DRAFT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Chinese Bible Church of San Diego
PDS2014-SPA-14-001,PDS2010-3300-10-037(MUP), PDS2012-3940-12-002(VAC),
PDS2010-3910-9508007L(ER), SCH# 214011018

Lead Agency:

County of San Diego
Department of Planning & Development Services
5510 Overland Avenue
San Diego, CA 92123

June ~~2018~~2019

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June ~~2018~~2019

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TECHNICAL APPENDICES

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A	Notice of Preparation and Responses to Notice of Preparation
B	*Chinese Bible Church of San Diego Traffic Impact Study*, J. Arnold Torma, P.E, KOA Corporation, March 2017
C	*Visual Resources Impact Report*, Jerelyn B. Dilno, TRS Consultants, May 2016 and *3300-10-037, Chinese Bible Church of San Diego Addendum to Visual Study, TRS Consultants, January 9, 2017*
D	*Chinese Bible Church of San Diego [Photometric Study]*, Rock Electric, Inc., July 27, 2014 and *3300-10-037, Chinese Bible Church of San Diego, Addendum to Dark Skies and Glare (Photometric Study)*, Rock Electric, Inc., January 30, 2017
E	*Biological Letter Report for Chinese Bible Church of San Diego,* RC Biological Consulting, Inc., & Klutz Biological Consulting, July 17, 2016; ~~and~~ *MUP 10-037, Change to Project Description*, RC Biological Consulting, Inc., & Klutz Biological Consulting December 19, 2016; and MUP 10-037 Changes to Project Site Plan, Klutz Biological Consulting, May 27, 2018
F	*Phase I Cultural Resources Study for the Santa Fe Valley Chinese Church Project*, Brian F. Smith, Brian F. Smith and Associates, Inc., November 15, 2010 and *MUP10-037; Changes to Project Description for the Chinese Bible Church Project*, Brian F. Smith and Associates, Inc., December 19, 2016
G	*Historical Resources Technical Report for the 16919 Four Gee Road Property*, Scott A. Moomjian, January 9, 2012, and *MUP 10-37/Changes to Project Description*, Scott A. Moomjian, December 23, 2016
H	*Fire Protection Plan*, Robin Church, RC Biological Consulting, Inc., May 1, 2015, Revised May 29, 2018 and *MUP 10-037 Changes to Project Description*, Ronald Woychak, Firewise 2000, Inc., December 20, 2016
I	*Phase 1 Environmental Site Assessment*, Coast 2 Coast Environmental, Inc., July 13, 2016
J	*Acoustical Analysis Report, Santa Fe Chinese Bible Church of San Diego*, Jonathan Brothers, Eilar Associates, Inc., April 13, 2017
K	*Air Quality Assessment for the Chinese Bible Church of San Diego*, Valorie L. Thompson, PhD., Scientific Resources Associated, June 15, 2016 and *Chinese Bible Church, Revision to Project Description*, Scientific Resources Associated December 16, 2016
L	*Chinese Bible Church Global Climate Change Analysis,* Jack T. Emerson, Jessica L. Fleming, and William A. Maddux, RECON Environmental, Inc., August 9, 2017

M *CEQA Drainage Study*, Michael L. Benesh, MLB Engineering, January 20, 2014 MUP 10-037 *Drainage Study Building Area*, Michael L. Benesh, MLB Engineering, October 27, 2016, and *MUP 10-037 Changes to Project Description*, Michael L. Benesh, MLB Engineering, December 8, 2016 ~~and *MUP 10-037 Changes to Project Description*, MLB Engineering, December 8, 2016~~

N *County of San Diego Preliminary Priority Development Project (PDP) SWQMP: Chinese Bible Church*, Michael L. Benesh, MLB Engineering, October 26, 2016 and *MUP 10-037 Changes to Project Description*, MLB Engineering, December 8, 2016

O *Land Use & Planning Analysis for the Chinese Bible Church, San Diego, California*, RECON Environmental, Inc., ~~May 10, 2016~~June 7, 2018 and *Addendum to Land Use & Planning Analysis for the Chinese Bible Church, San Diego, CA,* RECON Environmental, Inc., December 30, 2016

P Service Letters

LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACM	Asbestos Containing Material
AD	Administrative Permit
ADT	Average Daily Traffic
AERMOD	U.S. Environmental Protection Agency-approved air dispersion model
AMSL	Above Mean Sea Level
APCD	Air Pollution Control District
AQMD	Air Quality Management District
AR	City of San Diego Zoning Ordinance Agricultural-Residential Zone
ATS	Advanced Treatment System
BAT	Best Available Technology Economically Achievable
BAU	Business as Usual
BCT	Best Conventional Pollution Control Technology
BI	Biology
BMP	Best Management Practices
BMR	Black Mountain Ranch
BOSE	Biological Open Space Easement
BRCA	Biological Resource Core Area
Btu	British Thermal Unit
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Program
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalGreen	California Green Building Standards Code, a part of Title 24
CARB	California Air Resources Board
CAT	Climate Action Team
CC	City of San Diego Zoning Ordinance Commercial-Community Zone
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	Cubic feet per second
ch/h	Chains per hour
CHHSL	California Human Health Screening Level
CIWMB	California Integrated Waste Management Board
CLOW	Coast Live Oak Woodland
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

ABBREVIATIONS (CONT'D)

CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO2E	Carbon Dioxide Equivalent
COS	Conservation and Open Space Element of the General Plan
CR	Cultural
CRHR	California Register of Historical Resources
CRM	Cultural Resource Management
CSMP	Construction Site Monitoring Program
CSS	Coastal Sage Scrub
C-34	County of San Diego Zoning Ordinance General Commercial/Residential Zone
CWA	Clean Water Act
dB	Decibels
dBA	A-Weighted Decibels
DEH	County of San Diego Department of Environmental Health
DG	Decomposed Granite
DPW	County of San Diego Department of Public Works
DSEIR	Draft Supplemental Environmental Impact Report
DTSC	California Department of Toxic Substances Control
DU/AC	Dwelling Units/Acre
ECT	Emission Control Technology
EDA	Estate Development Area
EDCO	A commercial waste hauling company in San Diego County
EDU	Equivalent Dwelling Unit
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	U.S. Endangered Species Act
FEMA	Federal Emergency Management Administration
FHD	County Department of Environmental Health, Food and Housing Division
FIRM	Federal Insurance Rate Map
FPP	Fire Protection Plan
GCC	Global Climate Change
GHG	Green House Gasses
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons Per Day
GPM	Gallons Per Minute
GWh	Gigawatts
GWP	Global Warming Potential

ABBREVIATIONS (CONT'D)

HCM	Highway Capacity Manual
HLP	Habitat Loss Permit
HMBP	Hazardous Materials Business Plan
HMP	Hydromodification Management Plan
H_2S	Hydrogen Sulfide
HVAC	Heating, Ventilation, and Air Conditioning
HZ	Hazards
IESNA	Illuminating Engineering Society of North America
ITS	Caltrans Intelligent Transportation Systems
kWh	Kilowatt
LAFCO	Local Agency Formation Commission
LBP	Lead-Based Paint
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MCL	Primary Federal or State Maximum Contaminant Level
MEI	Maximum Exposed Individual
MLD	Most Likely Descended
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
MSCP	Multiple Species Conservation Program
MS4	Municipal Separate Storm Sewer Systems
MUP	Major Use Permit
MWD	Metropolitan Water District of Southern California
N	Noise (used in reference to noise impacts)
NAAQS	National Ambient Air Quality Standards
NAHC	National American Heritage Commission
NCCP	Natural Community Conservation Planning
NCMSCP	North County Multiple Species Conservation Program
ND	Negative Declaration
NFIP	National Flood Insurance Program
NOP	Notice of Preparation
NO_2	Nitrogen Dioxide
NO_x	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
NSLU	Noise Sensitive Land Use

ABBREVIATIONS (CONT'D)

