

APPENDIX A

**INITIAL STUDY - NOTICE OF PREPARATION AND NOTICE OF
PREPARATION COMMENT LETTERS**



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

January 28, 2009

To: Reviewing Agencies

Re: Redevelopment of 70 Acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field
SCH# 2005111092

Attached for your review and comment is the Notice of Preparation (NOP) for the Redevelopment of 70 Acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jeff Kashak
San Diego County Department of Public Works
5469 Kearny Villa Road, #305 (0385)
San Diego, CA 92123-1152

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005111092
Project Title Redevelopment of 70 Acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field
Lead Agency San Diego County

Type NOP Notice of Preparation
Description Gillespie Field is located on San Diego County-owned land on the northern border of the City of El Cajon and the southern border of the City of Santee, approximately 13 miles northeast of downtown San Diego. The proposed action includes four components: (1) redevelopment of the 70-acre parcel with aviation uses as designated by the Gillespie Field ALP Update Narrative Report and per FAA guidance; (2) acquisition of certain properties adjacent to the airport runways to comply with FAA safety regulations regarding uses in Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs); (3) purchase of avigation easements over properties adjacent to runways to comply with FAA safety regulations regarding uses in RPZs or RSAs; and (4) amendment to the 1986 Gillespie Field Master Plan to be consistent with the ALP Update Narrative Report.

Lead Agency Contact

Name Jeff Kashak
Agency San Diego County Department of Public Works
Phone (858) 874-4056 **Fax**
email
Address 5469 Kearny Villa Road, #305 (0385)
City San Diego **State** CA **Zip** 92123-1152

Project Location

County San Diego
City El Cajon
Region
Cross Streets Bradley Avenue and Wing Boulevard, City of El Cajon, San Diego County
Lat / Long 32° 49' 34" N / 116° 54' 20" W
Parcel No. various
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 67, SR 123
Airports Gillespe
Railways
Waterways
Schools
Land Use Aviation uses per ALP Update.
Designated "Airport" on General Plan Land Use Map.
Airport Designator = SEE.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; Caltrans, District 11; Air Resources Board, Airport Projects; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 01/27/2009 **Start of Review** 01/27/2009 **End of Review** 02/25/2009

NOP Distribution List

County: DUMI PIJU

SCH#

W V U A L L U D B

<input type="checkbox"/> <u>Resources Agency</u>	<input type="checkbox"/> Fish & Game Region 2 Jeff Drongesen	<input type="checkbox"/> Public Utilities Commission Leo Wong	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways Mike Sotelo	<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input type="checkbox"/> State Lands Commission Marina Brand	<input type="checkbox"/> Caltrans, District 10 Tom Dumes	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input checked="" type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input checked="" type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans & Housing</u>	<input type="checkbox"/> Caltrans, District 12 Ryan P. Chamberlain	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input checked="" type="checkbox"/> Dept. of Conservation Rebecca Salazar	<input type="checkbox"/> Fish & Game Region 6 I/M Gabrina Getchel Inyo/Mono, Habitat Conservation Program	<input checked="" type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> California Energy Commission Dale Edwards	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terr Pencovic	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Cal Fire Allen Robertson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol Scott Loetscher Office of Special Projects	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development CEQA Coordinator Housing Policy Division	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)	<input checked="" type="checkbox"/> RWQCB 9 San Diego Region (9)
<input checked="" type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Other	
<input type="checkbox"/> Central Valley Flood Protection Board Jon Yego	<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman		
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Public Health Bridgette Blinning Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez		
<input checked="" type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<u>Independent Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 3 Bruce de Terra		
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Delta Protection Commission Linda Flack	<input type="checkbox"/> Caltrans, District 4 Lisa Carboni		
<u>Fish and Game</u>	<input type="checkbox"/> Office of Emergency Services Dennis Castillo	<input type="checkbox"/> Caltrans, District 5 David Murray		
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Michael Navarro		
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Elmer Alvarez		
<input type="checkbox"/> Fish & Game Region 1E Laurie Harnsberger				

CITY OF EL CAJON



FIRE DEPARTMENT MEMORANDUM

DATE: 2/4/09
TO: Jeff Kashak
FROM: Division Chief Rick Sitta
RE: Gillespie Field E.I.R.

The El Cajon Fire Department currently provides emergency First Responder rescue/EMS and fire suppression services to Gillespie Field. Any airport expansion of services could impact timely response capabilities of our agency.

I would like to submit a request to be added to the distribution list for the 1st screening of the Draft of Environmental Review for the Gillespie Field Environmental Impact Report.

Respectfully submitted,

Rick Sitta
Division Chief El Cajon Fire Department
(619) 441-1608
rsitta@ci.el-cajon.ca.us

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



February 5, 2009

Mr. Jeff Kashak
COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS
 5469 Kearny Villa Road, Suite 305
 San Diego, CA 92123

Re: SCH#2009011086: CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Allan Company Recycling Project, located in the Mira Mesa Community Plan Area, San Diego County, California

Dear Mr. Kashak:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ The Native American Heritage Commission (NAHC) performed:
- * A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE).. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and there are Native American cultural resources in close proximity..
 - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
 - √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
San Diego County
February 5, 2009

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Danny Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92021
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno
Boulevard , CA 91905
(619) 478-2113
619-478-2125

Viejas Band of Mission Indians
Bobby L. Barrett, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
daguilar@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center , CA 92082
(760) 749-3200
(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

Santa Ysabel Band of Diegueno Indians
Johnny Hernandez, Spokesman
PO Box 130 Diegueno
Santa Ysabel , CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

Jamul Indian Village
Kenneth Meza, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005111092; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Redevelopment of 70-acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field (Airport); located between the cities of El Cajon and Santee in San Diego County, California.

Native American Contacts
San Diego County
February 5, 2009

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O Box 270 Diegueno
Santa Ysabel , CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 742-5587
(619) 443-0681 FAX

Kumeyaay Cultural Heritage Preservation
Paul Cuero
36190 Church Road, Suite 5 Diegueno/ Kumeyaay
Campo , CA 91906
chairman@campo-nsn.gov
(619) 478-9046
(619) 478-9505
(619) 478-5818 Fax

Clint Linton
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel , CA 92070
(760) 803-5694
cjlinton73@aol.com

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley , CA 91962
(619) 709-4207

Inaja Band of Mission Indians
Rebecca Osuna, Spokesperson
309 S. Maple Street Diegueno
Escondido , CA 92025
(760) 737-7628
(760) 747-8568 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2005111092; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Redevelopment of 70-acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field (Airport); located between the cities of El Cajon and Santee in San Diego County, California.

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
4050 Taylor St., MS 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 1-800-735-2929



*Flex your power!
Be energy efficient!*

February 5, 2009

11-SD-67
PM 1.76
SCH 2005111092

Mr. Jeff Kashak
Department of Public Works
San Diego County
5469 Kearny Villa Road, #305 (0385)
San Diego, CA 92123-1152

RE: Redevelopment of 70 Acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field

Dear Mr. Kashak:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Notice of Preparation for the Draft Environmental Impact Report (DEIR) for the proposed Redevelopment of 70 Acre Parcel and Land Acquisition/Avigation Easements for Gillespie Field project. Caltrans has the following comments:

A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*, which is located at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where

the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Mr. Jeff Kashak
February 5, 2009
Page 3

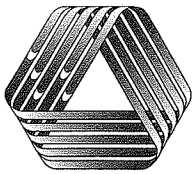
If you have any questions or require further information, please contact Christian Bushong at (619) 688-2510 or Christian.Bushong@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. M. Armstrong', written over a light blue horizontal line.

JACOB M. ARMSTRONG, Chief
Development Review Branch

cc: State Clearinghouse



Helix Water District

Setting standards of excellence in public service

7811 University Avenue
La Mesa, CA 91941-4927

(619) 466-0585
FAX (619) 466-1823
www.hwd.com

February 6, 2009

Jeff Kashak
County of San Diego
Department of Public Works, Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123

Dear Mr. Kashak:

Helix Water District submits the following comments in response to the Revised Initial NOP for Gillespie Field, SCH # 2002111092:

Helix Water District owns a 48-inch transmission main within a 50-foot easement within the County's project site.

- Any and all proposed improvement or plans are to be reviewed and approved by Helix Water District.
- Encroachment agreements between Helix Water District and County of San Diego will need to be executed.
- Pipeline appurtenances will need to be adjusted by the County of San Diego to finish grade including blow-offs, test stations, access manways, etc.
- County of San Diego is to pothole existing pipeline.
- County of San Diego is to provide a title report.
- Heavy equipment on top of the Helix Water District pipeline will not be allowed.

If you have any questions, I can be reached at (619) 667-6275.

Sincerely,

Lucy Galvin, MAI, SRWA
Senior Right-of-Way Agent, Environmental Analyst

c: T. Smith, HWD
A. Anub, HWD

**Elected Board
of Directors:**
Richard K. Smith
President

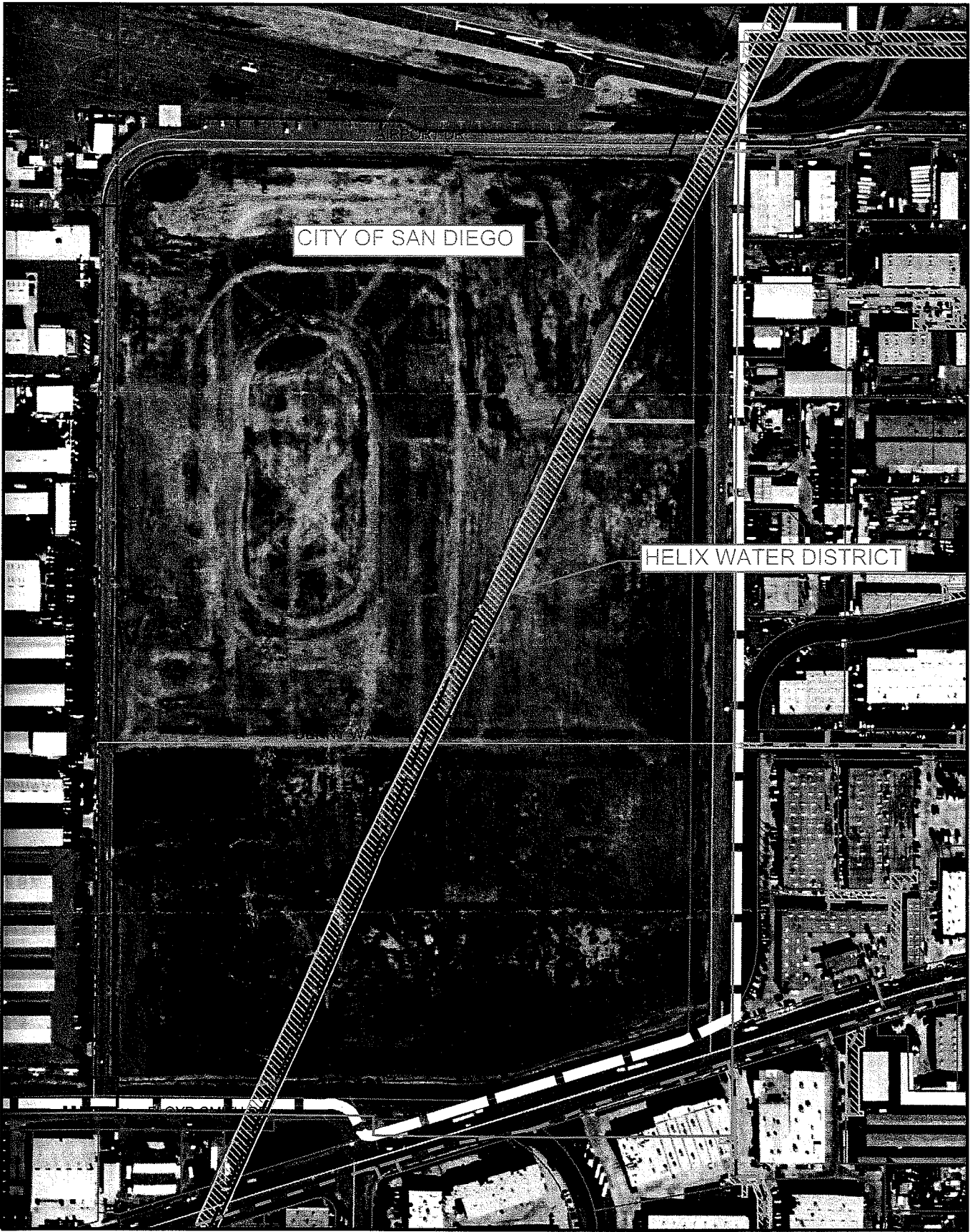
DeAna R. Verbeke
Vice President
John B. Linden
Kathleen Coates Hedberg
Charles W. Muse

Staff:
Mark S. Weston
General Manager

Donna Bartlett-May
Board Secretary

Legal Counsel:
Scott C. Smith





Gillespie Field

0feet 200feet 400feet 600feet 800feet



Scale: 1":312'

Printed: 2/6/2009



Kashak, Jeff

From: Tim Allison [tim.allison@sdmts.com]
Sent: Friday, February 13, 2009 1:00 PM
To: Kashak, Jeff
Subject: Impacts to MTS Property (384-190-44) - NOP SCH# 2005111092

I received the notice from the County on this project and it indicates that MTS property is proposed for acquisition. We are looking at moving this property to the private sector, either by lease or sale and would like to explore options with the County if it anticipates purchase in the near term.

Please contact me to discuss.

Tim Allison

*San Diego Metropolitan Transit System (MTS)
Manager of Real Estate Assets
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
619-595-4903
619-744-5986 fax
619-709-4672 cell
tim.allison@sdmts.com*

California Native Plant Society

County of San Diego
Department of Public Works
Environmental Services Unit
5469 Kearney Villa Rd. St 305
San Diego CA 92123
Attention: Jeff Kashak

February 16, 2009

RE: Notice of Preparation, Gillespie Field (2005111092)

Dear Mr. Kashak:

The California Native Plant Society (CNPS) is a statewide non-profit organization of amateurs and professionals with a common interest in California's native plants. CNPS seeks to increase understanding of California's native flora and to preserve our rich botanical resources for future generations.

