

Robert Booker, Sugarbush LLC, P.O Box 231639, Encinitas, CA 92023-1639;
New Horizons et. al., 313 Solo Roble, San Marcos, CA 92078

6. General Plan Designation

Community Plan:

North County Metro

Land Use Designation:

17 – Estate Residential

Density:

1 du/2, 4 acre(s)

7. Zoning
Use Regulation: A70 (Limited Agriculture)
Density: 0.5 du/acre
Special Area Regulation: none

8. Description of project:

The project proposes a General Plan Amendment, Specific Plan, Rezone, Tentative Map, and Site Plan for a 45-lot subdivision of 115.5 acres (APN 181-162-05, 181-162-15, 181-162-16, 181-170-33, and 184-080-08) with two open space areas totaling 77.13 acres. Proposed residential lot size ranges from 0.5 to 4.75 1.56 acres. The current General Plan requires minimum gross parcel sizes of two and four acres, and the current zone is A70 (Limited Agriculture) that requires a net minimum lot size of 2 acres. The General Plan Amendment would change the Land Use Designation from (17) Estate to (21) Specific Plan, and provide text for the North County Metropolitan Subregional Plan that would limit density to 0.39 and a minimum lot size of 0.5 acres. The Specific Plan application is to guide the development of this master planned residential community and requires rezoning of the site from A70 to S88. The proposed S88 zoning will have a density of 0.39, and minimum lot size of 0.5 acres. The Specific Plan also proposes variable setbacks on the residential lots with a "V" designator. The Site Plan identifies the setbacks on each lot.

Residential lots are concentrated along the lower elevation, central and southeastern boundary of the site. The proposed open-space consists of higher elevation steep slopes and drainages with native vegetation. This design places new residential land use adjacent to existing residential land use, and places open space area next to undeveloped, higher elevation slopes with native vegetation. A total of 315,000 cubic yards of cut and fill, balanced on-site, is estimated for the project. Maximum heights of cut and fill slopes will be 40 feet at 2:1 ratio. Total onsite open space area proposed is 77.13 acres.

Primary access will be taken from Sugarbush Drive, which currently dead-ends at the project site's north-central boundary. Sugarbush Drive will be extended into the project along a 60-foot easement with a paved width of 40 feet. A gated secondary emergency access is proposed ~~from Lone Oak Lane, located on the east side of the project through Lot D on the western boundary of the site that will connect to Buena Creek Road via Cleveland Trail.~~ This secondary emergency access will consist of 24 feet of paved surface width over 28 feet graded within a 30-foot easement. Pursuant to Vista Fire Protection District requirements, the project will also construct Street E (on-site) as a gated emergency access road. Only on-site improvements are required for Street E, the project is not required to make any off-site improvements to either Lone Oak Lane or Lone Oak Road, located on the west side of the project. The on-site secondary emergency access road (Street E) will have 24-feet of paved width. Sewer service will be provided by Buena Sanitation District, and extended to the project from

Cleveland Trail, located on the east side of the site. Water service will be provided by Vista Irrigation District, and extended from Sugarbush Drive, Cleveland Trail and Lone Oak Lane. Vista Fire Protection District will provide emergency service to the project site.

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

Surrounding land uses include a mosaic of estate residential, residential development, and agricultural property to the north and west, and undeveloped property to the east and south. The project site is vacant and in a natural state. The far northeastern portion of the site was previously used as an avocado grove. Site topography consists of a series of hills and canyons. Dirt roads provide access to the site. Elevation ranges from 1,050 feet above mean sea level (AMSL) at the northeast portion of the property to 565 (AMSL) in the bottom of an arroyo as it exits the west side of the property. Drainages are present on site and flow into Buena Creek. On-site vegetation types include Non-native grassland, Coastal sage scrub, Chaparral, Coast Live Oak Woodland, Coyote Brush Scrub, Eucalyptus Woodland, and other scattered Non-native vegetation.