OMWD	Olivenhain Municipal Water District
O_3	Ozone
OW	Open Water
PA	Planning Area
Pb	Lead
PDS	County Department of Planning & Development Services
$PM_{2.5}$	Particulate Matter approximately 2.5 microns in size
PM_{10}	Particulate Matter approximately 10 microns in size
PPV	Peak Particle Velocity
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
RM	County of San Diego Zoning Ordinance Multiple Family Residential Zone
RMP	Risk Management Plan
RPO	Resource Protection Ordinance
RS	County of San Diego Zoning Ordinance Single Family Residential Zone
RSFCSD	Rancho Santa Fe Community Services District
RSFFPD	Rancho Santa Fe Fire Protection District
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Southern Coastal Scrub
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCP	San Dieguito Community Plan
SDCPA	San Dieguito Community Plan Area
SDCWA	San Diego County Water Authority
SDGE	San Diego Gas and Electric
SDHC	San Diego History Center
SDI	San Diego County as used in reference to cultural resource sites
SDRWQCB	San Diego Regional Water Quality Control Board
S88	County of San Diego Zoning Ordinance Specific Plan Zone
SFVSP	Santa Fe Valley Specific Plan
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SP	Specific Plan
SPA	Specific Plan Area

ABBREVIATIONS (CONT'D)

SR	State Route
SRA	State Responsibility Area
SUSMP	Countywide Model Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
T-BACT	Toxics Best Available Control Technology
TCP	Traditional Cultural Property
TCR	Tribal Cultural Resource
TDS	Total Dissolved Solids
TDU	Travel Demand Unit
TIF	Transportation Impact Fee
TM	Tentative Map
TMDL	Total Maximum Daily Load
TPM	Tentative Parcel Map
UFC	Uniform Fire Code
URMP	County Jurisdictional Urban Runoff Management Plan
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geologic Survey
UWMP	Urban Water Management Plan
VAC	Vacation of Public Easement
V/C	Volume to Capacity Ratio
VIS	Visual
VOC	Volatile Organic Compound
WPO/SSM	Watershed Protection, Stormwater Management, and Discharge Control Ordinance/Attachment A: Stormwater Standards Manual
WSA	Water Supply Assessment

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S.0 SUMMARY

S.1 Project Synopsis

This Draft Supplemental Environmental Impact Report (DSEIR) pertains to the 9.4-acre project known as "Chinese Bible Church of San Diego" (the Project), located in the San Dieguito Community Plan area in north central San Diego County. The Project proposes a church complex on 9.09 acres, with an additional 0.3 acres on an adjoining lot to be used for access. Access would be provided via Grace Way, a proposed private road which connects to Four Gee Road. Figure S-1, Regional Vicinity Map, shows the location of the Project in the County of San Diego.

This document is a Supplemental EIR (SEIR), as defined in the California Environmental Quality Act (CEQA) Guidelines Section 15162. A SEIR is prepared when a prior EIR has been certified as complete and adequate under CEQA by the CEQA lead agency (in this case, the County of San Diego), but the design of the Project undergoes changes that have the potential to introduce environmental consequences not foreseen by the original EIR. The SEIR therefore provides that additional analysis.

The prior EIR analyzed a 3,163-acre multi-ownership area within the Santa Fe Valley Specific Plan (SFVSP) area, titled "Santa Fe Valley Specific Plan, Draft Environmental Impact Report (Specific Plan 95-001; Rezone 95-008; Log 95-8-21)," and dated August 1995. This Specific Plan established a number of uses, including a 374-acre golf course with resort hotel, up to 1,200 residential dwelling units with densities ranging from one dwelling unit per six acres (1 DU/6 AC) to 4 DU/AC, a congregate care facility, a neighborhood commercial center, community facilities, supporting infrastructure, and 1,404 acres of permanent resource open space.

The Project site is located within the 888-acre Planning Area V in the northeastern portion of the SFVSP area. The site is part of sub-area 6. Designated as "low medium density," the sub-area allowed up to a total of 67 dwelling units on the 71 acres. Sixty-three residential lots were developed as part of the Salviati project. A subsequent subdivision, Tentative Map (TM) 5123, was proposed to subdivide the remaining four lots on 9.09 acres, but that TM was not finalized and the site remains a single lot (APN 678-060-27-00). The Project site comprises this remainder lot and an off-site lot adjacent to Four Gee Road to be used for access purposes.

The County General Plan regional category for the site is Semi Rural (SR). It is in the San Dieguito Community Plan Area (SDCPA), and has a land use designation of SPA (Specific Plan Area [Santa Fe Valley Specific Plan]). The proposed use is allowed in the SR category with approval of a Major Use Permit (MUP). The Project proposes to develop a church campus in two phases.

The current application consists of a Specific Plan Amendment (SPA) to update the Specific Plan, a MUP to govern the ongoing activities of the facility, an open space easement vacation (VAC) of 0.3 acres to accommodate the main entry and to vacate a flowage or flooding easement of 0.28 acres, and an exception request to current zoning to allow for additional building heights for a building and three tower elements.

Annexation into the Rancho Santa Fe Community Service District (RSFCSD) for sewer service is also proposed.

The property would receive potable water service from the Olivenhain Municipal Water District (OMWD), sewer services from the RSFCSD, and fire service from the Rancho Santa Fe Fire Protection District (RSFFPD). No school services would be required because no residential component is proposed.

The Project cannot rely on the earlier certified EIR for comprehensive disclosure with regard to potential environmental impacts or mitigation because proposed uses go beyond the scope of the previous environmental assessment. The current document provides details from the 1995 EIR for analytical and comparative purposes where appropriate, while providing the necessary additional analysis of the Project design. The technical subsections within Chapters 2, 3.1, and 3.2 of this DSEIR include introductory summaries describing how the previous EIR's findings compare or are relevant to the current analysis.

S.1.1 Description, Location, and Setting

The Project would construct five buildings in two phases totaling 89,234 SF of usable space. The buildings would consist of a sanctuary/administration building (43,500 SF), education building (12,934 SF), meeting building (5,932 SF), fellowship hall (13,812 SF) and learning center (13,056 SF). Parking would be provided for 417 vehicles, including 406 standard spaces and 11 handicap-accessible spaces.

Project facilities would operate from 8 AM to 10 PM seven days a week. Ongoing activities during the week would consist primarily of administrative activities, pastoral services, recreational fellowship, Bible study, as well as the operation of a bookstore and café to serve the needs of church members. The book store and café would be open from 9:00 AM to 10:00 PM daily. Sunday services would occur between 9 AM and 10 PM.

The Project site is located at the edge of a broad plain just south of the hills that define the Del Dios Gorge area. Figure S-2, USGS Quadrangle Map, shows the Project in relation to the surrounding area. The Project is within an urbanized setting, as shown in Figure S-3, Aerial Photograph. It is approximately 2.5 miles west of the I-15 freeway and is adjacent to both 4S Ranch and Black Mountain Ranch (BMR). Access to I-15 is provided by Rancho Bernardo Road from the northeast and by Camino Del Norte/Camino Del Sur from the southeast. Site access is via Four Gee Road, which runs north/south along the property's western boundary and connects directly to Camino Del Sur.

The 4S Ranch Specific Plan area is located to the north and east, and the BMR Specific Plan area is to the southwest, as shown on Figure S-3, "Aerial Photograph." These planning areas are extensively developed and consist of residential neighborhoods, large commercial centers, and scattered light industrial and civic uses. There are residential and non-residential land uses on all sides of the Project site. Open space, an east/west public roadway, Campania Avenue, and a single family residential development occur to the north. A single family residential development is adjacent to the site on the east. A parking lot, three-story apartment building, and two story single

family residences border the site to the south. To the west is an approximately 220 foot wide strip of open space, Four Gee Road, a fire station, and additional open space.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects, summarizes the Project's potential environmental impacts and mitigation for those effects. The table also provides the rationales for why proposed mitigation will be effective to reduce impacts to below a level of significance.

S.3 Areas of Controversy

A Notice of Preparation (NOP) was published on January 9, 2014 for a 30-day public review and comment period. A public scoping meeting was also held during a regular meeting of the San Dieguito Community Planning Group on January 23, 2014 at the Rancho Santa Fe Community Center, 5970 La Sendita. Public comments were received on the NOP and reflect concern over a number of environmental and non-environmental issues. Appendix A includes the NOP, a list of organizations, groups, and individuals commenting on the NOP, and the comment letters.