We have reviewed the Notice of Preparation for the Programmatic EIR and have the following questions:

1. We are interested in what mitigation will be proposed if the proposed project will impact the *Ambrosia pumila*. We would like to take this opportunity to state that CNPS opposes transplantation as mitigation for impacts to rare plants, because there is very little data to establish that transplantation is successful. We ask that any proposed mitigation techniques be justified by reference to successful practice for this species. We strongly that recommend avoidance of the plant be considered as an alternative.
2. The 1.1 acres are identified as containing the federally-endangered and MSCP narrow endemic plant, *Ambrosia pumila*. Could you tell us whether these are the only acres considered sensitive in the notice? We would like to know whether there has been a biological survey for the entire site, focused on surveying for the presence of *A. pumila*, or is one going to be required? It's quite possible that this plant, or other sensitive plant species, is present on more of the site and this would only be know by conducting biological surveys when the diagnostic characteristics of the species are present. In the case of *Ambrosia pumila*, this would be when its distinctive foliage or flowers is present in spring in a season with adequate rain.
3. In accordance with CA Department of Fish and Game *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (<http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/guideplt.pdf>), we request that information on the population be recorded on a California Natural Biodiversity Database survey form and submitted to the CDFG.



Dedicated to the preservation of California native flora

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in cursive script that reads "Carrie Schneider".

Carrie Schneider, Conservation Chair

San Diego Chapter of the California Native Plant Society

P O Box 121390

San Diego CA 92112-1390

info@cnpssd.org

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



February 19, 2009

Jeff Kashak
San Diego County
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123-1152

Dear Mr. Kashak:

Re: SCH# 2005111092; Redevelopment of 70 Acre Parcel and Land Acquisition Aviation Easements for Gillespie Field

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

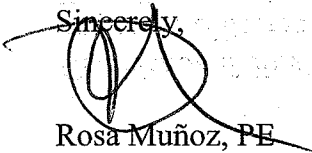
The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Notice of Preparation* for the redevelopment project at Gillespie Field. RCES is concerned that the new development at Bradley Avenue and Wing Boulevard may have safety impacts at the nearby crossings of Bradley Avenue (DOT# 747658B), Billy Mitchell Drive and Marshall Avenue. Any traffic study undertaken should consider traffic impacts at the two crossings.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the San Diego Trolley (SDTI) right-of-way.

The county should arrange a meeting with RCES and SDTI to discuss relevant safety issues and, if necessary, file a GO88-B request to modify a crossing. Before the scheduled diagnostic meeting, RCES would like to review the traffic study completed for the project.

If you have any questions, or would like to discuss our concerns please contact Laurence Michael, Utilities Engineer at 213-576-7076, ldi@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,



Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Nancy Dock. SDTI

BOCK COMPANY
ENGINEERING CONTRACTOR
132 W. Providencia Ave.
Burbank, Ca. 91503
Phone: (323) 849-5733
Fax: (818) 845-6510

February 24, 2009

County of San Diego
Department of Public Works, Environmental Services Unit
5469 Kearny Villa Rd., Suite 305
San Diego, CA 92123

Attention: Jeff Kashak

Re: SCH #2005111092
APN 384-240-06

Gentlemen:

Bock Company owns the above parcel. There is a 16,500 square foot industrial building on the property, which is rented by Kaylien, Inc. Kaylien is a door manufacturer who has a large quantity of specialized machinery in the building. This machinery would be very difficult and expensive to move.

Kaylien has been making doors in this building since 1962 and they are well established throughout the Southern California area.

It would be an extreme hardship for them to move and would potentially place their employees out of work. Please consider other alternatives. Thank you for your consideration.

Sincerely,



Robert C. Schnieders
President

BOCK COMPANY
ENGINEERING CONTRACTOR
132 W. Providencia Ave.
Burbank, Ca. 91503
Phone: (323) 849-5733
Fax: (818) 845-6510

February 24, 2009

County of San Diego
Department of Public Works, Environmental Services Unit
5469 Kearny Villa Rd., Suite 305
San Diego, CA 92123

Attention: Jeff Kashak

Re: SCH #2005111092
APN 384-240-05, 384-240-07, 384-240-17

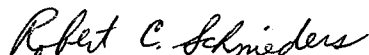
Gentlemen:

Our company is an underground utility contractor. We occupy the above parcels. Our base of operations to serve the San Diego area is at 8510 Railroad Avenue, Santee, California.

This location is an excellent location to dispatch work crews and equipment throughout San Diego County. From our location we are able to access work sites to the East, West, North, and South of our yard without excessive transportation costs. If we were forced to leave this area, any property to the West of our location would be more expensive. If we relocated to any area East, South, or North of our property, our transportation costs would increase significantly. There would be an increase in the mental and physical toll on our employees making the longer commute. The longer commute would also negatively impact our environment.

Relocating our company would be extremely expensive and burdensome. Please consider other alternatives. Thank you for your consideration.

Sincerely,



Robert C. Schnieders
President

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

*Flex your power!
Be energy efficient!*

February 24, 2009

Mr. Jeff Kashak
San Diego County Department of Public Works
5469 Kearny Villa Road, Suite 305 (0385)
San Diego, CA 92123-1152

Dear Mr. Kashak:

San Diego County's Notice of Preparation of a Draft Environmental Impact Report for the Redevelopment of a 70-Acre Parcel and Land Acquisition and Avigation Easements at Gillespie Field Airport; SCH# 2005111092

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety, noise, and airport land use compatibility. We are a funding agency for airport projects. We also have permit authority for public and special-use airports and heliports. The following comments are offered for your consideration.

The proposal consists of four components:

- (1) redevelopment of the 70-acre parcel located in the southeastern corner of Gillespie Field, northwest of the intersection of Bradley Avenue and Wing Boulevard in the City of El Cajon, with aviation uses as designated by the Gillespie Field Airport Layout Plan (ALP) Update Narrative Report and per Federal Aviation Administration (FAA) guidance;
- (2) acquisition of certain properties adjacent to the airport runways to comply with FAA safety regulations regarding uses in Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs);
- (3) purchase of avigation easements over properties adjacent to runways to comply with FAA safety regulations regarding uses in RPZs or RSAs; and
- (4) amendment to the 1986 Gillespie Field master Plan, Site 2 planned uses, to be consistent with the ALP Update Narrative Report for the 70-acre redevelopment project.

Caltrans is the primary State agency responsible for permitting airports and heliports. Our mandated process is further described in the California Code of Regulations (CCR), Title 21 Section 3534 (b). Gillespie Field operates with an airport permit issued by the Division. The acquisition of land for RPZ and RSA purposes will trigger the need to amend the State airport permit. The applicant should be advised to contact the Division's Aviation Safety Officer for San Diego County, Jeff Brown, at (916) 654-4565. Detailed information regarding State airport permit amendments can also be viewed on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/airportpermit.html>. Additionally, new construction

Mr. Jeff Kashak
February 24, 2009
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projects, must meet or exceed the minimum design standards for a permitted airport, as specified in the CCR, Title 21, Article 3, "Design Standards, Airports Only."

Public Utilities Code (PUC) Section 21659 prohibits structural hazards on or near airports. The guidance in the FAA Advisory Circular 150/5370-2E, *Operational Safety on Airports during Construction*, should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts including cranes. The FAA may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation Part 77. Form 7460-1 is available at <http://forms.faa.gov/forms/faa7460-1.pdf>.

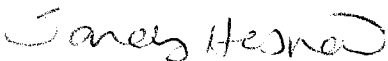
PUC Section 21676 (c) requires that "Each public agency...within the boundaries of an airport land use compatibility plan shall, prior to the modification of its airport master plan, refer such proposed change to the airport land use commission." The airport land use commission must then determine whether the proposed master plan is consistent or inconsistent with the adopted compatibility plan for that airport. If inconsistencies are identified, then the airport land use commission should take steps to amend its airport land use compatibility plan.

We are interested in the airport master planning process. Please contact Philip Crimmins, the Division's airport master plan coordinator for San Diego County, at (916) 654-654-6223 if you have questions regarding the Division's participation in the master plan process.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 11 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing all future documentation for the Airport Master Plan update. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, SDCRAA, Gillespie Field Airport



CITY OF SANTEE

MAYOR
Randy Voepel

CITY COUNCIL
Jack E. Dale
Brian W. Jones
John W. Minto
Hal Ryan

CITY MANAGER
Keith Till

February 26, 2009

Jeff Kashak
County of San Diego
Department of Public Works
Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123

SUBJECT: City of Santee's Response to the Revised Notice of Preparation (NOP) for a Program Environmental Impact Report/Environmental Assessment for Redevelopment of 70 acres, including Land Acquisition and/or Avigation Easements for Gillespie Field General Aviation Airport (SCH#2005111092)

Dear Mr. Kashak:

In December 2005, the City of Santee submitted a letter in response to a Notice of Preparation for the above-referenced Project. This letter serves as the City of Santee's response to the **revised** January 28, 2009 Notice of Preparation of a Program Environmental Impact Report/Environmental Assessment for this Project. As stated in the revised NOP, the draft Program EIR/EA will analyze the proposed redevelopment of currently undeveloped 70 acres within the airport and the potential development of aviation uses thereon by private developers in accordance with Federal Aviation Administration (FAA) guidelines. The Project Description includes identification of properties proposed for acquisition and/or those for which avigation easements would be acquired. The 1986 Gillespie Field Master Plan would be amended by the Project.

The Gillespie Field Airport Layout Plan identifies the 70-acre project site for aviation-related development in order to accommodate the proposed number of based aircraft by 2025. The NOP identifies 10 properties for fee acquisition, and 19 properties for which avigation easements would be sought in the City of Santee.

Jeff Kashak
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The NOP identifies potential environmental impacts in the following environmental areas with Project implementation: Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Flooding, Land Use, Noise, and Traffic/Transportation Circulation. The City provides the following comments for your consideration in preparing the draft EIR/EA:

Air Quality

In 2006 the Legislature passed AB32 – The Global Warming Solutions Act of 2006, which requires the State of California to reduce greenhouse gas emissions to 1990 levels no later than 2020. Civil aviation is a significant contributor of greenhouse gas emissions, accounting for 5% of San Diego County's greenhouse gas emissions (source: www.sandiego.edu/epic/ghginventory). The draft Program EIR/EA must not only evaluate the potential impacts to air quality and greenhouse gas emissions, it must also identify and implement measures that do not jeopardize the efforts of both Cities to meet the targets. Measures to offset greenhouse gas emissions should not be limited to landscaping and other physical improvements, but should also include analysis of airport operational measures, and prohibitions on aging aircraft based at the airport that do not use low carbon fuel to the extent provided by law.

Biology

Project implementation necessitates the relocation of an existing 1.1-acre Ambrosia mitigation site, located within the western center of the site. Should the relocation site be in the City of Santee, the draft Program EIR/EA must provide justification for this location, and disclose the requirement for a Conditional Use Permit to establish a biological habitat preserve (City of Santee Municipal Code Section 17.14.030-A, subsection D.2.b). Relocation of the mitigation site within Santee would also require a consistency analysis with the Multiple Species Conservation Program - Framework Management Plan, and the City of Santee's draft Subarea Plan. If intended to be a permanent preserve, General Plan and Zone Code Amendments would also be required.

Jeff Kashak
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Noise

The City is directly affected by aircraft that fly over Santee, and noise complaints are common. The draft Program EIR/EA must take into account the Noise Element and Municipal Code standards of the City of Santee.

As stated in the City of Santee, General Plan 2020 - Noise Element, the City "*shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan that would result in greater noise impacts.*" (Policy 1.7). As such, the draft Program EIR/EA should fully analyze noise impacts and require mitigation measures to address these impacts. Consideration should be given to average daily noise and single-noise event issues.

The reliance on the Gillespie Field Airport Layout Plan and Update Narrative (see NOP – Master Plan Amendment) to establish the aircraft operations to year 2025, is flawed because no CEQA analysis was conducted when the Airport Layout Plan and Update Narrative (hereinafter the "ALP") was approved by the FAA. The City of Santee continues to maintain that the ALP required CEQA analysis and therefore any statements that imply the proposed project is not expanding the number of aircraft that use Gillespie Field is not valid. The redevelopment of the 70-acre parcel is intended for aircraft hangers and aircraft tie-downs which will result in an increase in the number of aircraft based at Gillespie Field. The Draft Program EIR/EA must disclose and fully analyze the impacts associated with an increase in airport operations.

Helicopters produce a distinctive noise which is disruptive to residents in particular. Helicopters have been observed flying over the Magnolia Avenue/Summit Avenue area, to land on private property (Fanita Ranch). The property owner has not given permission to land helicopters, and, in fact, this activity has been identified by Wildlife Agency personnel as destructive to sensitive plants observed in the favored landing spot. If these helicopters, or any in the future, are based at Gillespie Field, then the draft Program EIR/EA must address how this unauthorized activity is prevented. Similarly, all night and evening noise events from all sources associated with the project should be separately considered.

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Land Use and Community Character

The draft Program EIR/EA must include analysis on the effect the project would have on the City of Santee's ability to conduct land use planning and implementation as set forth in its General Plan and Zoning Ordinance. The draft Program EIR/EA should specifically identify Santee as a jurisdiction that would be affected because the project scope includes the acquisition of property in fee (10 parcels totaling 4.78 acres) and avigation easement acquisition (19 parcels) within the boundaries of Santee.

The draft Program EIR/EA must assess the project's effect on the existing and planned community character within the City of Santee. Specifically, the acquisition of properties in Santee north of Prospect, between Cottonwood Avenue, Railroad Avenue and south of the proposed SR 52 would result in 4.78 acres of land being removed from the redevelopment area within the Light Industrial Zone.

This will establish a noticeable undeveloped area, unless well maintained. The draft Program EIR/EA should disclose and analyze the effect of nearly 5 acres of undeveloped land along a major industrial street, and identify measures that deter these sites from becoming public nuisances. As previously stated in the City of Santee's previous response to the first NOP, the draft Program EIR/EA should discuss property maintenance and explore the feasibility of creating a visual amenity with attractive fencing.