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

<u>Permit Type/Action</u>	<u>Agency</u>
Habitat Loss Permit	County of San Diego
Landscape Plans	County of San Diego
Rezone	County of San Diego
Road Opening	County of San Diego
Road Vacation	County of San Diego
Site Plan	County of San Diego
Specific Plan	County of San Diego
Tentative Map	County of San Diego
County Right-of-Way Permits	County of San Diego
Construction Permit	
Excavation Permit Encroachment Permit	
Grading Permit	County of San Diego
Improvement Plans	County of San Diego
Remandment of Relinquished Access Rights	County of San Diego
Exploratory Borings, Direct-push Samplers and Cone Penotrometers Permits	County of San Diego
401 Permit - Water Quality Certification	Regional Water Quality Control Board (RWQCB)
404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)

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

No Impact: The Dam Evacuation Plan will not be interfered with because the project is located outside a dam inundation zone.

h) 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 type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant Impact: The proposed project is adjacent to wildlands that have the potential to support wildland fires. However, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project has been designed to comply with the regulations relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code for the 17 Fire Protection Districts in San Diego County and Appendix II-A, as adopted and amended by the local fire protection district, and as described in the Fire Protection Plan prepared by Hunt Research Corporation dated ~~October 2004~~ September 2006. Implementation of these fire safety standards will occur during the Tentative Map, Site Plan, or building permit process. Also, a Fire Service Availability Letter and conditions, dated ~~June 22, 2005~~ September 25, 2006, have been received from the Vista Fire Protection District. The conditions from the Vista Fire Protection District include: Vegetation modification, fire department access, fire protection water system, premises identification/addressing, residential sprinkler systems, and response maps. Therefore, based on the review of the project by County staff, through compliance with the Consolidated Fire Code and Appendix II-A and through compliance with the Vista Fire Protection District's conditions, it is not anticipated that the project will expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires. Moreover, the project will not contribute to a cumulatively considerable impact, because all past, present and future projects in the surrounding area required to comply with the Consolidated Fire Code and Appendix II-A.

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

Potentially Significant Unless Mitigation Incorporated:

Direct Impacts: The project will have potentially significant direct traffic impacts that require mitigation. A Traffic Impact Analysis (TIA), prepared by Linscott, Law, and Greenspan, dated ~~April 18, 2005~~ June 1, 2007 has been completed. The TIA identified direct impacts to the following road segments and/or intersections:

- Buena Creek Road / South Santa Fe Avenue Intersection.
- Buena Creek Road / Monte Vista Drive Intersection.
- South Santa Fe Avenue segment from Robelini Drive to Buena Creek Road.
- Robelini Drive from South Santa Fe Avenue to University Drive.

The TIA proposes the following mitigation measures that will reduce the potentially significant impacts to a level less than significant:

- Pay a fair-share contribution to the County Capital Improvement Project for South Santa Fe Avenue, or provide a dedicated northbound right-turn lane at the South Santa Fe Avenue / Buena Creek Road intersection.
- Provide a dedicated right-turn lane on Buena Creek Road at Monte Vista Drive.
- Extend northbound right turn lane on Robelini Drive from the current 130' length to 260'.

These mitigation measures have been made conditions of project approval.

Cumulative Impacts: 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 build-out (year 2030) development conditions on the existing circulation 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 generates 540 ADT. These trips will be distributed on circulation 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 therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. Therefore, payment of the 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.

The project will have potentially significant cumulative traffic impacts that require mitigation. A Traffic Impact Analysis (TIA), prepared by Linscott, Law, and Greenspan, dated ~~April 18, 2005~~ June 1, 2006 has been completed. The TIA identified cumulative impacts to the following road segments and/or intersections:

- ~~Rebelini Drive segment from South Santa Fe Avenue to University Drive.~~
- SR 78 / Sycamore Avenue Eastbound Ramp intersection;
- Buena Creek Road / Sugarbush Drive intersection;
- I-15 / Deer Springs interchange;
- Buena Creek Road from South Santa Fe to North Twin Oaks Valley Road;
- South Santa Fe Avenue from Buena Creek Road to Smilax Road;
- Deer Springs Road / North Twin Oaks Valley Road intersection.
- ~~North Twin Oaks Valley Road segment from Deer Springs Road to La Cienega Road; and,~~
- Deer Springs Road segment from North Twin Oaks Valley Road to I-15.
- ~~I-15 / Deer Springs Road Southbound Ramp Intersection.~~
- ~~I-15 / Deer Springs Road Northbound Ramp Intersection.~~

The TIA proposes the following mitigation measures that will reduce the potentially significant impacts to a level less than significant:

- Payment into the County's TIF Program;
- Payment into the County's TIF Program or contribution to the South Santa Fe Avenue CIP;
- Pay a fair-share contribution towards the City of Vista's planned re-striping of the SR78 / Sycamore Avenue Eastbound Ramp intersection;
- Pay a fair-share contribution towards the City of San Marcos's planned signalization and ~~associated widening of~~ improvements at the North Twin Oaks Valley Road / Deer Springs Road intersection;
- ~~Pay a fair share contribution towards the County's Signal Fee Program for the I-15 / Deer Springs Road Southbound Ramp Intersection.~~
- ~~Pay a fair share contribution towards the County's Signal Fee Program for the I-15 / Deer Springs Road Northbound Ramp Intersection.~~
- Improve or assure the improvement of I-15 / Deer Springs southbound ramps intersection to provide the following geometry:

Southbound off-ramp – one shared through/left lane and two right-turn lanes,
Eastbound – one right-turn lane and one through lane,
Westbound – an additional through lane on Deer Springs between the I-15
southbound ramps and Mesa Rock Road.

As an alternative, if these improvements become a bonded project, the
contribution of a fair share payment would be appropriate mitigation; and,

- Provide a 150-foot westbound left-turn lane (with a 120-foot taper) on Buena Creek Road at Sugarbush Drive.

These mitigation measures have been made conditions of project approval.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

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

Potentially Significant Impact Unless Mitigation Incorporated:

Direct Impacts: The project will have potentially significant direct traffic impacts that require mitigation. A Traffic Impact Analysis (TIA), prepared by Linscott, Law, and Greenspan, dated ~~April 18, 2005~~ June 1, 2006 has been completed. The TIA identified direct impacts to the following road segments and/or intersections:

- Buena Creek Road / South Santa Fe Avenue Intersection.
- Buena Creek Road / Monte Vista Drive Intersection.
- South Santa Fe Avenue segment from Robelini Drive to Buena Creek Road.
- Robelini Drive from South Santa Fe Avenue to University Drive.

The TIA proposes the following mitigation measures that will reduce the potentially significant impacts to a level less than significant:

- Pay a fair-share contribution to the County Capital Improvement Project for South Santa Fe Avenue, or provide a dedicated northbound right-turn lane at the South Santa Fe Avenue / Buena Creek Road intersection.
- Provide a dedicated right-turn lane on Buena Creek Road at Monte Vista Drive.
- Extend northbound right turn lane on Robelini Drive from the current 130' length to 260'.

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Cumulative Impacts: 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 build-out (year 2030) development conditions on the existing circulation 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 generates 540 ADT. These trips will be distributed on circulation 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 therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF program is based. Therefore, payment of the 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.

The project will have potentially significant cumulative traffic impacts that require mitigation. A Traffic Impact Analysis (TIA), prepared by Linscott, Law, and Greenspan, dated ~~April 18, 2005~~ June 1, 2006 has been completed. The TIA identified cumulative impacts to the following road segments and/or intersections:

- ~~Robelini Drive segment from South Santa Fe Avenue to University Drive.~~
- SR 78 / Sycamore Avenue Eastbound Ramp intersection;
- Buena Creek Road / Sugarbush Drive intersection;
- I-15 / Deer Springs interchange;
- Buena Creek Road from South Santa Fe to North Twin Oaks Valley Road;
- South Santa Fe Avenue from Buena Creek Road to Smilax Road;
- ~~Deer Springs Road / North Twin Oaks Valley Road intersection.~~
- North Twin Oaks Valley Road segment from Deer Springs Road to La Cienega Road; and,
- Deer Springs Road segment from North Twin Oaks Valley Road to I-15.
- ~~I-15 / Deer Springs Road Southbound Ramp Intersection.~~
- ~~I-15 / Deer Springs Road Northbound Ramp Intersection.~~

The TIA proposes the following mitigation measures that will reduce the potentially significant impacts to a level less than significant:

- Payment into the County's TIF Program;
- Payment into the County's TIF Program or contribution to the South Santa Fe Avenue CIP;
- Pay a fair-share contribution towards the City of Vista's planned re-striping of the SR78 / Sycamore Avenue Eastbound Ramp intersection;
- Pay a fair-share contribution towards the City of San Marcos's planned signalization and associated widening of improvements at the North Twin Oaks Valley Road / Deer Springs Road intersection;
- ~~Pay a fair share contribution towards the County's Signal Fee Program for the I-15 / Deer Springs Road Southbound Ramp Intersection.~~
- ~~Pay a fair share contribution towards the County's Signal Fee Program for the I-15 / Deer Springs Road Northbound Ramp Intersection.~~
- Improve or assure the improvement of I-15 / Deer Springs southbound ramps intersection to provide the following geometry:
Southbound off-ramp – one shared through/left lane and two right-turn lanes,
Eastbound – one right-turn lane and one through lane,
Westbound – an additional through lane on Deer Springs between the I-15 southbound ramps and Mesa Rock Road.
As an alternative, if these improvements become a bonded project, the contribution of a fair share payment would be appropriate mitigation; and,
- Provide a 150-foot westbound left-turn lane (with a 120-foot taper) on Buena Creek Road at Sugarbush Drive.

These mitigation measures have been made conditions of project approval.

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

No Impact: The proposed project is located outside of an Airport Master Plan Zone and is not adjacent to any public or private airports; therefore, the project will not result in a change in air traffic patterns.

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"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant: The proposed project will not significantly alter traffic safety on Buena Creek Road. Safe and adequate sight distance shall be required at all driveways and intersections to the satisfaction of the Director of the Department of Public Works. All road improvements will be constructed according to the County of San Diego Public and Private Road Standards. Roads used to access the proposed project site are up to County standards. The proposed project will 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"/> Potentially Significant Unless Mitigation Incorporated | <input type="checkbox"/> No Impact |

Less Than Significant: The proposed project will not result in inadequate emergency access. The Vista Fire Department has reviewed the proposed project and associated emergency access roadways, as well as the Fire Protection Plan dated ~~October 2004~~ revised September, 2006. It has been determined that there is adequate emergency fire access proposed. The main access to the project site is via Sugarbush Drive. Proposed Street A All-on-site roads will be improved to 40' paved width, Streets B, C and D will be improved to 32' paved width, and Street E and the emergency gated road through Lot D connecting to Cleveland Trail will be improved to with the exception of the secondary emergency access road (Street E), which will have a 24' paved width. All on-site roads will be required to be improved to County standards.

f) Result in inadequate parking capacity?

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

Less Than Significant Impact: The Zoning Ordinance Section 6758 Parking Schedule requires two on-site parking spaces for each dwelling unit. The proposed lots have sufficient area to provide at least two on-site parking spaces consistent with the Zoning Ordinance.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

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

effective January 18, 1985, and amended July 17, 1986 by Ordinance No. 7155. (www.amlegal.com)

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

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

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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/legregs/nhsdatoc.html>)

Visual Impact Analysis, Helix Environmental Planning, Inc., February 25, 2005

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).

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AIR QUALITY

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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)

Scientific Resources Associated, Air Quality Technical Report, October 14, 2004

BIOLOGY

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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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County of San Diego, Multiple Species Conservation Program, County of San Diego Subarea Plan, 1997.

County of San Diego. Resource Protection Ordinance, October 10, 1991

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Helix Environmental Planning, Inc., Letter Regarding Change in Emergency Access To Cleveland Trail, October 4, 2006.

Holland, R.R. Preliminary Descriptions of the Terrestrial Natural Communities of California. State of California, Resources Agency, Department of Fish and Game, Sacramento, California, 1986.

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California Hazardous Waste and Substances Site List. April 1998. (www.dtsc.ca.gov)

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California Health & Safety Code § 2000-2067. (www.leginfo.ca.gov)

California Health & Safety Code. §17922.2. Hazardous Buildings. (www.leginfo.ca.gov)

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County of San Diego, Department of Environmental Health, Hazardous Materials Division. California Accidental Release Prevention Program (CalARP) Guidelines. (<http://www.sdcountry.ca.gov>), (www.oes.ca.gov)

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County of San Diego Code of Regulatory Ordinances, Title 3, Div 5, CH. 3, Section 35.39100.030, Wildland/Urban Interface Ordinance, Ord. No.9111, 2000. (www.amlegal.com)

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Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, March 2000.

Unified San Diego County Emergency Services Organization Operational Area Energy Shortage Response Plan, June 1995.

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HYDROLOGY & WATER QUALITY

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California State Water Resources Control Board, NPDES General Permit Nos. CAS000001 INDUSTRIAL ACTIVITIES (97-03-DWQ) and CAS000002 Construction Activities (No. 99-08-DWQ) (www.swrcb.ca.gov)

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