The issues of concern raised in the NOP comment letters include the following:

- The Project would be incompatible with the existing neighborhood, including hours of operation, nighttime lighting, noise, and building heights
- MUP findings related to bulk and scale cannot be made
- The biological open space and Artesian Creek would be negatively affected and transitions between open space and development are not provided
- Traffic loads would be unsafe and would contribute to already bad traffic congestion in the area and emergency response times would be impeded by traffic
- Parking would occur on neighborhood streets
- Annual flooding is likely
- Visual effects would occur
- This is an historical site
- Trees, some of which are over 50 years old, would be affected
- Cooking smells would be introduced into the area
- Re-sale value of homes would be affected

Environmental issues raised in these letters are analyzed in Chapters 2 and 3 of this DSEIR.

S.4 Issues to be Resolved by the Decision-Making Body

The DSEIR is an informational document intended to inform the decision makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. The lead agency (in this case the County of San Diego) must make findings for each significant effect identified in the DSEIR. The issues to be resolved for the Project include whether findings can be made, whether project effects are fully mitigated, and whether a project alternative or some other project variation that might reduce environmental effects should be adopted in place of the Project.

S.5 Project Alternatives

Four Project alternatives were identified for further analysis in this DSEIR. These additional alternatives are evaluated in detail in Chapter 4, where environmental effects are compared to those of the Project and are assessed relative to their ability to meet the basic objectives of the Project, as presented in Section 1.1, page 1-1. Alternatives are compared to the Project in Table S-2, Comparison of Project Alternative Impacts to Significant Project Impacts.

S.5.1 Alternative 1: No Project Alternative

The No Project Alternative reflects what would occur on the site if no development occurs and the site continues in its current pattern of use. Currently uses consist of one occupied residence and an unoccupied residence surrounded by a stand of eucalyptus and palm trees and native and non-native vegetation. This alternative has no significant environmental effects because it does not change the existing environmental setting and there are no on-going conditions on the site that would lead to new or additional negative environmental effects. The No Project Alternative reduces effects in all five environmental areas where the Project has significant impacts. These include aesthetics, biological resources, cultural resources, hazards/fire safety, and noise. The No Project Alternative is the preferred environmental project because it provides the greatest reduction in impacts. This alternative does not meet any of the Project objectives. It is discussed in detail in Chapter 4.2.

S.5.2 Alternative 2: Specific Plan -- Designated Land Use Alternative

The Specific Plan - Designated Land Use Alternative evaluates impacts from developing four lots on the site, as currently permitted by the SFVSP. This alternative has significant effects in two categories: biological resources and cultural resources. It reduces effects from Project levels in four categories: aesthetics, biological resources, hazards, and noise. The alternative is environmentally superior to the Project and is the preferred environmental alternative after the No Project Alternative. This alternative does not meet any of the Project goals. It is discussed in detail in Chapter 4.3.

S.5.3 Alternative 3: Reduced Development Footprint Alternative

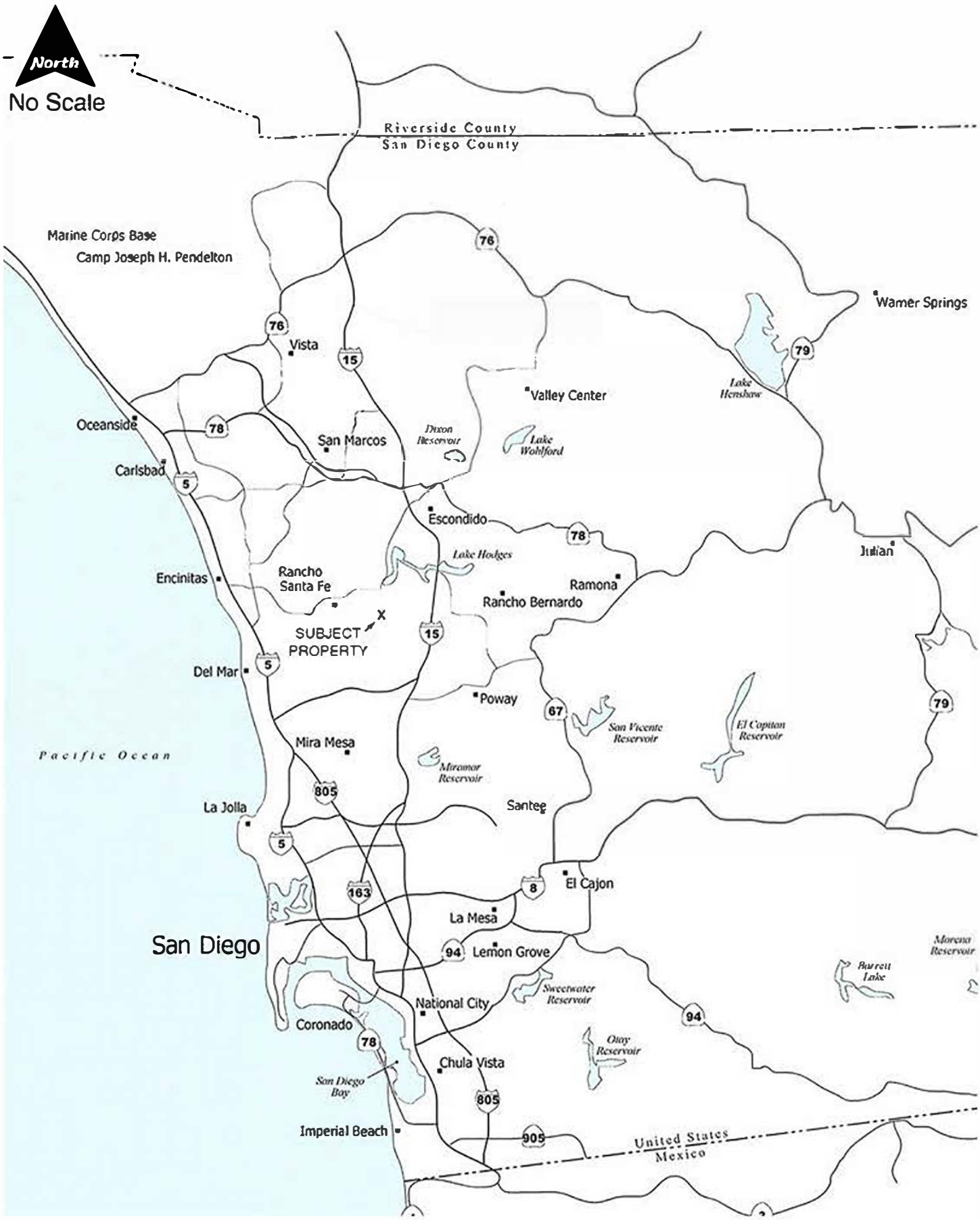
The Reduced Development Footprint Alternative evaluates a project that has a smaller footprint and wider buffer along its northern boundary where open space is present. All other aspects of the alternative remain the same as the Project. This alternative has significant effects in five categories, but reduces impacts in one area: biological

resources. Biological impacts remain significant however because a small area of open space adjacent to the western boundary still has to be vacated for the Project entry. This alternative does not meet Project objective 4 and only partially meets Project objectives 1 and 2. The alternative is discussed in detail in Chapter 4.4.

S.5.4 Alternative 4: Reduced Building Height Alternative

The Reduced Building Height Alternative evaluates a variation of the Project in which the main sanctuary and towers are reduced in height. All other aspects of the alternative remain the same as the Project. This alternative has significant effects in five categories and reduces impacts in one: aesthetics. These impacts remain significant because screening of buildings and parking areas would still be needed. This alternative does not meet Project Objective 4 and only partially meets Project Objectives 1 and 2. It also does not meet the design criteria of the SFVSP. The alternative is discussed in detail in Chapter 4.5.