Traffic Circulation

The traffic analysis should analyze the potential impacts to the Cuyamaca Street and Magnolia Avenue intersections with Prospect Avenue, in the City of Santee. The City of Santee encourages a Level of Service "C" on street segments and intersections throughout the circulation network (Circulation Element, Policy 1-8). Development that results in a drop in the level of service at an intersection to Level of Service "E" or "F", after mitigation, may only be approved with specific findings made by the City Council. In consideration of this, declining levels of service on nearby streets and intersections (beyond Kenney Street and Airport Drive) must be analyzed and mitigation measures proposed that maintain current levels of service. Mitigation measures for street improvements may include any necessary right-of-way acquisition on Magnolia Avenue within the City of Santee, and re-surfacing, as necessary to improve the impacts to a level that is below significant.

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Light Emissions

The draft Program EIR/EA must analyze the effect of project implementation on light emissions in Santee.

Social and Socioeconomic Impacts

The draft Program EIR/EA must identify any social or socioeconomic impacts to the City of Santee related to the purchase of properties in fee, or from the acquisition of avigation easements. Specifically, the proposed changes to the environment that could result from these acquisitions must be addressed and mitigated, if feasible. In some cases businesses and/or residents would be displaced. The draft Program EIR/EA must identify and map these properties, and include information on current land uses. The draft Program EIR/EA should explain the process by which the County of San Diego will acquire the avigation easements over 19 properties in the City of Santee. The discussion should also include the funding source, and what will trigger the purchase of the easements.

Thank you for the opportunity to comment on the revised NOP. Once the draft Program EIR/EA is released, Santee reserves the right to raise additional concerns as more information about the Project is made available.

Respectfully,



Melanie Kush, AICP
City Planner

Cc: Keith Till, City Manager
Jim O'Grady, Interim Director of the Department of Development Services
Shawn Hagerty, City Attorney, City of Santee
Peter Drinkwater, County Airports Manager



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor
DONALD KOCH, Director



February 26, 2009

Mr. Jeff Kashak
County of San Diego
Department of Public Works
Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123

Subject: Comments on the Revised Notice of Preparation of a Program Environmental Impact Report/Environmental Assessment for Redevelopment of the 70-acre Parcel and Land Acquisition/Avigation Easements Project, Gillespie Field, San Diego County, California (SCH# 2005111092)

Dear Mr. Kashak:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the Gillespie Field Redevelopment Project Program Environmental Impact Report (PEIR)/Environmental Assessment (EA). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and Fish and Game Code Section 1600 et seq.

Gillespie Field is a general aviation airport owned by the County of San Diego (County). The 757-acre property is located on County-owned land within the boundaries of the City of El Cajon, along the southern border of the City of Santee. The proposed project consists of four components: 1) redevelopment of a 70-acre parcel located in the southeastern corner of the Gillespie Field property for aviation uses (with corresponding facility improvements that would include new taxiways, apron area, hangar spaces, parking areas, office and business spaces, and infrastructure improvements) as per the specifications of the Airport Layout Plan (ALP) Update Narrative Report and per Federal Aviation Administration (FAA) guidance; 2) acquisition of certain properties adjacent to the airport runways (Table 1 of the NOP) to conform with FAA safety guidelines regarding land uses within Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs); 3) purchase of avigation easements over properties adjacent to runways to conform with FAA safety regulations regarding land uses within RPZs and RSAs; and 4) amendment to the Site 2 planned uses described in the 1986 Gillespie Field Master Plan to be consistent with the ALP Update Narrative Report. The 70-acre parcel proposed for redevelopment includes an approximately 1.1-acre area containing San Diego ambrosia (*Ambrosia pumila*), a federally listed (Endangered) plant species. Forester Creek and Broadway Channel cross portions of the project site.

An initial NOP was filed on November 1, 2005. The Department provided comments on the initial NOP dated December 21, 2005. Since then, the project description was revised to include the amendment to the 1986 Gillespie Field Master Plan and modifications to the list of

Conserving California's Wildlife Since 1870

surrounding properties proposed for acquisition and avigation easements; thus, the revised NOP was issued.

The Department offers the following comments and recommendations to assist the County in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

San Diego ambrosia has continued to significantly decline throughout San Diego County. The remaining extant populations are extremely limited in number and a large proportion of these are vulnerable to loss through potential development. The Department considers this plant species to be both locally and regionally sensitive. It is also included on the California Native Plant Society's (CNPS) List 1B. All plants included on List 1B, List 2, and some plants listed on List 3 meet the definitions of Fish and Game Code Section 1901 (Chapter 10 [Native Plant Protection Act]) or Fish and Game Code Sections 2062 and 2067 (California Endangered Species Act) and are eligible for listing. As such, the List 1B and List 2 species must be, and the List 3 species should be, fully considered in environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) as required by Section 15380 of the CEQA Guidelines. The PEIR should address the reasonably foreseeable and cumulative effects to San Diego ambrosia resulting from this project and the potential subsequent projects that are dependent on approval of this project.

The PEIR should consider mitigation measures to avoid and minimize impacts to San Diego ambrosia. For unavoidable impacts to this species the mitigation strategy should clearly explain its objectives; specifically, how the mitigation will be implemented, who is responsible for its implementation, where it will occur, and when it will occur. The Department is aware that the County is considering translocating the ambrosia population to a location off of the Gillespie Field property and is currently engaged in consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the Endangered Species Act. The PEIR should identify areas being considered as mitigation sites and explain in detail why the sites were selected and what features of the sites would provide appropriate San Diego ambrosia habitat. The Department would appreciate being included in discussions regarding potential mitigation sites that may take place prior to issuance of the PEIR.

The NOP does not identify any populations of San Diego ambrosia on the parcels adjacent to the Gillespie Field property that are being considered for acquisition or avigation easements. These properties may not yet have been surveyed for San Diego ambrosia. We recommend that the County conduct an updated and thorough search for San Diego ambrosia populations and suitable habitat for this species across the entire Gillespie Field property and the adjacent off-site parcels identified in Table 1 of the NOP. This will be important in order to assess the entire local population, identify populations that may as yet be undetected, identify areas for permanent preservation and management, as well as to identify potential mitigation sites for this extremely limited species.

General Comments

1. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. We oppose any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the

streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the PEIR and must compensate for the loss of function and value of a wildlife corridor.

- a) If the project area supports aquatic, riparian, and wetland habitats, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the PEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.¹ Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
 - b) Unless the proposed project avoids aquatic, riparian, and wetland habitats, it will require a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, prior to the commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a SAA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to Section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the SAA.²
2. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:
- a) Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b) Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

¹ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

² A notification package for a SAA may be obtained by writing to: Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123, by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600 .

3. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the PEIR.
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

4. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. The PEIR should include the following information.
 - a) Per CEQA Guidelines, § 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.
 - b) A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (Attachment 1, revised May 2000) for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 322-2493 or www.dfg.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, Section 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

5. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the PEIR.
 - a) A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil

erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included.

- b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater.
- c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
- d) A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

- 6. The PEIR should include measures to fully avoid and otherwise protect Rare Natural Communities (Attachment 2) from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
- 7. The PEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
- 8. For proposed preservation and/or restoration, the PEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
- 9. In order to avoid impacts to nesting birds, the PEIR should require that clearing of vegetation, and when biologically warranted construction, occur outside of the peak avian breeding season which generally runs from March 1 through September 1 (as early as January for some raptors). If project construction is necessary during the bird breeding

season, a qualified biologist should conduct a survey for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer shall be a minimum width of 300 feet (500 feet for raptors), shall be delineated by temporary fencing, and shall remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project.

10. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
11. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Meredith Osborne at (858) 636-3163.

Sincerely,



Edmund J. Pert
Regional Manager
South Coast Region

cc: Meredith Osborne, San Diego

March 1, 2009

Mr. Jeff Kashak
County of San Diego, DPW, Environmental Services Unit
5469 Kearny Villa Road, Ste 305
San Diego, CA 92123

The following comments are in regard to the Notice of Preparation - SCH# 2005111092.

In regard to the upcoming EIR, we would like the following areas to be addressed.

I am concerned that the noise from increased flights from an expanded airport will impact our neighborhood. I would like a comprehensive noise study performed as to this impact. The noise study, which must be conducted during day and nighttime hours, should cover several days in order to be valid. The study should also show datum by time of day of noise events. This is especially impactful when Touch and Go (T&G) operations are in high frequency. (Regularly, several different aircraft fly a high multiple of T&G operations ... the result is that aircraft noise is constant for several hours.)

In addition to measuring the noise levels over time, the measurement of noise generated as the result of a single aircraft flying overhead at that moment also needs to be addressed. Every aircraft flying overhead in the 1200 foot T&G pattern is loud enough to interrupt speech.

Aircraft flight operations continue beyond 9 PM. These flights interrupt sleep and reduce quality of life.

The water table at Gillespie Field should be discussed. What will be the impact of the redevelopment have on the water table and water quality?

What is the impact on the air quality of El Cajon neighborhoods by the increased air traffic and emissions?

Safety was not listed as a Potential Environmental Impact. It definitely should be! We strongly feel that safety needs to be addressed. How will safety be impacted? Three aircraft have crashed in our neighborhood. Obviously, more flights at a busy airport surrounded by steep terrain are a concern. T &G operations in the 27 Left pattern are flown at 1200 feet MSL. The aircraft pass in this pattern fly over the Hacienda Drive ridge which is approximately 850 feet high. The ridge and the adjacent valleys are densely populated. T & G operations in the 27L pattern at 1200 feet MSL west of the airport is not completely covered by radar, nor can it be seen by the air traffic controllers. A high percentage of the T & Go operations are flown by student pilots who have very few flight hours.

Safety, noise and air quality are major concerns for the residents living under or adjacent to the 1200 foot MSL T & G 27 Left pattern. All concerns need to be thoroughly addressed in the EIR.

I would like to request that public hearing be held to fully discuss each and every "potential Environmental Impacts" and safety.

I would like to request that all maps used in the EIR be current and no older than 2006.

I would like to request that all charts, diagrams and tables of data, etc. used in the EIR be current and no older than 2007.

I would like to request that the EIR show, with as much accuracy as an urban planner/environmental analyst can reasonably predict, the impact that the redevelopment will have on all of the communities in the county for the next 5, 10, 20, 30 years.

Thank you



Ross Ehrhardt
2160 Valley Lake Drive
El Cajon, CA 92020
rossandsue@cox.net
619-448-8534

2396 Windmill View Road,
El Cajon, CA 92020
March 2, 2009

County of San Diego, DPW, Environmental Services Unit
5469 Kearny Villa Road, Ste 305
San Diego, CA 92123
Attn: Jeff Kashak

Good Morning Mr. Kashak,

The following are my comments that I expect to see addressed in the upcoming EIR as a result of the Notice of Preparation in regard to SCH# 2005111092

I would like the noise impact charts to be representative of the actual flight patterns that are presently conducted around Gillespie Field as well as the projected increase in noise due to the proposed airport expansion. I am especially concerned about the increase in the number of flight training operations, which will result from airport expansion.

I would also like to see a plan for installing noise sensors around the airport similar the noise monitoring system employed at Montgomery Field in San Diego, as well as an enforceable method of assessing effective penalties on the offenders.

Safety must also be addressed due to a number of fatal in-flight collisions, which have happened around the airport.

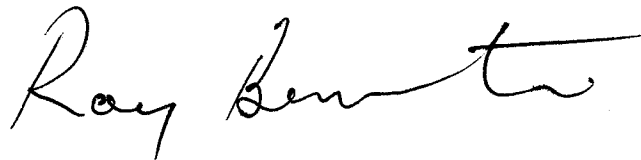
As lack of full radar coverage is a major discrepancy at this airport, I would like to see a plot of the radar coverage around Gillespie Field for an area of 7 miles radius from the control tower at all altitudes in 100 ft increments from ground level to an altitude where full radar coverage is obtained.

As aircraft are presently no subject to smog controls, I would like to see the results of a study on the air pollution generated in this area from air traffic. The low-lying location of Gillespie Field makes it

extremely susceptible to the polluted air generated from internal combustion engines that do not have smog controls attached.

Please acknowledge receipt of this communication to you and that it was received in time to be incorporated.

Thank You

A handwritten signature in black ink that reads "Roy Benstead". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Roy Benstead.
619-562-4979
ilkleymoor@cox.net

1958 Windmill View Road
El Cajon, CA 92020
March 2, 2009

County of San Diego, DPW, Environmental Services Unit
6469 Kearny Villa Road
San Diego, CA 92123
Attn: Jeff Kashak

Dear Mr. Karhak,

Ref. a) Federal Aviation Regulation, Sec. 91.119

The following comments are submitted for inclusion in the upcoming EIR as a result of the Notice of Preparation in regard to SCH#2005111092.

1. SAFETY: Safety is a major component in any airport development that will affect aircraft activities. Any increase in the number of flights resulting from a development is a causative factor of the development. I am referring to safety of personnel in the aircraft as well as persons on the ground.

Ref a.) above in part states that *"Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes ... (b) Over congested areas of a city, town, or settlement or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft..."*

Therefore all Gillespie flights that depart or takeoff and deviate from a specific takeoff and landing pattern and flying below 1,000 feet above the highest obstacle are considered to be an extreme safety factor. Accordingly, the EIR impact must consider safety effect to all "urban" areas where flights occur below 1,000 feet above the highest obstacle. Currently aircraft are being directed by FAA to fly below 1188 Feet ASL, in certain areas of El Cajon at 388 feet or less over homes.

2. NOISE: Noise impact calculations and measurements must be relevant to the areas affected by this expansion. Consideration of the noise impact only to areas immediately adjacent to the construction site is not satisfactory. Accordingly, the EIR impact must consider noise effect to all "urban" areas where flights occur below 1,000 feet above the highest obstacle. (see Ref. a.)

3. AIR QUALITY: Aircraft presently are not subject to air quality requirements. Is this significant to the urban population, where flights are below 1,000 feet above the highest obstacle? This must be addressed in the EIR.

4. ENVIRONMENTAL QUALITY: I understand Gillespie Field aircraft are not subject to environmental standards. Is this important in the flight areas defined as below 1,000 feet above the highest obstacle surrounding Gillespie Field?

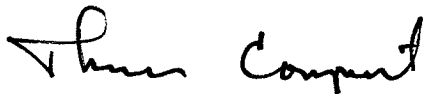
Past Gillespie Land Use Plans have referenced documents that are grossly outdated, specifically using outdated maps which do not show current streets and home locations, use of outdated flight routing and the number of flights.

UNACCEPTABLE.

Please identify the date of all referenced documents in your EIR.

Please acknowledge receipt of this communication to you and that you received it in time to be incorporated.

Thank you.

A handwritten signature in black ink that reads "Thomas Comport". The signature is written in a cursive style with a large initial 'T'.

Thomas Comport
619-448-2527
tomcom@cox.net



DEPARTMENT OF THE ARMY

SAN DIEGO FIELD OFFICE
6010 Hidden Valley Road, Suite 105
Carlsbad, CALIFORNIA 92011

March 2, 2009

REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Division

Jeff Kashak
County of San Diego
Department of Public Works, Environmental Services Unit
5469 Kearny Villa Road, Suite 305
San Diego, Carlsbad, 92123

Dear Mr. Kashak:

We have received a Notice of Preparation for a program environmental impact report (EIR) for the redevelopment of the 70-acre parcel and land acquisition/aviation easements project. The project is located at Gillespie Field, San Diego County, California. This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899. Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;
4. placing pilings when such placement has or would have the effect of a discharge of fill material;
 - c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;
 - d) any combination of the above.

Please be aware that under Section 404 [33 U.S.C. §1344] of the Clean Water Act and Corps regulations promulgated pursuant thereto, the discharge of dredged and/or fill material into waters of the U.S. is unlawful unless such discharge has been specifically authorized by the Secretary of the Army through a Corps of Engineers permit. The potential penalties for violation of this Section include a maximum criminal fine of \$50,000 per day and imprisonment for up to three years, and a maximum civil penalty of \$25,000 per day of violation [33 U.S.C. §1-319].

Please visit our website at www.spl.usace.army.mil/regulatory for a permit application and to view additional information regarding our regulations. If you have any questions, please contact Lanika Cervantes of my staff at 760.602.4829 or via e-mail at Lanika.L.Cervantes@usace.army.mil. Please refer to this letter and SPL-2009-00177 in your reply.

Sincerely,



Michelle Mattson
Senior Project Manager
San Diego Section
Regulatory Division
U.S. Army Corps of Engineers

MARCH 6, 2009

COUNTY OF SAN DIEGO
DEPT. OF PUBLIC WORKS
ENVIRONMENTAL SERVICES
5469 KEARNY VILLA ROAD
SUITE 305
SAN DIEGO, CALIFORNIA 92123

NOTICE OF PREPARATION: GILLESPIE FIELD

RE: ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL
ASSESSMENT SCH# 2005111092

DEAR MR. KASHAK,

I AM WRITING TO FORMALIZE COMMENTS AND QUESTIONS REGARDING THE ABOVE PROJECT AND TO FORMALLY REQUEST THAT THEY BE ADDRESSED AND INCLUDED IN YOUR EIR/EA PUBLIC PROCESS AND REPORT.

PROBLEM DESCRIPTION:

THE DENSELY POPULATED RESIDENTIAL COMMUNITIES WITHIN 8 MILES OF GILLESPIE FIELD HAVE BEEN NEGATIVELY IMPACTED BY THE INCREASE OF LOW-FLYING AIR CRAFT DUE TO THE PROLIFERATION OF INTERNATIONAL FLIGHT SCHOOLS AND HELICOPTER SCHOOLS AND SERVICES. THERE IS SIGNIFICANT NOISE POLLUTION FROM ALLOWED 24/7 TOUCH AND GO PRACTICES AND NON-ADHERENCE TO VOLUNTARY NOISE AND SAFETY POLICY AS WELL AS NON-ADHERENCE TO FAA REGULATION 91.119 (WHICH SPECIFIES FLAT WING PLANES MUST MAINTAIN 1000 FEET ABOVE GROUND LEVEL IN URBAN AREAS.) THE MECHANICAL NOISES FROM OLD PLANES OFTEN IN DISREPAIR (AND FLOWN INEPTLY BY UNDERAGE FOREIGN STUDENTS WITH POOR COMPREHENSION OF ENGLISH AND AVIATION SLANG) AND THE FLAPPING OF LARGE ROTARY HELICOPTERS (WHICH ARE ALLOWED TO FLY AT 3-400 FEET) ARE INTENSIFIED AS THEY REVERBERATE AGAINST CANYON RIDGES WHICH SURROUND HOUSING TRACTS BUILT 40 YEARS AGO. THIS UNREGULATED NOISE DISTURBS ANIMALS, DISTURBS SLEEP AND SERIOUSLY COMPROMISES THE ABILITY OF HOMEOWNERS TO REST, TO WORK, TO CARE FOR CHILDREN, TO RECOVER FROM ILLNESSES,

TO EARN A LIVING. LOW FLYING AIRCRAFT ABOVE HOMES DEPRIVE CITIZENS OF THE RIGHT TO HEALTH, TO SAFETY AND TO PRIVACY IN THEIR HOMES.

COMPOUNDING THE IMPACT OF INTRUSIVE NOISE IS THE UNAVOIDABLE ANXIETY PEOPLE FEEL KNOWING THAT THE LEAST EXPERIENCED, FRIGHTENED WOULD-BE PILOTS HAVE POOR ABILITY TO GRASP ENGLISH INSTRUCTIONS FROM THE TOWER AND OTHER PILOTS. MOST ACCIDENTS OCCUR TO THOSE WITH LESS THAN 100 HOURS OF TRAINING, WHO ARE TAKING OFF FROM OR LANDING AT GILLESPIE. THIS FACT PUTS THOUSANDS OF PEOPLE AT RISK WHO LIVE IN THE NEIGHBORHOODS POPULATING THE RIDGES AND CANYONS OF WEST EL CAJON. THERE HAVE BEEN SERIOUS ACCIDENTS INCLUDING THREE MAJOR ONES INVOLVING STUDENT PILOTS AND MULTIPLE FATALITIES WHERE THE PLANES CRASHED INTO HOMES AND INTO A PUBLIC PARK.

FOR THE LAST TWO YEARS, CITIZEN GROUPS FROM VARIOUS HOMEOWNERS ASSOCIATIONS BETWEEN SANTEE AND LA MESA HAVE TRIED TO ALERT AND COLLABORATE WITH STAFF AND ELECTED OFFICIALS ON CITY, COUNTY, STATE LEVELS IN ADDITION TO THE FAA AND ALLIED FEDERAL AGENCIES. THERE ARE DILIGENT, COUNTLESS LETTERS IN FILES OF PUBLIC RECORDS FROM PROFESSIONAL ENGINEERS, AVIATORS, MILITARY-TRAINED PILOTS, LAWYERS, COMMERCIAL REAL ESTATE SPECIALISTS, HEALTH AND MENTAL HEALTH PROFESSIONS ANDGRANDMOTHERS AFRAID TO HAVE THEIR GRANDCHILDREN PLAY IN THEIR POOLS UNDER THE CAREENING PLANES 200 FEET ABOVE. THERE HAVE BEEN MANY MEETINGS ORGANIZED BY INDIVIDUALS AND THE UMBRELLA COALITION, THE COALITION FOR SAFE AND LIVABLE COMMUNITIES (CSLC). THE PURPOSE OF THESE GRASSROOTS EFFORTS WAS TO WORK IN PARTNERSHIP WITH THE RESPONSIBLE PUBLIC AGENCIES TO ARREST THE MOST EGREGIOUS HEALTH AND SAFETY THREATS WHILE HELPING TO CREATE A BALANCE BETWEEN THE NEEDS OF THE LARGE RESIDENTIAL COMMUNITY WITH THE NEEDS OF THE SMALLER COMMUNITY OF AVIATION BUSINESS. THE COUNTY AND THE FAA AGREE WITH THE CSLC'S RECOMMENDATION AND REQUEST THAT THE NUMBER OF FLIGHT SCHOOLS BE LIMITED AND/OR RELOCATED TO FLAT TERRAIN AND NON-RESIDENTIAL AREAS/AIRPORTS. FEDERAL LAW (1990 AIRPORT NOISE AND COMPATIBILITY ACT) AND THE CONDITIONS FOR FEDERAL FINANCIAL GRANTS PROHIBIT ANY AND ALL LIMITATION TO AVIATION GROWTH.

QUESTIONS/REQUESTS:

1. THE DISTRIBUTION LIST FOR THIS EIR/EA PROCESS OMITTS A SIGNIFICANT POPULATION THAT IS ALREADY IMPACTED ADVERSELY BY UNRESTRAINED GROWTH OF FLYING SCHOOLS. THE DEVELOPMENT OF THE 70ACRE PARCEL WILL ALLOW FOR MORE SCHOOLS AND MORE IMPACT ON THE HEALTH AND SAFETY OF FAMILIES. HOW IS IT THAT WITH A DISTRIBUTION LIST OF OVER SIXTY ENTITIES THE RESIDENTS WERE NOT INCLUDED? COUNTY STAFF ON ALL LEVELS KNOW OF OUR PROBLEMS. THIS OMISSION DOES NOT INVITE CONFIDENCE IN A PROCESS THAT PURPORTS TO BE PUBLIC. OPPORTUNITIES FOR INCLUSION (LETTERS, FLYERS, HOMEOWNERS ASSOCIATIONS, CITY NEWSLETTERS, UNION TRIBUNE, NEIGHBORHOOD NEWSPAPERS, CLOSED CIRCUIT TV, SCHOOLS, ETC) ABOUND. SOME RESIDENTS PERSONALLY ASKED TO BE NOTIFIED SOME MONTHS AGO, AND STILL WERE NOT NOTIFIED. I REQUEST THAT THIS OMISSION BE ADDRESSED AND MITIGATED, AND THAT PUBLIC MEETINGS BE HELD AT THREE DIFFERENT RESIDENTIAL AREAS.


2. NOISE POLLUTION AND AIR QUALITY POLLUTION NEED TO BE STUDIED AS THEY IMPACT THE PEOPLE SUBJECTED TO THE FALLOUT FROM LOW FLYING PLANES. IT WOULD BE MISLEADING TO ONLY ADDRESS NOISE AND AIR QUALITY IMPACTS THAT MAY ARISE FROM PROJECT CONSTRUCTION AND WOULD NOT SERVE THE INTENT OF THE CEQUA PROCESS.

3. AS FEDERAL LEGISLATION AND FEDERAL GRANT ASSURANCES ALLOW AVIATION GROWTH AND AVIATION CONDUCT WITHOUT OFFERING A BALANCE WITH RESIDENTIAL HEALTH AND SAFETY, ARE THE CEQUA AND NEPA PROCESSES ALSO SHAPED TO FAVOR AVIATION GROWTH AND EXCLUDE IMPACTS ON PEOPLE ON THE GROUND UNDER THE PLANE TRAFFIC PATHS?

THANK YOU VERY MUCH FOR YOUR TIME AND COURTESY. WE HOPE THAT OUR WRITTEN CONCERNS WILL HELP THIS LEGAL PROCESS BE COLLABORATIVE, AND THAT THE FINAL PROJECT BE A BENEFIT TO

BOTH THE RESIDENTIAL COMMUNITY AND THE AVIATION
COMMUNITY.

SINCERELY,


ELIZABETH H. BUTLER

1494 BATHURST PLACE
EL CAJON, CA. 92020

LIZA BUTLER@AOL.COM

619-440-8380
619-405-1500

County of San Diego, DPW, Environmental Services Unit
5469 Kearny Villa Road, Ste 305
San Diego, CA 92123
Attn: Jeff Kashak

Comments in response to the Notice of Preparation in regard to SCH# 2005111092:

I ask that there be discussion of the water pollution in Forrester Creek and the Broadway Channel per the Clean water Act and what kind of ground water monitoring there will be.

I ask that there be a discussion on the effect of avgas emissions from piston engines on air quality, and I ask that air monitors be placed in Fletcher Hills under the 27Left closed circuit pattern.

I ask that information on the age of the data and maps in the PEIR be disclosed.

I ask that a safety study be included in the EIR, regarding low altitude 27 Left closed circuit practice pattern for flight schools over the rugged, heavily populated terrain of Fletcher Hills.

I ask that a complete noise study be conducted using updated noise projections in light of the increase of closed circuit operations on 27L due to a dramatic increase in the number of flight students that had occurred until recently. I also ask that the high terrain under runway 27L be factored in.

Since there is a lack of radar coverage at Gillespie Field, and most training flights are conducted under visual flight rules. I ask that a study be conducted on air quality in relation to smog and visibility.

Thank you,
Betty Chafetz
1943 Altozano Dr.
El Cajon CA 92020

619 562-3356
email bac21@cox.net



County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

(858) 694-2212 FAX: (858) 268-0461

Web Site: sdcpw.org

NOTICE OF PREPARATION (REVISED)

PROGRAM ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT FOR REDEVELOPMENT OF THE 70-ACRE PARCEL AND LAND ACQUISITION/AVIGATION EASEMENTS PROJECT GILLESPIE FIELD, SAN DIEGO COUNTY

SCH# 2005111092

January 28, 2009

The County of San Diego (County) and the Federal Aviation Administration (FAA) are lead agencies in the preparation of a joint Program Environmental Impact Report/Environmental Assessment (PEIR/EA) for the Redevelopment of the 70-acre Parcel and Land Acquisition/Avigation Easements Project, as specified by Section 15170 of the California Environmental Quality Act (CEQA) and State CEQA Guidelines.