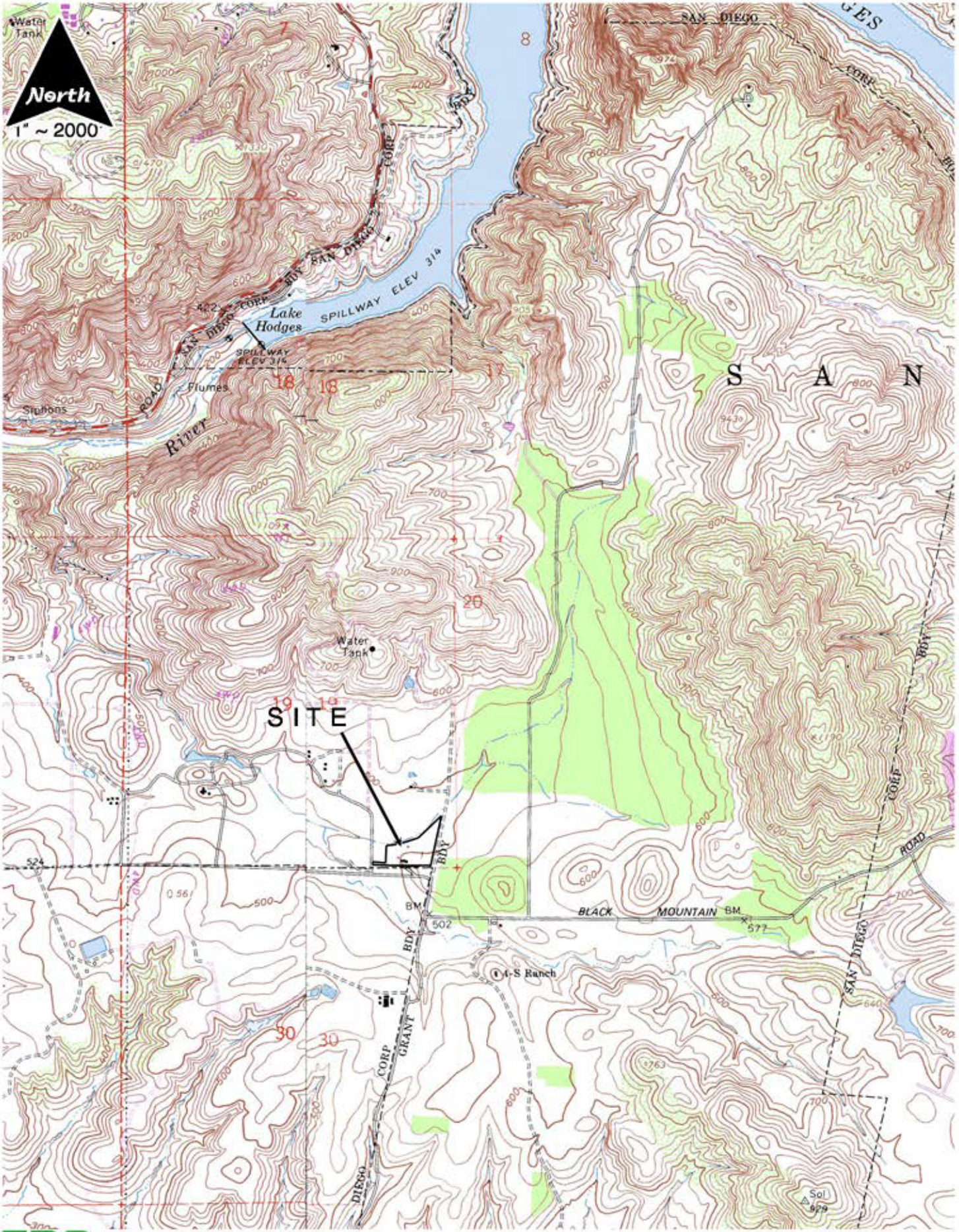
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Regional Vicinity Map

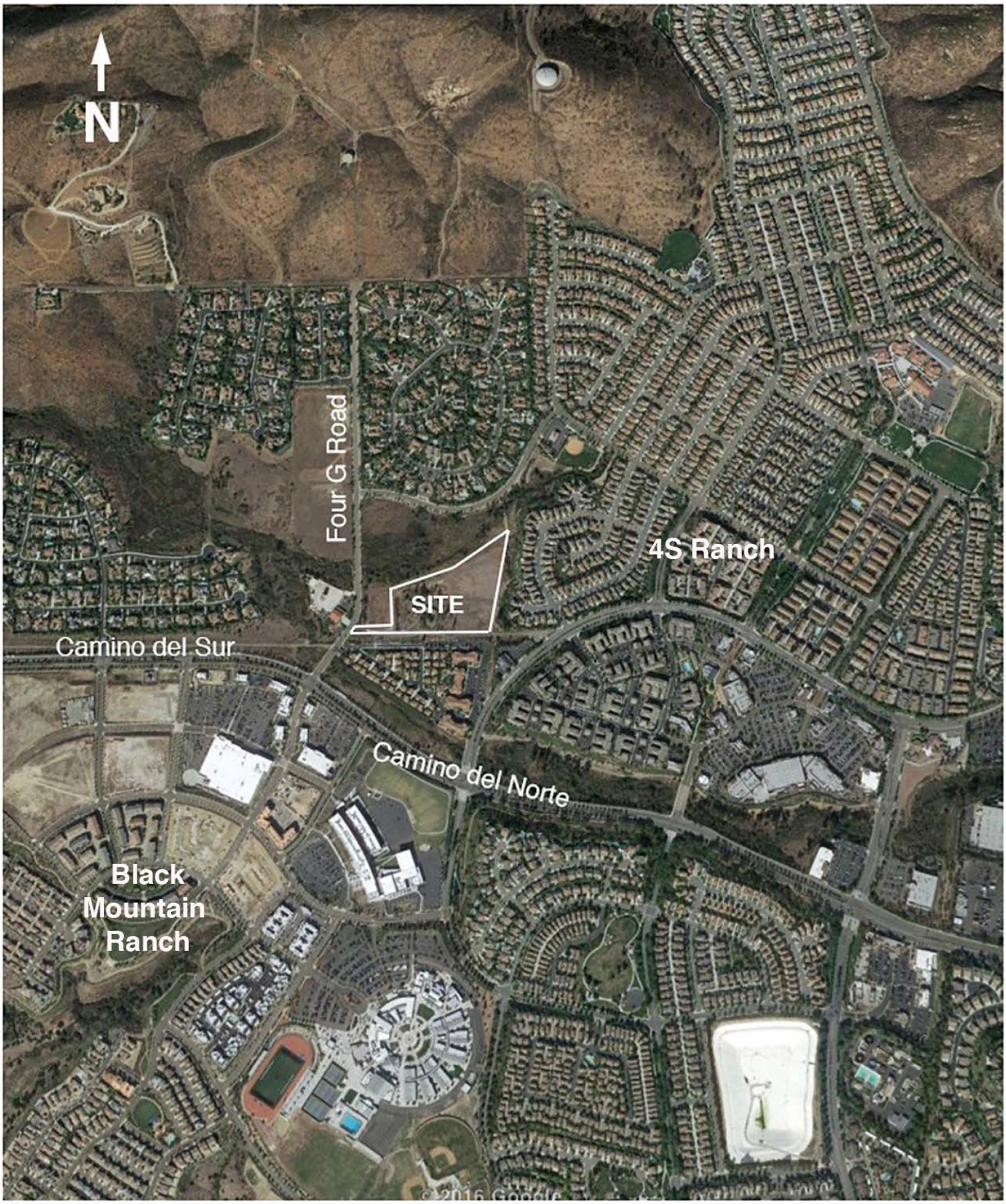
Figure S-1



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USGS Quadrangle Map

Figure S-2



TRS CONSULTANTS

Aerial Photograph

Figure S-3

TABLE S-1 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION MEASURES THT REDUCE OR AVOID THE SIGNFICANT EFFECTS			
Project-Level Impacts	SIGNIFICANT IMPACTS MITIGATED TO A LEVEL LESS THAN SIGNIFICANT		
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
2.1 Aesthetics			
VIS-1	The Project would introduce a retaining wall and fence to the north that would detract from or contrast with the existing visual character and/or quality of the area.	**M-VIS-1** To screen the retaining wall along the northern site boundary, the Project shall: • Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall • Alternatively, earth-toned bricks or other building material may be used. • Incorporate vertical elements from the base of the wall to break the horizontals of the wall. These elements can be constructed elements or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would reach the top of the fence along the wall so as to integrate these two structures.	Aesthetic resources will be preserved through the use of specific design elements to visually break up the long horizontal wall element on the north boundary. The vertical nature of the design elements will compliment planned structures in both design and color. The on-going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving the site's aesthetic value into the future. With implementation of these measures, impacts would be rendered not significant because the long horizontal line of the retaining will be obscured.
VIS-2a	The Project would result in a change that contributes to the valued visual character of the area.	**M-VIS-1** To screen the retaining wall along the northern site boundary, the Project shall: • Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall.	Valued visual resources of the area will be preserved during construction through the use of large landscape boxes and varied landscape elements that will provide immediate screening for