The County previously issued a Notice of Preparation (NOP) for the PEIR/EA for Redevelopment of the 70-Acre Parcel and Land Acquisition at Gillespie Field, San Diego County (Initial NOP). The Initial NOP was dated October 20, 2005 and was filed with the State Clearinghouse on November 1, 2005. The State Clearinghouse assigned the project a state identification number, listed above, which shall be the identification number for all subsequent environmental documents on the project. The County received public responses to the Initial NOP pursuant to Section 15082(b) of the State CEQA Guidelines and a public scoping meeting was held on November 3, 2005 pursuant to Section 15082(c). The County has considered the previously-received comments in the preparation of the PEIR/EA for the project.

Subsequent to the filing of the Initial NOP on November 1, 2005, the project description was revised to include an amendment to the 1986 Gillespie Field Airport Master Plan, and modifications to the parcels proposed for property acquisition and avigation easements. Due to these revisions, a revised NOP is hereby issued for the proposed project as described more fully below. This notice is issued pursuant to Section 15082 of the State CEQA Guidelines. It is intended to inform those agencies, organizations, and persons that may be concerned with the environmental effects of the project. Those public agencies with specific statutory responsibilities are requested to indicate their specific role in the project approval process.

Responses and Comments: According to time limits mandated by State law, comments in response to this revised Notice of Preparation should be sent at the earliest possible date, but no later than 30 calendar days after receipt of this notice. Responses may be submitted by mail, fax, or e-mail. All comments should indicate a contact person for your agency or organization, if applicable. All responses to this Notice of Preparation must be postmarked no later than **February 27, 2009** and should be sent to:

County of San Diego
Department of Public Works, Environmental Services Unit
5469 Kearny Villa Rd., Suite 305
San Diego, CA 92123
Attention: Jeff Kashak
Fax: (858) 874-4043
e-mail: jeff.kashak@sdcounty.ca.gov

Please note that all comments received in response to the Initial NOP (dated October 20, 2005) will remain part of the record and will be considered in the preparation of the PEIR/EA for this project. Comments received in response to the revised NOP (dated January 28, 2009) according to the time limits set forth above will become part of the record and will also be considered in the preparation of the PEIR/EA for this project.

ENVIRONMENTAL DOCUMENT

This PEIR/EA will analyze the proposed redevelopment of the 70-acre parcel by the County, potential development of aviation uses on the 70-acre parcel by private developers per FAA guidance, the acquisition of properties and/or avigation easements on properties adjacent to the runways per FAA safety regulations, and the proposed amendment of the 1986 Gillespie Field Master Plan. A Program EIR (PEIR) is used for an agency program or series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program or (4) as individual activities carried out under the same authorizing statutory, or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways (CEQA Guidelines, Section 15168).

The program-level environmental document will conform to the requirements of Section 1508.9 of the National Environmental Policy Act (NEPA), the FAA Airport Environmental Handbook 5050.4B, and U.S. Department of Transportation order 1050.1E. The PEIR/EA must comply with both NEPA (1969, as amended, 42 U.S.C., §432 et seq.) and CEQA (1970, as amended, Public Resources Code, §21000, et seq.). All CEQA sections will follow the County-preferred format documented in the County of San Diego EIR Format and General Content Requirements (County 2006a). As this NOP serves as a revision to the Initial NOP dated October 20, 2005, the environmental document will apply the San Diego 2006 Guidelines for Determining Significance (County 2006b) adopted at the time the Initial NOP was distributed for review.

PROJECT LOCATION

Gillespie Field is a general aviation airport owned by the County of San Diego and administered and operated through its Department of Public Works (DPW). The airport is located on San Diego County-owned land within the northern border of the City of El Cajon and along the southern border of the City of Santee, approximately 13 miles northeast of downtown San Diego. Access to the Airport is primarily provided by Interstate 8 via Johnson Avenue. State Highway 67 is a north-south highway that serves as a connector from Riverside County. State Route 125 is also a north-south highway that currently ends on the western side of the City of El Cajon. The Airport boundaries are described by Kenney Street on the north, Magnolia Avenue on the east, Bradley Avenue on the south, and Cuyamaca Street on the west (*Figure 1-1* and *Figure 1-2*).

PROJECT DESCRIPTION

The proposed action that is being evaluated in the PEIR/EA includes four components: (1) redevelopment of the 70-acre parcel with aviation uses as designated by the Gillespie Field ALP Update Narrative Report and per FAA guidance; (2) acquisition of certain properties adjacent to the airport runways to comply with FAA safety regulations regarding uses in Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs); (3) purchase of avigation easements over properties adjacent to runways to comply with FAA safety regulations regarding uses in RPZs or RSAs; and (4) amendment to the 1986 Gillespie Field Master Plan, Site 2 planned uses, to be consistent with the ALP Update Narrative Report for the 70-acre redevelopment project. If property owners for parcels identified as part of component 2 above are not willing sellers, avigation easements as described in component 3 above will be pursued in lieu of property purchases.

Redevelopment of the 70-Acre Parcel

The County proposes to allow for redevelopment of the 70-acre parcel located in the southeastern corner for the 757-acre Gillespie Field property, northwest of the intersection of Bradley Avenue and Wing Boulevard in the City of El Cajon, with aviation uses. Redevelopment would include construction of approximately 15 acres of specific facility improvements by the County (i.e., new taxiways, apron area, and infrastructure improvements) and approximately 55 acres of aviation-use development by private developers (e.g., rectangular and T-hangar spaces, conventional hangar space, aircraft tie-downs, an apron area, automobile parking, aircraft maintenance space, and aviation office and business space). This change in land use will allow for later aviation development by private developers in response to Requests for Proposals. Private developers will be responsible for completing the environmental review necessary for the approval of their individual projects.

Redevelopment of the 70-acre parcel with aviation uses will be consistent with the Airport Layout Plan, the ALP Update Narrative Report, FAA guidance, and will bring the County in compliance with federal grant assurances.

Acquisition of Property

The project also involves the acquisition of privately-owned property and properties owned by the City of San Diego and the City of El Cajon which are located adjacent to the Airport property in order to meet Federal safety requirements governing RPZs and RSAs. The acquisition of a total of 18 properties is proposed for a total of 16.86 acres. Table 1 below lists the Assessor’s Parcel Numbers (APNs) that have been identified for proposed land acquisitions.

Table 1. APNs of Proposed Acquisition Properties

384-190-44	384-240-05	384-240-06	384-240-07
384-240-17	482-131-02	482-131-03	482-131-04
482-131-05	482-131-06	482-131-07	387-030-05
384-410-20	384-410-63	384-410-68	384-410-74
384-410-76	387-110-41		

FAA regulations indicate that the approach surface of the runways at Gillespie Field should be kept free of all obstructions. Control of areas within RPZs and RSAs is essential to ensure unobstructed approach surfaces are maintained. Land acquisition near runways 9L-27R and 17-35 is proposed to meet Federal safety standards for unobstructed approaches. This document consists of a program-level analysis of the environmental effects related to the proposed property acquisitions and does not require the County to purchase any property interests. At this time, the County is only evaluating the potential environmental impacts of property acquisitions. Should a decision be made in the future to purchase individual properties, the County will conduct additional analysis. Future actions regarding property acquisitions not proposed in this project would be addressed through subsequent environmental review under CEQA and NEPA and in compliance with FAA regulations. Where land acquisition is not necessary or infeasible (i.e, property owners are not willing sellers), avigation easements to prevent obstructions in the flight surface and to allow for overflight may be acquired as described below.

Avigation Easements on Property

As discussed above, parcels in Table 1 have been identified for potential acquisition per FAA safety guidelines. Where land acquisition is not feasible, avigation easements may be obtained for each of the parcels proposed for acquisition in accordance with FAA regulations and requirements.

In addition, certain parcels have been identified for avigation easements due to the location of these parcels to the runways. Avigation easements over RPZs and RSAs prevent obstructions in the flight surface and allow for unimpeded overflight of aircraft. Generally, avigation easements would restrict the height of structures or trees on the parcels. The acquisition of avigation easements is proposed on a total of 25 private properties within the City of El Cajon, the City of Santee, and the unincorporated County. Table 2 below lists the APNs for each of the additional parcels that have been identified for avigation easements.

Table 2. APNs for Proposed Avigation Easements

384-190-61	384-190-69	384-311-26	384-311-27	384-410-16
384-410-17	384-410-18	384-410-19	384-410-24	384-410-25
384-410-26	384-410-33	384-410-49	384-410-50	384-410-52
384-410-64	384-410-65	384-410-66	387-074-02	387-081-01
387-090-34	387-090-36	482-131-09	482-131-14	387-081-07

Master Plan Amendment

Consistent with the recommendations of FAA in addition to the ALP Update Narrative Report, the County also proposes to amend the 1986 Gillespie Field Master Plan, Site 2 planned uses, to ensure land use consistency with the ALP Update Narrative Report for the 70-acre redevelopment project. The Master Plan identifies the 70-acre parcel as Site 2, which designates the following land uses: commercial, open space, business park, light industrial, theme park/museum, and limited aviation. An amendment to the Master Plan is required in order to allow for aviation uses such as aircraft storage facilities. Approval of the Master Plan Amendment will result in the project’s consistency with its land use designation.

POTENTIAL ENVIRONMENTAL IMPACTS

An analysis of the environmental impacts of the project as described above is currently being conducted. The program-level environmental document will conform to the requirements of CEQA, NEPA, the FAA Airport Environmental Handbook 5050.4B, and U.S. Department of Transportation order 1050.1E.

As a result of the project, potential environmental impacts may occur in the following environmental areas: Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Flooding, Land Use, Noise, and Traffic/Transportation/Circulation, as a result of project implementation. These issues, along with an analysis of project alternatives, cumulative effects, and potential for growth inducement, will be analyzed and discussed in the PEIR/EA for the project.

The analysis for each of these potential impact areas will include the following:

Air Quality: The PEIR/EA will include an assessment of the project’s impacts on air quality, including the project’s contribution to regional air quality conditions in the San Diego Air Basin and greenhouse gas (GHG) emissions in California. Gillespie Field has been designed as a “non-attainment” area by the Federal Environmental Protection Agency (EPA). Both stationary and non-stationary sources of air pollution will be evaluated for potential impacts.

Biological Resources: The PEIR/EA will include an assessment of the project’s impacts on sensitive biological resources, including special status plant and wildlife species, vegetation communities, and jurisdictional wetlands and waters. The 70-acre parcel proposed for redevelopment contains approximately 1.1 acres of biologically sensitive

San Diego ambrosia (*Ambrosia pumila*) along Joe Crosson Drive. This population was fenced and preserved in association with the 1985 Gillespie Field Airport Master Plan EIR, prior to the ESA listing of the species. The PEIR/EA will evaluate potential impacts to this species from project implementation.

Hazards and Hazardous Materials: The PEIR/EA will address the project's impacts related to hazardous materials and hazards, including an evaluation of potential contamination of soils due to past uses of the site and the current condition of the project site, and the potential hazards that may occur with the proposed construction and operation of the site.

Hydrology, Water Quality, and Flooding: Forester Creek and Broadway Channel cross portions of the project site. The PEIR/EA will include an analysis of potential impacts related to floodplains, hydrology, and water quality, including a discussion of the current hydrological setting, flood conditions, and site drainage. The analysis will address the applicable federal, state, and local regulations governing the discharge of stormwater and the protection of water resources and floodplains.

Land Use: The PEIR/EA will include an assessment of the project's impacts to existing and planned land uses and the established community, as well as a discussion of the project's compliance with land use plans, policies, and regulations. The PEIR/EA will also discuss the project's consistency with the ALUCP. The land use analysis evaluates potential aircraft noise effects upon implementation of the project and the potential for land use incompatibilities in areas surrounding Gillespie Field. As part of the project, the County is proposing to amend the 1986 Gillespie Field Master Plan, Site 2 planned uses, to ensure land use consistency with the ALP Update Narrative Report and to allow for aviation uses such as aircraft storage facilities.

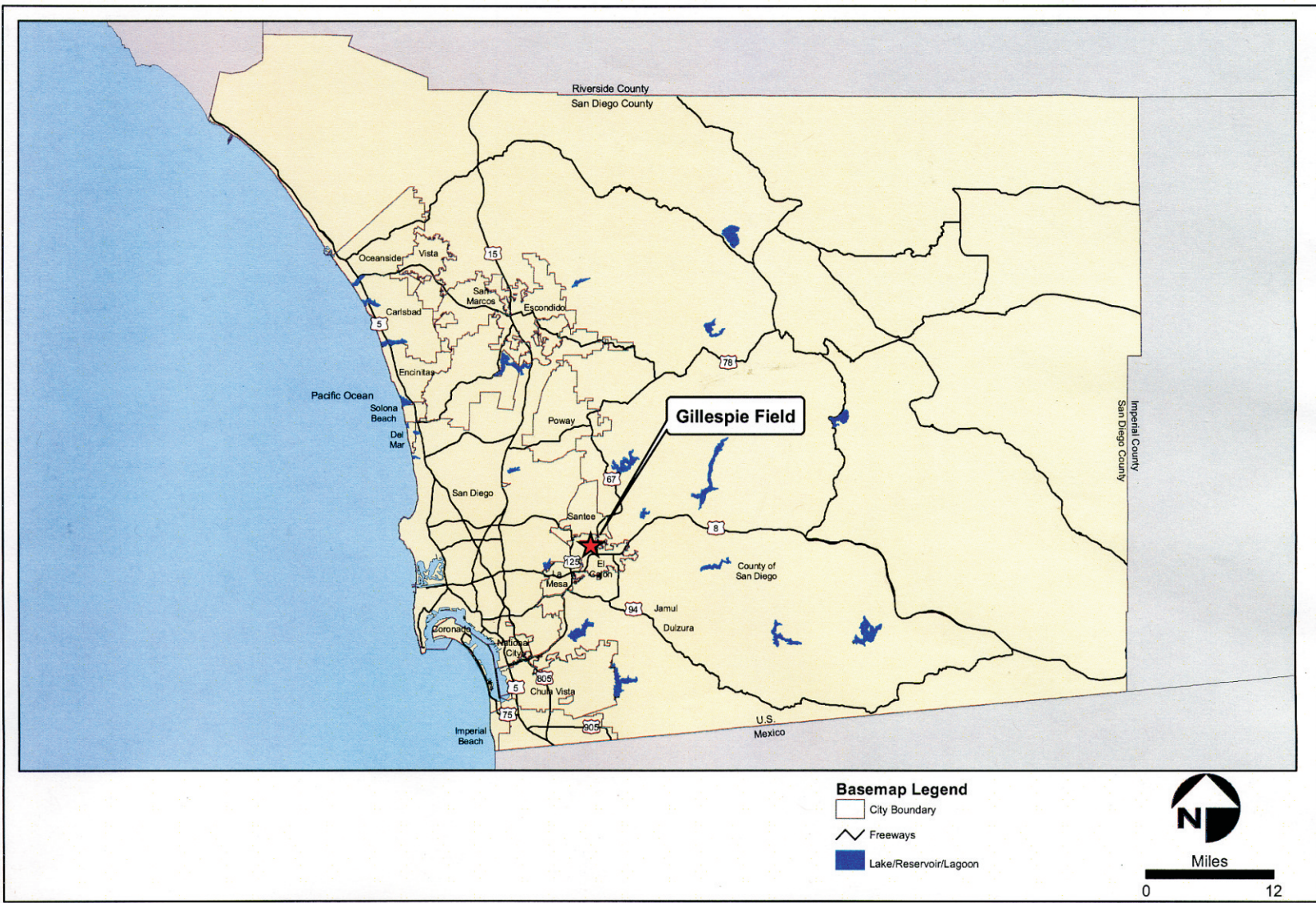
Noise: The PEIR/EA will include an assessment of noise impacts associated with the project. Noise impacts associated with project-related traffic, operation, and land uses will be evaluated, and any increase in noise from the project will be identified.

Traffic, Transportation, and Circulation: The PEIR/EA will include an assessment of traffic and circulation impacts, to include an evaluation of critical street and intersection conditions and traffic capacities in the vicinity of the project site. Traffic projections based on trip generation rates will be developed and mitigation measures will be identified and included in the PEIR/EA.

Additional environmental impact areas that will be addressed in the PEIR/EA include Visual Resources, Light Emissions, Historical/Cultural Resources, Construction Impacts, Public Services, Farmlands, Social and Socioeconomics, Coastal Barriers and Coastal Zone Management, Department of Transportation Section 4(f) Resources, Energy Supplies/Natural Resources/Sustainable Design, Geology and Soils, Mineral Resources, Recreation, and Wild and Scenic Rivers. An assessment of potential impacts in these areas will be included in the PEIR/EA and mitigation measures will be identified if appropriate.

LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS TO RECEIVE THIS NOTICE OF PREPARATION

All Property Owners within 300 feet of the Project
All Property Owners of APNs proposed for acquisition or avigation easements
All individuals who submitted a name and address with comment on Initial NOP in 2005
Audubon Society
California Department of Fish and Game
California Department of Transportation, District #11
California Native Plant Society
California Office of Historic Preservation
California Office of Planning and Research – State Clearinghouse
California Regional Water Quality Control Board – San Diego Region
County of San Diego, Air Pollution Control District
County of San Diego, Department of Planning and Land Use
County of San Diego, Department of Public Works
County of San Diego, Sheriff's Department
County of San Diego, Supervisor Dianne Jacob
Cajon Valley Unified School District
Federal Aviation Administration
Gillespie Airport Lessees Association
Gillespie Field Development Council
Gillespie Field Pilots Association
Helix Water District
Native American Heritage Commission
Padre Dam Water District
San Diego Association of Governments
San Diego County Archaeological Society, Inc.
San Diego County Water Authority
San Diego Gas and Electric Co.
San Diego Herpetological Society
Santee Fire Department
Santee School District
Sierra Club, San Diego Chapter
The City of El Cajon City Manager
The City of El Cajon Fire Department
The City of El Cajon Planning Commission
The City of San Diego Water District
The City of Santee City Manager
The City of Santee Planning Services
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service

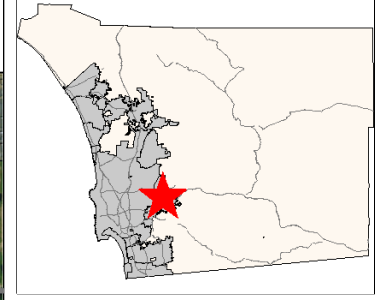
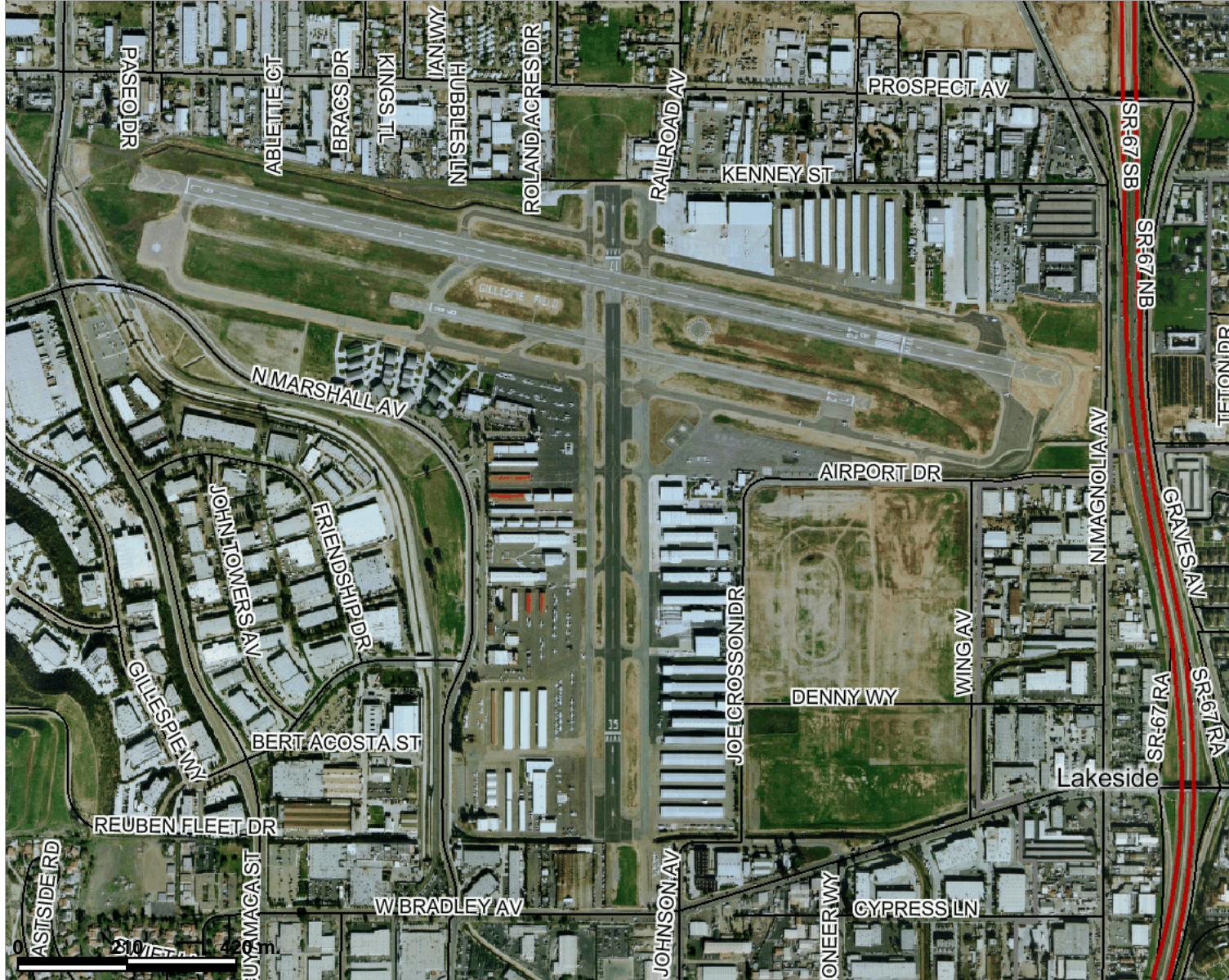


Source: TAIC



Project Location Map
Figure 1-1

Figure 1-2: Gillespie Field Project Area



Legend

- Highways
- Freeways
- Streets
- Water Bodies
- Sponsor Groups
- Sponsor Groups
- Other
- Community Planning Area
- Community Planning Areas
- 2007 Orthophoto South West
- 2007 Orthophoto South East
- 2007 Orthophoto North West
- 2007 Orthophoto North East



Scale: 1:11,882

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County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR

5555 OVERLAND AVE, SUITE 2188
SAN DIEGO, CALIFORNIA 92123-1295
(858) 694-2212 FAX: (858) 268-0461
Web Site: www.sdcounty.ca.gov/dpw/

January 28, 2009

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

1. Title:

Gillespie Field Airport: Redevelopment of the 70-acre Parcel and Land Acquisition/Avigation Easements Project, San Diego County; SCH# 2005111092

2. Lead agency name and address:

County of San Diego, Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123

3. a. Contact: Cynthia Curtis, Project Manager
b. Phone number: (858) 874-4021
c. E-mail: cynthia.curtis@sdcounty.ca.gov

4. Project location:

Gillespie Field Airport. The airport is located on San Diego County-owned land within the northern border of the City of El Cajon and along the southern border of the City of Santee, approximately 13 miles northeast of downtown San Diego. The airport boundaries are generally described by Kenney Street on the north, Magnolia Avenue on the east, Bradley Avenue on the south, and Cuyamaca Street on the west.

Thomas Brothers Coordinates: Page 1251, Grid E2

5. Project Applicant name and address:

County of San Diego, Department of Public Works
Contact: Cynthia Curtis

5469 Kearny Villa Road, Suite 305
 San Diego, CA 92123

6. Description of project:

The proposed action that is being evaluated includes four components: (1) redevelopment of the 70-acre parcel with aviation uses as designated by the Gillespie Field Airport Layout Plan (ALP) Update Narrative Report and per FAA guidance; (2) acquisition of certain properties adjacent to the airport runways to comply with FAA safety regulations regarding uses in Runway Protection Zones (RPZs) and Runway Safety Areas (RSAs); (3) purchase of avigation easements over properties adjacent to runways to comply with FAA safety regulations regarding uses in RPZs or RSAs; and (4) amendment to the 1986 Gillespie Field Master Plan, Site 2 planned uses, to be consistent with the ALP Update Narrative Report for the 70-acre redevelopment project. If property owners for parcels identified as part of component 2 above are not willing sellers, avigation easements as described in component 3 above will be pursued in lieu of property purchases.

7. Surrounding land uses and setting:

The 70- acre parcel, located in the southeastern corner of the 757-acre airport property, was previously the site of the Cajon Speedway until the end of their lease in 2005. The site was subsequently cleared and fenced. Currently, the site is vacant and supports only periodic uses such as temporary parking within the existing disturbed areas.

Existing uses adjacent to the 70-acre parcel include industrial and office buildings to the south and east; and airport hangars, aprons, and the runways to the west and north. Residential uses are located east of the 70-acre parcel across SR-67 and north of Prospect Avenue. Further to the north, past Runway 9L-27R, are large office and airport use buildings. There are three schools located less than one mile from Gillespie Field property and acquisition/easement parcels site.

8. Other public agencies whose review/approval is required:

Permit Type/Action	Agency
Federal approval (Funding agency)	U.S. Dept. of Transportation, Federal Aviation Administration (FAA)
Section 7 of the Endangered Species Act	U.S. Fish and Wildlife Service (USFWS)
State Airport/Heliport Permit	California Department of Transportation (Caltrans), Division of Aeronautics
• General Industrial Storm Water	State Water Resources Control

Permit per the National Pollutant Discharge Elimination System (NPDES) <ul style="list-style-type: none"> • General Construction Storm Water Permit 	Board
Consistency Determination: Airport Land Use Compatibility Plan <ul style="list-style-type: none"> • Approval of amendment to Site 2 of 1986 Gillespie Field Master Plan • Certification of Environmental Document • Approval of proposed acquisition or properties or placement of avigation easements over parcels; approval of lease agreements 	San Diego County Regional Airport Authority (SDCRAA) County of San Diego
Applicable Federal and State air quality regulations	Air Pollution Control District (APCD)
Responsible Agency under CEQA	City of El Cajon
Responsible Agency under CEQA	City of Santee

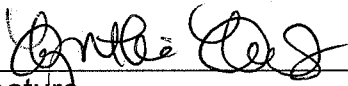
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the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

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

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 Public Works 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 Public Works 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 Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

3/10/09

Date

Cynthia Curtis

Printed Name

Land Use/Environmental Planner

Title

I. AESTHETICS -- Would the project:

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

- | | |
|---|--|
| <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 site is located in the City of El Cajon approximately 13 miles northeast of downtown San Diego and borders the City of Santee. Gillespie Field is generally bounded by Prospect Avenue and Kenney Street on the north, Magnolia Avenue on the east, Bradley Avenue on the south, and Cuyamaca Street on the west. The surrounding area is predominantly industrial and commercial, and the Airport property is not considered a scenic vista. The components of the proposed redevelopment of the 70-acre parcel would be a continuation of existing uses at the Airport and are not anticipated to change the visual character of the surrounding area. Therefore, the potential for proposed project improvements to substantially change the composition of an existing scenic vista that would adversely alter the visual quality or character of the view would be less than significant.

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

- | | |
|---|---|
| <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 proposed project is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State scenic highway. Therefore, the proposed project will not have a substantial adverse effect on a scenic resource within a State scenic highway.

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

- | | |
|---|--|
| <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: As discussed in response I (a), the proposed project is an extension of existing aviation uses at Gillespie Field. The area surrounding the 70-acre parcel is characterized by aviation, industrial, and commercial uses. Therefore, the potential for proposed project improvements to substantially degrade the existing visual character or quality of the site and its surroundings are anticipated to be less than significant.