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		• Alternatively, earth-toned bricks or other building material may be used. • Incorporate vertical elements from the base of the wall to break the horizontals of the wall. These elements can be constructed elements or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would be reach the top of the fence along the wall so as to integrate these two structures. **M-VIS-2** Install 36" boxed citrus, 10 gallon shrubs, and 10 gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48" box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48" box size. **M-VIS-3** Install 48" trees and 10 gallon shrubs along the decorative fence line.	construction elements. The on-going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving site's aesthetic value into the future. With implementation of these measures, temporary construction impacts are rendered not significant because screening and design elements are provided.
VIS-2b	The Project would result in a change in tree cover that contributes to the valued visual character of the area.	**M-VIS-2** Install 36" boxed citrus, 10 gallon shrubs, and 10 gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48" box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48" box size. **M-VIS-3** Install 48" trees and 10 gallon shrubs along the decorative fence line.	Aesthetic resources attributable to tree cover will be preserved in the long term by an extensive landscape plan. Immediate effects from removal of tree cover will be mitigated by providing large landscape boxes that will provide immediate screening for construction elements. The on-going maintenance of the facility

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
			and landscaping will be made a condition of the Major Use Permit, thereby conserving site's aesthetic value into the future. With implementation of these measures, temporary construction impacts are rendered not significant.
VIS-3a	The Project would obstruct views from the Campania Avenue trail.	**M-VIS-1** To screen the retaining wall along the northern site boundary, the Project shall: • Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall. • Alternatively, earth-toned bricks or other building material may be used. • Incorporate vertical elements from the base of the wall to break the horizontals of the wall. These elements can be constructed elements or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would be reach the top of the fence along the wall so as to integrate these two structures.	Aesthetic resources will be preserved through the use of specific design elements to visually break up the long horizontal wall element on the north boundary. The vertical nature of the design elements will compliment planned structures in both design and color. The on-going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving site's aesthetic value into the future. With implementation of these measures, impacts would be rendered not significant because the long horizontal line of the retaining wall will be obscured.
VIS-3b	The Project would modify views from the trail along the	**M-VIS-2** Install 36" boxed citrus, 10 gallon shrubs, and 10	Aesthetic resources from the trail along the southern boundary will

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	southern boundary.	gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48" box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48" box size. **M-VIS-3** Install 48" trees and 10 gallon shrubs along the decorative fence line.	be preserved through the use of extensive design requirements, including architectural detail, and landscaping. Immediate effects from clearing and grading will be mitigated by providing large landscape boxes that will provide immediate screening for construction elements. The on-going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving the site's aesthetic value into the future. With implementation of these measures, impacts are rendered not significant because immediate screening is provided and long term landscaping will establish an effective visual amenity along the trail.
VIS-4a	The Project would not comply with applicable goals, policies, or requirements of the SFVSP due to the proposed northern retaining wall.	**M-VIS-1** To screen the retaining wall along the northern site boundary, the Project shall: • Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall. • Alternatively, earth-toned bricks or other building material may be used. • Incorporate vertical elements from the base of the	Aesthetic resources as expressed in the SFVSP will be preserved through the use of specific design elements to visually break up the long horizontal wall element on the north boundary. The vertical nature of the design elements will compliment planned structures in both design and color. The on-

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		wall to break the horizontals of the wall. These elements can be constructed or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would be reach the top of the fence along the wall so as to integrate these two structures.	going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving site's aesthetic value into the future. With implementation of these measures, impacts would be rendered not significant because the long horizontal line of the retaining will be obscured.
VIS-4b	The Project would not comply with applicable goals, policies, or requirements of the SFVSP due to obstruction of views from the Campania Avenue trail and the trail south of the Project site.	**M-VIS-2** Install 36" boxed citrus, 10 gallon shrubs, and 10 gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48" box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48" box size. **M-VIS-3** Install 48" trees and 10 gallon shrubs along the decorative fence line.	Aesthetic resources as expressed in the SFVSP will be preserved through the use of specific design elements to visually break up the long horizontal wall element on the north boundary. The vertical nature of the design elements will compliment planned structures in both design and color. The on-going maintenance of the facility and landscaping will be made a condition of the Major Use Permit, thereby conserving site's aesthetic value into the future. With implementation of these measures, impacts would be rendered not significant because immediate screening is provided and long term landscaping will establish effective visual amenities

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
			along the trails.
2.2 Biology			
BI-1	Impact to 0.3 acre of non-native grassland offsite within the proposed access road footprint. .	**M-BI-1** Direct impact to 0.3 acre of offsite non-native grassland shall be mitigated at a 1:1 ratio in conformance with the MSCP and BMO through preservation of similar or higher value habitat. Mitigation shall occur at the Crestridge Mitigation Bank in Lakeside, California or any other land determined acceptable by the Director of the Department of Planning & Development Services. Note that the mitigation ratio for non-native grassland is typically 0.5:1. A doubled ratio is required here since this area is located within a dedicated open space easement. Pursuant to the County Report Format and Content Requirements – Biological Resources, if existing dedicated biological open space easements are being vacated, the loss of preserved habitat should be mitigated at twice the required ratios because the original mitigation must be replaced and the current loss of habitat must be mitigated.	These measures will be effective because they will preserve habitat of equal or greater value in a mitigation bank that will be managed in perpetuity, so that the resource will be protected on a long term basis. This measure will be made a condition of the MUP for the project so it will be enforced through the County's compliance system.
BI-2	Potential impact to nesting birds covered under the MBTA due to removal of onsite trees during project	**M-BI-2** If any construction work, including onsite tree removal, is proposed during the raptor breeding season (between January 1 and July 15), a qualified biologist	These measures will be effective because they will prevent noise disturbances that may impact MBTA-protected birds while they

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	construction.	shall conduct a nesting raptor survey no more than three days prior to scheduled operations to ensure that no nesting birds in the Project area would be impacted. 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 of 500 feet, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall be allowed to occur within the fenced zone until the young have fledged and will not be impacted by the Project. A copy of the survey shall be submitted to the Director of Planning & Development Services.	are nesting. The presence of nesting birds will be monitored so active oversight will be implemented. This measure will be made a condition of the MUP for the project so it will be enforced through the County's compliance system.
2.3 Cultural Resources			
CR-1	**Impact CR-1** Potential to uncover previously unrecorded archaeological resources during project grading.	**M-CR-1** To mitigate for potential impacts to undiscovered buried archaeological resources including human remains, an archaeological monitoring program and potential data recovery program shall be implemented pursuant to the County of San Diego Guidelines for Determining Significance for Cultural Resources and CEQA and shall include the following requirements: • Pre-Construction o Pre-construction meeting to be attended	These measures will be effective because they will ensure monitoring of potential archaeological resources and provide for a course of action if resources are found. They will be made a condition of the MUP for the Proposed Project and so will be enforced through the County's compliance system.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		by the Project Archaeologist and Luiseño Native American monitor to explain the monitoring requirements. • Construction o Monitoring. Both the Project Archaeologist and Luiseño Native American monitor are to be onsite during earth disturbing activities. The frequency and location of monitoring of native soils will be determined by the Project Archaeologist in consultation with the Luiseño Native American monitor. The Project Archaeologist and Luiseño Native American monitor shall also evaluate fill soils to determine that they are clean of cultural resources. o If cultural resources are identified: ▪ Both the Project Archaeologist and Luiseño Native American monitor have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery. ▪ The Project Archaeologist shall contact the County Archaeologist. ▪ The Project Archaeologist in consultation with the County Archaeologist and Luiseño Native American shall determine the significance of discovered resources.	