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 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 would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Existing lighting sources in the project area include Gillespie Field. While new sources of lighting would potentially occur from development of aviation uses on the 70-acre parcel, such as lighting of hangars, taxiway, and apron, this lighting would be an extension of existing lighting levels associated with Gillespie Field and in accordance with FAA safety guidelines. Impacts associated with light emissions from the project site would not be considered a significant new source of light and glare that would create an annoyance to local residences and businesses. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

II. AGRICULTURAL 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 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 site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. Therefore, no agricultural resources including Prime Farmland, Unique

Farmland, or Farmland of Statewide or Local Importance will be converted to a non-agricultural use.

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

- | | |
|---|---|
| <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 site is designated by the City of El Cajon as within a Special Development Area overlay specifically for airport related support facilities and office uses as well as special development standards. The parcel is zoned for industrial uses. The 70-acre parcel is not zoned for agricultural use, and does not contain agricultural resources. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) 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 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 site and surrounding area does not contain any active agricultural operations or lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations will be converted to a non-agricultural use.

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 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 proposed project will result in emissions during construction and operational activities. Emissions will result from construction equipment, increase in air traffic, and increase in ground traffic. An Air Quality study will be performed to determine if there would be an increase in emissions due to construction, air traffic, and vehicular traffic that would conflict with or obstruct implementation of the RAQS or applicable portions of the SIP. Therefore, potential air quality impacts for the proposed project will be addressed in an EIR.

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: As discussed above, the proposed project will result in both construction and operational emissions. Emissions will result from construction equipment, increase in air traffic, and increase in ground traffic. An Air Quality study will be performed to determine if there would be an increase in emissions due to construction, air traffic, and vehicular traffic that would have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the potential for proposed project improvements to cause impacts to air quality will be addressed in an 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: Potential increases in air and vehicular traffic which could result in a cumulatively considerable net increase of PM₁₀, NO_x, and VOC pollutants 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). Emissions of PM₁₀, NO_x, and VOCs could

result from demolition, construction, and grading activities. Additional VOC emissions could result from increased air and vehicular traffic. Therefore, the potential for proposed project improvements to cause impacts to air quality will be addressed in an 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:

Potential increases in air and vehicular traffic could result in exposure of sensitive receptors to emissions and pollutants. Therefore, the potential impacts to sensitive receptors will be addressed in an EIR.

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

- | | |
|---|--|
| <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 could produce objectionable odors in the short-term during the construction phase of the proposed project.

However, these substances, if present at all, are expected to only be detected in trace amounts (less than $1 \mu\text{g}/\text{m}^3$). Therefore, the potential for proposed project improvements to create objectionable odors affecting a substantial number of people is expected to be less than significant and will be addressed in an 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 redevelopment of the entire 70-acre project footprint could result in direct and/or indirect impacts to a population of San Diego ambrosia (*Ambrosia pumila*) located along the western boundary of the 70-acre area. The project proposes vegetation clearing/construction activities that could also disturb nesting raptors and migratory birds protected by the MBTA. This could result in a potentially significant direct and/or indirect impact to sensitive species. Therefore, the project activities have the potential to have a substantial adverse effect, either directly or through habitat modifications, on the San Diego Ambrosia and/or 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 will be addressed in an 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 the redevelopment of the 70-acre parcel, which could result in direct and/or indirect impacts to the non-native grassland. Direct impacts to biological resources could also occur on acquisition/easement parcels due to clearing of existing buildings, fencing, and maintenance of vegetation. Therefore, the potential for proposed project improvements to 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 will be addressed in an 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: Construction of individual projects on the 70-acre project footprint by the County and private developers has the potential to result in indirect impacts on Broadway Channel and its associated freshwater marsh vegetation, which would be under the jurisdiction of the USACE, RWQCB and CDFG. This could be a significant, indirect impact (Broadway Channel is located outside of the project footprint so no direct impacts are proposed).

The potential for proposed project improvements to 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 will be addressed in an 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 site is highly disturbed and surrounded by development and/or similarly disturbed lands. However, a biological technical report will be prepared to determine the presence of wildlife species that may be impacted by the interference of wildlife corridors. Therefore, the potential for proposed project improvements to 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 will be addressed in an 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 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 areas that would impact biological resources at Gillespie Field are not anticipated to be located under the MSCP regulatory framework. Although the site is owned by the County, it is within the jurisdictional boundaries of the City of El Cajon and the City of Santee, which are not yet participants in the program. The project site is not

subject to any other habitat or conservation planning documents, or associated policies or regulations. Therefore, the project would not 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.

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 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: A records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University, and at the San Diego Museum of Man (MOM) (ASM Affiliates 2007). The search encompassed the 70-acre parcel, the acquisition/easement parcels, and a one-mile radius around those parcels. In addition, archival and historical research was performed, as well as a field survey of the 70-acre parcel and proposed acquisition/easement parcels. Site records on file at both SCIC and MOM indicate that no previously recorded cultural resources are located on the parcels proposed in this project. The California Native American Heritage Commission (NAHC) was contacted to conduct a search of their files and found that there were no traditional cultural properties or Native American heritage sites within one mile of the search area.

No resources with the potential for meeting the criteria of eligibility for listing in the National Register of Historic Places (36 CFR 60) or the California Register of Historical Resources (CPRC 5024.1) are present within the 70-acre parcel or acquisition/easement parcels.

Due to the fact that no historical resources as defined by Section 15064.5 of the State CEQA Guidelines were detected or are known to exist on the site, there would be a less than significant change to historical resources.

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

- | | |
|---|--|
| <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: As discussed above, analysis was performed to determine if the project site contains any historical or archaeological resources. Due to the fact that no archaeological resources as defined by Section 15064.5 of the State CEQA Guidelines were detected or are known to exist on the site, there would be a less than significant change to archaeological resources.

c) Directly or indirectly destroy a unique geologic feature?

- | | |
|---|---|
| <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 site does not contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

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: According to County mapping applications, the site is located on quaternary alluvium, which has a low potential to produce fossils. The paleontological sensitivity of the project site is low, and would have less than a significant impact on unique paleontological resources.

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

- | | |
|---|---|
| <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: As discussed above, analysis was performed to determine if the project site contains any historical or archaeological resources. Due to the fact that no cultural resources as defined by Section 15064.5 of the State CEQA Guidelines were detected

or are known to exist on the site, the project is not anticipated to disturb any human remains.

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 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: County mapping systems indicate that the project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

- 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: To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements 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 the project will not result in a potentially significant impact 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 type="checkbox"/> Less than Significant Impact |
|---|---|

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

No Impact: County mapping systems indicate that the project site is not located within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the geologic environment of the project site is not susceptible to ground failure from seismic activity. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction.

iv. Landslides?

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

Discussion/Explanation:

No Impact: County mapping systems indicate that the project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade because these soils are slide prone. Since the project is not located within an identified Landslide Susceptibility Area and the geologic environment has a low probability to become unstable, the project would have no impact from the exposure of people or structures to potential adverse effects from landslides.

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

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

Discussion/Explanation:

No Impact: According to the County mapping system, the soils on-site are identified as Placentia sandy loam with a thick surface. Moreover, the project will not result in unprotected erodible soils; is not located in a floodplain, wetland, or significant drainage feature; and will not develop steep slopes. Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil.

- c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|---|
| <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 is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. As described above, the proposed project would not result unstable geological conditions.

- 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 is located on expansive soils as defined within Table 18-1-B of the Uniform Building Code (1994). This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. The soil on-site is identified as Placentia sandy loam with a thick surface at 2 to 9 percent slopes. However the project will not have any significant impacts because the project is required to comply 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, these soils will not create substantial risks to life or property.

- 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 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: No septic tanks or alternative wastewater disposal systems are proposed. The project will rely on existing public water and sewer for the disposal of wastewater

VII. 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 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 would entail the use, transport, exposure, or disposal of hazardous materials and waste related to construction of site improvements and during future operations at the site. During construction at the 70-acre site, gasoline, diesel fuel, lubricating oils, grease, solvents and paint, which are typical substances for construction, would be used at the site. Potential future uses of the 70-acre parcel include aircraft operation and maintenance-related uses that could use hazardous materials such as petroleum products, cleaners, and solvents on a routine basis. Activities that involve the use or disposal of hazardous materials would be required to follow applicable federal, state, and local laws related to the transportation, storage, and handling of hazardous materials, and the risk of significant impact would be low. Failure to comply with existing local, state, or federal laws and regulations on hazardous materials during construction or operation of the 70-acre parcel could result in unknown releases of hazardous materials.

Therefore, the project could result in a potentially significant impact by creating a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes which will be discussed in an EIR.

- 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 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 location and proximity of sensitive receptors within one-quarter mile (the radius determined by the South Coast Air Quality Management District in which the dilution of pollutants is typically significant) of the project area will be identified during the preparation of an Air Quality Study for the proposed project. The potential impact of potential point-source emissions of air pollutants in relation the receptors will be analyzed in an EIR.

- 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 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: Environmental database searches will be conducted to determine if the 70-acre parcel is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 or on a hazardous release site identified by the DTSC compiled and updated pursuant to Section 25356 of the California Health and Safety Code.

Environmental database searches will also be conducted to determine if parcels proposed for acquisition/easement are included on a list of hazardous materials sites. The significance of the hazard to the public or the environment on parcels proposed for acquisition is dependent upon the proposed usage of the site. Therefore, the potential for proposed project improvements to be located on a site which is included on a list of hazardous materials sites, or is otherwise known to have been subject to a release of hazardous substances will be addressed in an EIR.

- 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 70-acre parcel and the acquisition/easement parcels are within the Airport Land Use Compatibility Plan (ALUCP) for Gillespie Field. The project proposes to develop the 70-acre parcel in accordance with that plan and would not obstruct air traffic or present any other aircraft-related hazards related to Gillespie Field. This aspect of the project would have a less-than-significant impact with respect to safety hazards for the people residing or working within two miles of Gillespie Field as it would comply with all applicable FAA safety regulations. The project also involves the acquisition of property from willing sellers to meet federal safety requirements. FAA regulations indicate that the approach surface of the runways at Gillespie Field should be kept free of all obstructions. Therefore, the project would not result in a safety hazard for people residing or working in the project area and impacts would be less than significant, as it would improve the air traffic safety for aircraft approaching and departing Gillespie Field.

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 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 proposed project is not located within one mile of a private airstrip. As a result, 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 affected 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

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

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 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 site is located in an urbanized area in the City of El Cajon and is not within or adjacent to a wildlands area. The 70-acre parcel is surrounded by development and is not at severe risk of wildland fire. The acquisition/easement parcels are predominantly developed and not connected to large areas of open space. The project would be served by an existing fire station located approximately 2 miles south in the City of El Cajon or an existing fire station located about the same distance to the north in the City of Santee. The likelihood of the project's construction or operation to result in a wildland fire is therefore considered low, and impacts would be less than significant. Likewise, given the urbanized nature of surrounding land uses, the project itself would not expose people or structures to a significant risk of loss involving wildfires.

- 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 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 involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. lagoons, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not expose people to significant risk of injury or death involving vectors.

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

- a) Violate any waste discharge requirements?

- | | |
|---|---|
| <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 does not propose any point-source features that would violate any water quality standards or waste discharge requirements. Construction of individual projects on the 70-acre parcel proposed as part

of the project could potentially result in direct and/or indirect impacts to water quality as a result of sedimentation and pollution in storm water. This runoff that could exceed water quality standards established by federal, state and local regulations and guidelines and also result in release of sediment or other materials that could degrade water quality on CWA Section 303(d) listed impaired water bodies. Similarly, fuels, oils, and other hazardous substances used during construction or future operation of aviation uses at the site could be released and impact surface water quality. Following the completion of project construction, runoff from impervious surfaces could carry pollutants to Forrester Creek and to the San Diego River via existing storm drain facilities. This would result in a potentially significant impact.

The release of sediment and other deleterious substances from the project site can be controlled through the use of appropriately selected erosion and sediment control devices. Without proper management of sediment and pollutants, the project could violate water quality standards and substantially degrade water quality, including in any watercourse or water body on the CWA Section 303(d) list. This would result in a potentially significant impact, which will be discussed in an EIR.

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 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: As discussed above, construction of individual projects on the 70-acre parcel proposed as part of the project could result in direct and/or indirect impacts to water quality as a result of sedimentation and pollution in storm water resulting in runoff that would exceed water quality standards established by federal, state and local regulations and guidelines and also result in release of sediment or other materials that could degrade water quality on CWA Section 303(d) listed impaired water bodies. Without proper management of sediment and pollutants, the project could violate water quality standards and substantially degrade water quality, including in any watercourse or water body on the CWA Section 303(d) list. This could result in a potentially significant impact, which will be discussed in an EIR.

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 | <input type="checkbox"/> No Impact |

Incorporated

Discussion/Explanation:

Less Than Significant Impact: The project proposes infrastructure that has the potential to result in potential sources of polluted runoff. However, the design of the project would incorporate permanent site measures and/or source control BMP's and/or treatment control BMP's to reduce potential pollutants in runoff 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.

In addition, the proposed BMP's would 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. Therefore, the project will be designed to not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

- 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 | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less Than Significant Impact: The project would propose to obtain its water from the Padre Dam Municipal Water District (PDMWD), which obtains water from imported water sources. The project would not use groundwater for any purposes. Construction on the 70-acre parcel would reduce the amount of pervious surfaces by replacing land that is currently undeveloped with impervious surfaces such as a taxiway, runway improvements, rooftops, and parking lots. These features would intercept and redirect rainfall. Runoff from the project site would be directed to pervious surfaces, including grass lined swales, where it would either permeate into the ground or be conveyed as storm water to existing storm water conveyance systems. While localized groundwater recharge rates within the project area could change from pre-construction conditions, regional groundwater depths and characteristics are expected to remain unchanged. The project would not directly affect groundwater volumes because groundwater would not be used as a water source. As such, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, and impacts would be less than significant.

The potential for groundwater to become contaminated during demolition, construction or operation of the project is directly related to the misuse of hazardous materials, such as fuels and oils, that if released and not cleaned up, could migrate to the water table. Compliance with the General Permit for Storm Water Discharges Associated with Construction Activity (General Permit) and the County's Municipal Storm Water Permit for handling and storage of hazardous substances would ensure that potential impacts to groundwater quality 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 major hydrological feature in the vicinity of the 70-acre parcel is Broadway Channel, which is located immediately south of the 70-acre project footprint. Broadway Channel is a tributary to Forrester Creek. The project does not propose to directly alter this channel or its existing drainage pattern nor would it substantially alter the existing on-site drainage patterns in a manner that would result in substantial erosion or siltation or increase the rate or amount of in a manner that would result in flooding on or off the site. Impacts related to the above threshold are anticipated to be less than significant.