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		▪ Culturally-affiliated Tribes shall be consulted should Tribal Cultural Resources be identified. ▪ Construction activities will be allowed to resume after the County Archaeologist has concurred with the significance evaluation. ▪ Isolates and non-significant deposits shall be minimally documented in the field. Should the isolates and non-significant deposits not be collected by the Project Archaeologist, the Luiseño Native American monitor may collect the cultural material for transfer to a Tribal curation facility or repatriation program. ▪ If cultural resources are determined to be significant, a Research Design and Data Recovery Program shall be prepared by the Project Archaeologist in consultation with the Luiseño Native American monitor and approved by the County Archaeologist. The program shall include reasonable efforts to preserve (avoid) unique cultural resources or Sacred Sites; the capping of identified Sacred Sites or unique cultural resources and placement of development over the	

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		cap if avoidance is infeasible; and data recovery for non-unique cultural resources. The preferred option is preservation (avoidance). ▪ If tribal cultural resources are identified, consultation shall be conducted with culturally-affiliated tribes to determine the appropriate mitigation. o Human Remains ▪ The Property Owner or their representative shall contact the County Coroner and the PDS Staff Archaeologist. ▪ Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. ▪ If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the Property Owner or their representative in order to determine proper treatment and disposition of the remains. ▪ The immediate vicinity where the Native American human remains are	

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted. ▪ Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered. • Rough Grading o Upon completion of Rough Grading, a monitoring report shall be prepared identifying whether resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians, and any culturally-affiliated Tribe who requests a copy. • Final Grading o A final report shall be prepared substantiating that earth-disturbing activities are completed and whether cultural resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians,	

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		and any culturally-affiliated Tribe who requests a copy. o Disposition of Cultural Material. ▪ The final report shall include evidence that all prehistoric materials have been curated at a San Diego curation facility or Tribal curation facility that meets federal standards per 36 CFR Part 79. Alternatively, the prehistoric materials may be repatriated to a culturally-affiliated Tribe. ▪ The final report shall include evidence that all historic materials have been curated at a San Diego curation facility that meets federal standards per 36 CFR Part 79.	
2.4 Hazards			
HZ-1	**Impact HZ-1:** The Proposed Project could impede ingress and egress from the fire station during peak traffic periods.	**M-HZ-1** In order to reduce the potential for delays to emergency vehicle response from Fire Station No. 2, the intersection of Four Gee Road and Grace Way shall be signalized. This signal shall be capable of being controlled from Fire Station No. 2, which is located directly across	These measures will be effective because they provide the fire department staff a means of stopping traffic from the Proposed Project site. These controls will be

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		from Grace Way. The purpose is to allow fire station personnel to control traffic so that emergency vehicles can safely exit the fire station unimpeded in an emergency. The signal at the intersection of Camino Del Sur and Four Gee Road shall be connected to this control system so that fire personnel can coordinate signal changes between the two intersections, which are in close proximity to one another. The ability to coordinate the intersection signals will prevent delays in response time as a result of church-related activities. Additionally, road striping "Do Not Block" shall be painted in front of the Fire Station entrance. These measures will be completed prior to occupancy of the facilities.	effective because they will stop traffic that could interfere with fire vehicle movement at the Four Gee/Project Entry and the Four Gee/Camino Del Sur intersections.
HZ-2	While the Project would not result in hazardous substance handling, nor is it located on or near landfills, burn ash sites, or formerly used defense sites, the potential exists to expose humans or the environment to contaminated soils and disturb ACM and lead-based paint.	**M-HZ-2a** If the redevelopment plans include areas of exposed soil where visitors may congregate, soil sampling for pesticides, herbicides, and metals shall be completed. If finished areas where people will congregate are paved or covered with an impermeable surface, sampling would not be necessary. **M-HZ-2b** If soil is to be transported from the Project site during redevelopment, sampling shall be conducted to confirm if the soil is a hazardous waste due to historic agricultural chemical use. **M-HZ-3** A survey for Asbestos Containing Material shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during	These measures will be effective because they provide for the early detection and remediation of any contaminated soils, Asbestos Containing Material, and Lead-based paints, should they be found. These controls will be effective because they will detect and remediate dangerous chemicals before people are exposed to them.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		demolition. **M-HZ-4** A survey for lead-based paint shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during demolition.	
2.5 Noise			
N-1	**Impact N-1** If any outdoor events are proposed that include more than 500 people, involve the use of an outdoor audio system, or extend after the hours of 7:00 PM, the County and City noise limits could be exceeded. Associated audio equipment used for any outdoor events proposed that include more than 500 people, or extend after the hours of 7:00 PM, could exceed County and City noise limits.	**M-N-1** If any outdoor event is proposed that will involve the use of an outdoor audio system and includes more than 500 people, or if any outdoor event will extend past 7 PM, the noise impacts of the specific event must include design features and mitigation measures to comply with the applicable regulations. Such measures would include, but are not limited to: o Locating events to maximize attenuation from intervening buildings and topography o Limiting the time of the event and cease all substantial noise generating activities by 10 PM. o Limiting the number of attendees not to exceed 500 people to minimize impacts to off-site receptors o Associated outdoor audio equipment, shall be directed away from the occupied neighbors. Audio	These measures will be effective because they will provide for an evaluation of each event that includes more than 500 people, or extends past 7 PM and require the adoption of measures that will control noise if it is found that impacts to surrounding uses would occur. These measures will be effective because they will be made a condition of the MUP for the Proposed Project and because they will deal with each instance where large events are scheduled to occur.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Project-Level Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		equipment would be directed in designated areas, facing towards the center of the site and/or using intervening structures to screen and shield associated noise sources. o Associated audio system will be tested prior to the event and the system will be adjusted so that noise does not exceed County of San Diego noise limits. Test results will be provided to the County of San Diego 30 days prior to the event for review.	

Impact Category	No Project	Specific Plan-Designated Land Use	Reduced Development Footprint	Reduced Building Height
Aesthetics	Less	Less	Similar	Less
Biology	Less	Less	Less	Similar
Cultural Resources	Less	Similar	Similar	Similar
Hazards-Fire	Less	Less	Similar	Similar
Noise	Less	Less	Similar	Similar

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Comparison of Project Alternative Impacts to Significant Proposed Project Impacts

Table S-2

CHAPTER 1.0 PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1.1 Project Objectives

The Project seeks to:

1. Provide a new church-owned campus of appropriate size and ancillary services to fulfill the religious mission of the church for worship, spiritual growth, fellowship, learning, training, community-building, and spiritual counseling for an existing and growing population of congregants.
2. Fulfill the religious mission of the Chinese Bible Church by training disciples to establish new churches and missions, regionally and worldwide.
3. Provide a consolidated location near existing and underserved populations to facilitate church attendance, the use of public transit, and walkability.
4. Enhance the religious, spiritual, and community-building activities, including Sunday school, through the design and character of the indoor and outdoor spaces.

1.2 Project Description

1.2.1 Project's Documentation History

This document is a Draft Supplemental Environmental Impact Report (DSEIR) for the Chinese Bible Church of San Diego (Project). The DSEIR is provided in compliance with the California Environmental Quality Act (CEQA), and its purpose is to inform governmental decision makers and the public about potential significant environmental effects of the proposed activities. The lead agency for the DSEIR is the County of San Diego.

This is a Supplemental EIR (SEIR), as defined in CEQA Guidelines Section 15162. An SEIR is prepared when a prior EIR has been certified as complete and adequate under CEQA by the CEQA lead agency, but the design of the Project has undergone changes that have the potential to introduce environmental consequences not foreseen by the original EIR. CEQA Guidelines Section 15162 establishes the criteria to be followed for an SEIR when the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration (ND) due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or ND;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In this case the County has determined that changes in the uses proposed could have effects that were not previously analyzed and require a subsequent analysis.

The project for which the EIR was prepared was a 3,163-acre area within the Santa Fe Valley Specific Plan Amendment area. It established a number of uses: approximately 1,404 acres of open permanent open space, 374 acres of golf course complex that included two golf courses, a driving range, clubhouse, and resort hotel; development of up to 1,200 residential dwelling units with densities ranging from one dwelling unit per six acres (1 DU/6AC) to 4 DU/AC; a congregate care facility; a neighborhood commercial center; community facilities, and supporting infrastructure.

The EIR that included the subject property, “Santa Fe Valley Specific Plan Draft Environmental Impact Report (Specific Plan 95-001; Rezone 95-008; Log 95-8-21),” dated August 1995, was certified by the Board of Supervisors on December 13, 1995. The certified EIR found significant effects to Biological Resources, Cultural Resources, Visual Quality/Aesthetics, Traffic/Circulation, Noise, Air Quality, Hydrology/Water Quality, Geology/Seismicity, Soils, and Paleontological Resources. These effects were determined to be mitigated or avoided to below a level of significance.

The previously certified EIR was relied on without modification for Specific Plan Amendment (SPA) 01-002, R01-002, P95-009W and P95-010W2 (Log No. 95-08-007D) which was approved on March 9, 2003. This project made a number of changes to Area II of the Specific Plan, notably relocating the golf course clubhouse from the Project site to a previously approved resort/hotel site and designating the Project site as Low-Medium Residential. The new designation allowed four dwelling units. However, the Project site was also allowed to be developed as Neighborhood Commercial (10,000 square feet) and active recreation facilities (soccer fields), for a period of five years following adoption of the Specific Plan Amendment. These uses were never proposed. A new Initial Study was prepared for SPA 01-002 that included technical reports for traffic, storm water, and parking capacity. With all land use changes proposed by this

SPA accounted for, overall traffic trips to and from Del Dios Highway were shown to decline by approximately 650 Average Daily Traffic (ADT). Thus, no new significant impacts were identified during this review.

An Addendum to the EIR was approved April 5, 2006 for Specific Plan Amendment 04-003, R05-003, and TM5393RPL3, and S04-052 (Log No. 95-08-021K) which transferred seven residential units from Planning Area II-16 to II-30. No new significant impacts were identified.

An Addendum to the EIR was approved November 1, 2006 for Specific Plan Amendment 03-002, R99-009, and TM5081RPL7 (Log No. 95-08-021B). This project subdivided 115 acres into 37 residential lots within Subareas V-2 and V-4 and portions of V-1, V-3, and V-5 of the Santa Fe Valley Specific Plan. No new significant impacts were identified.

The previously certified EIR was relied on without modification for Specific Plan Amendment 07-002 (Log No. 95-08-021DDD) which re-designated the entry at The Lakes Subdivision from a neighborhood entry to a community entry and allowed for the construction of a guardhouse and gates. No new significant impacts were identified. This SPA was approved on March 26, 2008.

Specific Plan Amendment 11-001 was approved July 17, 2013, allowing the reclassification of 7 lots from “attached residential” to “detached residential.” The project was exempted from CEQA under Section 1506(b)(3) because it did not result in any environmental impacts.

The SFVSP sets forth a comprehensive concept for the development of a residential community in northern San Diego County. The stated intent is to provide a flexible method of establishing the planning framework for development of the area while remaining consistent with the San Dieguito Community Plan and the County of San Diego General Plan.

In order to facilitate planning, the SFVSP was divided into five separate Planning Areas (PAs). The Project site is located within the 888-acre PA V in the northeastern portion of the SFVSP. PA V is further divided into subareas, and the Project is located in the southeast corner of the 71-acre Subarea V.6. Figure 1-1, Project Area Within PA V, depicts this location. Subarea V.6 is designated as “low medium density,” defined as one dwelling unit per 1 to 1.9 acres, which would allow up to a total of 67 dwelling units on the 71 acres throughout the subarea.

Parts of Subarea V.6 were developed in 1999. The Golem Tentative Subdivision Map (TM 5123; TM 5387) proposed to divide the 71 acres into 3 street lots, 2 open space lots (wetland preserve), and 67 residential lots. Sixty-three of the residential lots were developed under TM 5123, (also known as the Salviati project). The remainder parcel, which constitutes most of the Project site, was shown on TM 5123 as being subdivided into four lots (lots 66–69). However, that TM was not finalized, and the 9.09-acre Project site remains a single lot (APN 678-060-27-00). The Project comprises this remainder lot and an off-site lot of 0.3 acres adjacent to Four Gee Road which is to be used for site access. Total Project area is therefore 9.4 acres. Two residences are located on the 9.09-acre lot, only one of which is occupied. Both residences are to be demolished.

The smaller lot adjacent to Four Gee Road is vacant and is classified as open space on TM 5123.

1.2.2 Project's Component Parts

The Project consists of the following permit applications:

1. Specific Plan Amendment (SPA) that would update the Santa Fe Valley Specific Plan (SFVSP) to allow for development of the Project site with a Major Use Permit (MUP)
2. Major Use Permit (MUP) (3300 10-037) is proposed to allow the use and regulate the ongoing operational activities associated with the proposed religious assembly campus. Figure 1-2, Site Plan with Phases, depicts the area to be regulated by the MUP
3. Open space easement vacation (VAC 3940 12-002) to accomplish two actions:
    a. Remove approximately 0.19 acres (8,300 SF) of the lot adjacent to Four Gee Road from biological open space, to accommodate access for the Project.
    b. Vacate a flowage or flooding easement of approximately 0.28 acres (12,000 SF) shown on maps 18105 and 13985 because they will no longer be needed after the site is developed.
4. A design exception request to allow ~~some buildings and~~ tower heights to exceed the height limit of the Project's zone.
5. Annexation into the RSFCSD for sewer service. The Project site is within the SFVCSD sphere of influence. RSFCSD has indicated in its service letter that it can serve the Project. The letter is in Appendix P. Annexation would require Local Agency Formation Commission (LAFCO) approval.

1.2.2.1 *Facilities*

The Project would construct five buildings in two phases to total 89,234 SF. The building functions will consist of Sanctuary/Administration (43,500 SF), Education (12,934 SF), Meeting Spaces (5,932 SF), Fellowship Hall (13,812 SF) and Learning Center (13,056 SF). These are represented as buildings A through E respectively on Figure 1-2, Site Plan with Phases. Phasing is discussed in more detail below.

1.2.2.2 *Design Details*

The Project has been designed to be consistent with applicable design regulations and policies included in the Santa Fe Valley Specific Plan Design Guidelines and the San Dieguito Community Plan. The proposed Spanish Colonial and Tuscan/Mediterranean architectural styles will be consistent with similar styles that are used throughout the 4S Ranch and other nearby neighborhoods. Design details in this style include articulations or "pop-outs" along walls to break up visual mass. Arches are employed to soften vertical line and add visual interest. Also typical of this style are plazas and broad walks,

some of which are covered. The style calls for the use of natural stone accents and earth-toned colors. Roof styles are typically red tile. These design features are reflected in the site design elevations, as shown in Figures 1-3 and 1-6. Building materials include barrel-tiled roofs, plastered wall surfaces, cultured stone articulations to frame arched windows and doors, cultured stone facings on columns, wrought iron fencing, trellised exterior walkways, and ramadas over sitting areas. The building design heights range from 29 feet, 6 inches, to 35 ~~40~~ feet, with the exception of three tower elements. The towers would be 43, 41.5, and 39.5 feet respectively., ~~, two of which are proposed at 48 feet and one which will be 53 feet in height~~. The Church is requesting a height exception for the ~~higher walls of the sanctuary building and the~~ towers. Figures 1-3 through 1-6 provide elevations from the north, east, south, and west, respectively, which illustrate these characteristics.

1.2.2.3 *Parking and Transportation*

Parking would be provided for 417 vehicles, exceeding the County requirement of 375 spaces. This would include 406 standard spaces and 11 handicap-accessible spaces. The County requires preferred parking for 34 high mpg and electric vehicles which will be provided. The parking area will be paved. Overflow parking will be provided in Phase II along the eastern site boundary and will be closed at 6 PM except for special events.. This surface will be decomposed granite (DG) in earth tone shades. Members and guests will be encouraged to reduce traffic, noise and emissions through increased use of public transportation, biking, walking, and carpooling. Church staff will assist in organizing public transportation and carpooling using internet and email resources. The Church will continue to operate a shuttle service for its congregation. Details are provided in Chapter 3.1.4.