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: As discussed above, the major hydrological feature in the vicinity of the 70-acre parcel is Broadway Channel, which is located immediately south of the 70-acre project footprint. Broadway Channel is a tributary to Forrester Creek. The project would not directly alter this channel or its existing drainage pattern, nor would it substantially alter the existing on-site drainage patterns in a manner that would substantially increase the rate or amount of surface runoff in a manner which

would result in flooding on- or off-site. Impacts related to the above threshold are anticipated to be less than significant.

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

- | | |
|---|---|
| <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 would introduce impervious surfaces consisting of a new taxiway and runway access facilities, aircraft hangars and tie-down areas, sidewalks, rooftops, asphalt driveways, and parking areas in an area that was previously permeable ground. Impervious surfaces, such as those mentioned above, intercept rainfall and convey flow that may otherwise naturally infiltrate into the soil. Up to 70-acres that are currently undeveloped and therefore currently pervious, would be made impervious, much of it with the hardscape described above.

Runoff from the project would flow into existing adjacent unimproved channels and other primary discharge points. The project would redirect runoff water which could result in flooding offsite and/or exceed the capacity of the existing storm water drainage system. Therefore, the potential for proposed project improvements to create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems will be addressed in an EIR.

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: As discussed above, impervious surfaces proposed by the project intercept rainfall and convey flow that may otherwise naturally infiltrate into the soil. Up to 70-acres that are currently undeveloped and therefore currently pervious, would be made impervious, much of it with the hardscape described above. Runoff from the project would flow into existing adjacent unimproved channels and other primary discharge points. The project could contribute runoff water which could result in flooding offsite and/or exceed the capacity of the existing storm water drainage system. Therefore, the addition of impervious surfaces could contribute to additional sources of polluted runoff resulting in a potentially significant impact.

- 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 would not include the development of housing and therefore would not 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. Furthermore, the project proposes no development in or alteration of the Broadway Channel, which is delineated by FEMA as within the 100-year flood event. Therefore, the project would not place housing within a FEMA 100-year flood hazard area, and impacts would be less than significant.

- 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: As discussed above, the project would not include the development of housing and therefore would not 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. Furthermore, the project does not propose structures within the 100-year flood event boundary and does not propose development or alteration of the Broadway Channel, which is delineated by FEMA as within the 100-year flood event. Therefore, the project would not place housing or other structures within a FEMA 100-year flood hazard area, and impacts would be less than significant.

- 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 70-acre project site is located downstream of San Vicente Reservoir, El Capitan Reservoir and Lake Jennings Reservoir (City of Santee General Plan 2020, Safety Element, 2003). The safety of these dams is reviewed annually by the California Department of Water Resources, Division of Dam Safety. In addition, the County of San Diego Office of Disaster Preparedness has prepared a report for the General Dam Evacuation Plan for the County. Dam evacuation plans are maintained by the County Office of Emergency Services (OES), and these plans contain information concerning the physical situation, affected jurisdictions, evacuation routes, unique institutions and event responses. The General Dam Evacuation Plan concludes that the risk of dam inundation would be low. Therefore the project would not expose people or structures to flooding from a dam failure, and impacts would be less than significant.

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: As discussed above, The 70-acre project site is located downstream of San Vicente Reservoir, El Capitan Reservoir and Lake Jennings Reservoir (City of Santee General Plan 2020, Safety Element, 2003). The safety of these dams is reviewed annually by the California Department of Water Resources, Division of Dam Safety. In addition, the County of San Diego Office of Disaster Preparedness has prepared a report for the General Dam Evacuation Plan for the County. Dam evacuation plans are maintained by the County Office of Emergency Services (OES), and these plans contain information concerning the physical situation, affected jurisdictions, evacuation routes, unique institutions and event responses. The General Dam Evacuation Plan concludes that the risk of dam inundation would be low. Therefore the project would not expose people or structures to flooding from a dam failure, and impacts would be less than significant.

m) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <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:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. Though the project does propose land disturbance that will expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

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

a) Physically divide an established community?

- | | |
|---|--|
| <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: Gillespie Field Airport has been a part of the community operating as a general aviation airport since 1946, and its growth and development have been anticipated in the Gillespie Field Master Plan that was prepared in 1974, updated in 1986 and in 2005. The 70-acre parcel is within the property boundary of the Airport, and the proposed aviation redevelopment is a component of the airport's business operations. The acquisition in fee title of adjacent properties or avigation easements in order to comply with FAA standards would be on parcels immediately adjacent to the airport boundary. The project does not propose the introduction of new uses that are different from existing uses on Airport property and in the area and will not significantly disrupt or divide an established community. Based on these facts, impacts related to division of an established community would be less than significant.

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 | <input type="checkbox"/> No Impact |

Incorporated

Discussion/Explanation:

Potentially Significant Impact: The project site as listed in the 1986 Gillespie Field Master Plan designates Site 2 of Gillespie Field (the 70-acre parcel) as commercial, open space, business park, light industrial, them park/museum, and limited aviation uses, which is in accordance with the proposed project. The project proposes solely utilizing the 70-acre parcel for aviation uses. The potential for proposed project improvements to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project will be addressed in an EIR.

X. 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 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 site is within land classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area where geologic information indicates no significant mineral deposits are present. It is not anticipated that any mineral resources exist on site. In addition, the project site and surrounding area are largely developed and urbanized, and mining activities do not occur in the immediate vicinity and have not occurred in the recent past. Existing land uses in the vicinity generally preclude mining or mineral recovery in the area.

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 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 site is designated by the City of El Cajon as within a Special Development Area overlay specifically for airport related support facilities and office uses as well as special development standards. The parcel is zoned for industrial uses, which is not considered to be an Extractive Use Zone (S-82) nor does it have an Impact

Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25) (County Land Use Element, 2000).

XI. 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:

As the project would include construction and operation of additional aircraft storage facilities, this project has the potential to contribute to an increase in aircraft and vehicular trips to and from the airport and surrounding area. Therefore, the project could expose people to potentially significant noise levels that would exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards, which will be discussed and analyzed in an EIR.

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

- | | |
|---|---|
| <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 creating new or impacting existing land uses that would be impacted by groundborne vibration or groundborne noise levels. Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

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: As discussed above, the project would include construction and operation of additional aircraft storage facilities, which have the potential to result in an increase in aircraft and vehicular trips to and from the airport and surrounding area. Therefore, the project could have the potential to result in an increase in ambient noise levels in the project vicinity above levels existing without the project. These potential impacts will be discussed and analyzed in an EIR.

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 could involve uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity including but not limited to outdoor construction practices that involve crushing, cutting, drilling, grinding, or blasting of raw materials; truck depots, transfer stations or delivery areas; or outdoor sound systems.

Also, general construction noise could exceed the construction noise limits of the County of San Diego Noise Ordinance. Therefore, the potential for proposed project improvements to cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project will be addressed in an EIR.

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 proposed project is located within the ALUCP for Gillespie Field. The project implementation does has the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the potential for proposed project improvements to the above impacts will be addressed in an EIR.

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 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 proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. 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 construction of hangars, buildings, and support facilities on existing Airport property. These components would meet the existing unmet demand for aircraft facilities, but also have the potential to attract new commercial land uses in the vicinity of the Airport. These uses are not anticipated to contribute to substantial population growth in the area. The proposed project is located in an established commercial and industrial area and the uses at and around the Airport would be similar to the existing facility. It is unlikely that an indirect effect of the redevelopment activities would lead to substantial population growth.

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

Discussion/Explanation:

Less Than Significant Impact: Although no housing exists within the 70- acre redevelopment site, the project does involve the potential removal 18 properties per

FAA safety regulations related to RPZs and RSAs. Property acquisitions require consent of the parcel owners and could result in the displacement of businesses and/or residents. Based on the number of parcels proposed for aquisition, the actual number of residential displacements would are not anticipated to be substantial. Therefore, the potential for proposed project improvements to displace substantial numbers of existing housing would be less than significant.

XIII. 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?

- | | |
|---|--|
| <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: As the project proposes construction and operation of aviation facilities, it has the potential to increase the aviation use of the airport. The proposed project is not anticipated to significantly increase the demand for public services such as fire and police protection.

XIV. 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, included 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 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 include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- | | |
|---|---|
| <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: With the implementation of the proposed project, aircraft operations and the number of based aircraft have the potential to increase. This could potentially increase the vehicular traffic traveling to and from Gillespie Field. Roadways surrounding Gillespie Field are maintained by the City of El Cajon, the City of Santee, the County of San Diego, and Caltrans. Therefore, the potential for proposed project improvements to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system will be addressed in an EIR.

- 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?

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

- Less Than Significant With Mitigation Incorporated No Impact

Discussion/Explanation:

Potentially Significant Impact: As discussed above, the implementation of the proposed project, aircraft operations and the number of based aircraft have the potential to increase, which could potentially increase the vehicular traffic traveling to and from Gillespie Field. Roadways surrounding Gillespie Field are maintained by the City of El Cajon, the City of Santee, the County of San Diego, and Caltrans. Therefore, the potential for proposed project improvements to exceed, either individually or cumulatively, a level of service standard established by the County will be addressed in an 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?

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

Discussion/Explanation:

Less Than Significant: As a result of the proposed project, which would include additional aircraft storage facilities, air traffic operations have the potential to increase. There are no proposed changes to runway use and air traffic patterns are proposed to remain the same as current air traffic patterns. Therefore, the proposed project would not have a significant impact on air traffic patterns, or a change in location that could result 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)?

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

Discussion/Explanation:

Potentially Significant Impact: The proposed project could alter vehicular traffic patterns on the streets and roadways surrounding the Gillespie field area. Therefore, the potential for proposed project improvements to affect hazards due to a design feature will be addressed in an EIR.

- e) Result in inadequate emergency access?

- | | |
|---|---|
| <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: As discussed above, the proposed project would potentially close or alter vehicular traffic patterns on the streets and roadways surrounding the Gillespie field area. Therefore, the potential for proposed project improvements to result in inadequate emergency access will be addressed in an EIR.

f) Result in inadequate parking capacity?

- | | |
|---|--|
| <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: Redevelopment of the 70-acre parcel with aviation uses would be required to adhere to County and City of El Cajon regulations for provision of adequate parking based on the use on their portion of the site. Therefore, adhering to these regulations would require adequate parking capacity related to the proposed project.

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

- | | |
|---|---|
| <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: Implementation of the project would not conflict with adopted policies or involve elimination of facilities supporting alternative transportation such as public bus stops or bicycle racks. Gillespie Field is a general aviation airport and the project would allow addition of aviation uses on the 70-acre parcel; therefore, the project would not conflict with adopted plans or programs supporting alternative transportation. Therefore, there would be no impact with respect to bus, pedestrian, and bicycle access and the project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

XVI. 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:

As implementation of the project would result in connecting to existing sewer lines provided by the Padre Dam Municipal Water District (PDMWD), the project would not exceed wastewater treatment requirements. Therefore, there would be a less than significant impact to wastewater service systems.

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:

Any proposed redevelopment on the 70-acre parcel would require confirmation of sufficient capacity in the existing sewer lines provided by the City of El Cajon. Additionally, new demand for water services would require consent from the local water authority. Therefore, it is anticipated that the proposed project would not require new water or wastewater facilities.

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 is designed to minimize impacts to drainage facilities and to not contribute to cumulative flooding or impacts to storm water drainage systems. The Low Impact Development Integrated Management Practices

(LID IMPs) shall provide a reduction in storm water runoff rates to achieve no net increase in flow rates discharged from the project site. Furthermore, implementation of impact avoidance and minimization design measures would ensure that a Master Grading Plan and a storm water detention system plan are prepared to address drainage improvements required to accommodate increases in runoff. The storm water detention system plan shall also identify required onsite storm water detention facilities and storm water drainage inlets and outlets required to handle the estimated volume of 100-year flows at the site. With the implementation of such measures, the County would determine the need to construct new storm water drainage facilities or expand existing facilities, and if there is sufficient capacity in existing storm water drainage facilities. The project is not anticipated to require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

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 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: As discussed above, water service for the development of the 70-acre parcel would be provided by PDMWD using the existing water lines in Joe Crosson Drive. If Joe Crosson Drive were to be closed to through public traffic for future projects, then PDMWD could require an easement for access, maintenance, and repairs of waterlines. Therefore, the project would not require or result in the construction of new water lines.

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: As discussed above, no component of the redevelopment at the 70-acre parcel could exceed the service capacity of the wastewater treatment provider. Therefore, the determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments is expected to be less than significant.

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 is located within an urban area and is adjacent to similar industrial and commercial development in the City of El Cajon, the City of Santee, and the County, and it is not expected to generate solid waste that would exceed landfill capacities based on the growth projections for the area that have been used to determine the usable life of landfill facilities.

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: As discussed above, the project is located within an urban area and is adjacent to similar industrial and commercial development in the City of El Cajon, the City of Santee, and the County, and it is not expected to generate solid waste that would exceed landfill capacities or conflict with federal, state, and local status based on the growth projections for the area that have been used to determine the usable life of landfill facilities.

XVII. 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: An EIR will be prepared for the proposed project that will include the results of biological and cultural resource studies to address 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.

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: An EIR will be prepared for the proposed project hat will include an evaluation of the incremental effects of the project viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

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: As a result of Initial Study evaluation, there were determined to be potentially significant effects related to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality/Flooding, Land Use, Noise, and Transportation and Traffic.

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

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
Element VI and Scenic Highway Program. (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 (NLPPI),
Lighting Answers, Volume 7, Issue 2, March 2003.
(www.lrc.rpi.edu)
- US Census Bureau, Census 2000, Urbanized Area Outline
Map, San Diego, CA.
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