1.2.2.4 *Landscaping*

The Project will be extensively landscaped. Several landscaped zones are provided in each direction to provide screening, depth, and variety. The Project perimeter would be planted with trees and vines that will intertwine with proposed fencing. The eastern boundary of the church property will be landscaped with a combination of citrus grove, vegetable garden, trees, bushes, and vines. Landscaping adjacent to open space will consist of native vegetation and non-invasive planting to minimize interference with native plant communities in that area. All fuel management and landscaping shall be in conformance with the County's Consolidated Fire Code and Rancho Santa Fe Fire Protection District Ordinance 2014-01A. These regulations restrict flammable vegetation and govern the maintenance of landscaping in fire-safe conditions. Additionally Section 4707.4 as adopted by the Rancho Santa Fe Fire Protection District requires that the Project submit Landscape Plans to be reviewed and approved by the District. Figure 1-7, Conceptual Landscape Plan, shows the extent of landscape coverage throughout the site. Figure 1-8, Conceptual Landscape Plan Detail, highlights selected architectural and landscaping features. The planting palette has been selected to provide a varied and fire-safe vegetative cover. Details area presented in Figure 1-9, Conceptual Landscape Plan Notes.

1.2.2.5 *Recreation*

Passive and active recreation is provided. A child's play lot and a volleyball or badminton court will be provided. Informal outdoor gatherings will take place in the courtyards between the buildings.

1.2.2.6 *Phasing*

Two phases are proposed. In Phase 1, four buildings totaling 65,410 SF will be constructed and 417 parking spaces will be provided. The main sanctuary would have seating for 1,000 people. In Phase II, a fifth building, the Learning Center (13,056 SF) would be added. The main sanctuary would be expanded by 10,768 SF, increasing its seating capacity to 1,500 people. An approximately 42-foot wide strip of land along the Project's eastern boundary would be converted from unused area to overflow parking on an earth-toned decomposed granite (DG) surface. The phasing concept is illustrated in Figure 1-2.

1.2.2.7 *Operations*

The project facilities would operate from 8 AM to 10 PM seven days a week. Activities will cease early enough to allow gates to be locked at 10 PM. The peak period of planned use on weekends would be Sundays, during which services would be held between 9 AM and 10 PM. Additional activities include pastoral services, recreational fellowship, Bible study, as well as the operation of a book store and café, which will be open from 9:00 AM to 10:00 PM. Regular administrative and maintenance activities would also occur. Operational details are summarized in Chapter 3.1.4, Land Use and Planning. These operational limitations would be conditions of the MUP and monitored by the County of San Diego.

1.2.2.8 *Access*

Project site access would be provided by extension of an existing driveway off of Four Gee Road. Access to the vicinity is provided by two roadways. Rancho Bernardo Road is a four-lane major road with a posted speed limit of 25 miles per hour (MPH). It intersects with I-15 approximately 2.8 miles northeast of the Project site. Camino Del Norte is a four-lane major road with a posted speed limit of 50-55 MPH. It intersects with I-15 approximately 2.3 miles southeast of the site. Figure 3.1-10, Existing Circulation Network, provides an overview of area roadways in relation to the site.

1.2.2.9 *Grading*

Project grading would require approximately 32,000 cubic yards of balanced cut and fill to create the building area, parking, and access. Along the northern boundary, a retaining wall of a maximum height of twelve feet will be installed for a fill bank. This wall will be landscaped at its base with deer grass, and perennial drought tolerant shrubs such as toyon. The top of the wall will be planted with turf and will be bordered with Japanese aralia and crepe myrtle trees. Along the southern boundary, a retaining wall of a maximum of 12 feet will be installed for a cut bank. This wall will face the interior of

the site. Approximately three feet of the wall will be visible from offsite because most of the wall will be constructed below grade. The maximum height of manufactured slopes will be 13 feet along the north side of the Project entrance.

1.2.2.10 *Utilities and Services*

The Olivenhain Municipal Water District (OMWD) would provide potable water service to the Project, and has indicated it can serve the Project. The water main will enter the site at the main Project entrance. Non-potable water for irrigation will be provided by an off-site well to the north to which the Project has legal access. The well location is shown in Figure 1-2, Site Plan with Phases. Wastewater disposal will be provided by the RSFCSD via infrastructure available at the Project boundary. Service letters from OMWD and RSFCSD have been obtained and are included in Appendix P.

Fire service would be provided by the RSFFPD. The District's Fire Station No. 2 is located directly across the street from the proposed main entrance at Four Gee Road. This station also includes the fire district's Firefighter Training Facility, which includes a four story approximately 57-foot tall training tower and a classroom. A service letter from the district is included in Appendix P.

Gas and electric service will be provided by San Diego Gas and Electric (SDGE) and are available at the site boundary. Phone, cable, and data services will be provided by Time Warner, AT&T, or other established providers in the area. Solid waste removal will be provided by Waste Management of San Diego.

1.2.2.11 *Sustainability*

The Project will include design features to reduce energy use. Solar energy will be used to supplement the electrical needs of the facility. An electric car hook-up parking space will be provided and specially marked parking spaces will be provided for high mileages vehicles. The energy efficiency and air quality standards of California Title 24 current at the time of construction will be met or exceeded.

1.2.2.12 *Trails*

There are no existing or proposed public trails on the Project site. One sidewalk and trail parallels Campania Avenue about 250 feet north of the site. One informal trail has been created offsite that parallels the site's southern boundary. A proposed trail known as the 4S Ranch Trail (Number 61 on the "San Dieguito Community Trails and Pathways Plan" of the San Diego County Community Trails Master Plan map) is shown entering the area east of the site approximately at Rancho Bernardo Road. It connects to the San Dieguito River Park/Coast to Crest Trail (Number B on the San Diego County Community Trails Master Plan) near Del Dios Highway approximately 1.3 miles northwest of the Project site. 4S Ranch Trail is noted on the Trails Plan to be located in 4S Ranch. At its closest location, it would be placed at the foot of the 4S Ranch homes located east of the site. However, the trail is also shown entering the street system of that neighborhood farther east, so its specific location is not known at this time. A conservative approach is to assume the trail will pass by the Project site on the east.

There is also a trail/pathway easement along Four Gee Road west of the site. There is no trail in that location, but a sidewalk currently parallels Four Gee Road and passes by the site in a north/south fashion

1.2.3 Technical, Economic, Environmental Characteristics

1.2.3.1 *Technical Characteristics*

The property is currently zoned S88 as a residential area in the Santa Fe Valley Specific Plan of the San Dieguito Community Plan Area (SDCPA). The current G designator on the site allows heights up to 35 feet and two stories. Under the MUP, additional height may be permitted. An exception request is proposed to allow for ~~some higher building walls and~~ three higher tower elements. The height exception would allow the towers to be 43, 41.5, and 39.5 feet respectively.~~sanctuary walls to be 40 feet and two stories. Towers would consist of one that is 53 feet in height and two that are 48 feet in height.~~

1.2.3.2 *Economic Characteristics*

The Project is an undertaking of three church congregations that have come together to pool their economic resources so they can realize a facility that will meet the long-term spiritual needs of all congregants. It is with the Project objectives in mind that the congregations have made the considerable investment in the proposed Project objectives and design.

1.2.3.3 *Environmental Characteristics*

The Project site is developed with two residences, an entry road and large parking area, lawn, several stands of trees, a fallow field, and fencing. Topographically the site is relatively flat, ranging from a high point of 516 feet Above Mean Sea Level (AMSL) in the south-central part of the site, to a low of 485 feet at the northcentral boundary. Vegetation is dense around the residences, consisting of eucalyptus trees, palms, and bushes. Some trees and brush are found near the periphery, on the north, west, and south. The on-site vegetation is not maintained and presents a “ragged” image when viewed at close range.

The site is located in a developed area. Immediately north is a quadrilateral area of open space ranging in width from 635 to 470 feet west to east. This area borders the Project to the north. Beyond the open space are Campania Avenue and a walled community known as Salviati Homes. A 4S Ranch single-family residential neighborhood borders the site on the east, with the rear of the houses facing toward the site. Single and multi-family residences are located along the southern boundary. An open space area approximately 210 feet wide is located west of the site, beyond which is located the Rancho Santa Fe Fire Department Station Number 2. An undeveloped field is located just north of the fire station which has been designated as a school site. Additional neighborhoods, large commercial centers, and a high school are located beyond and contiguous with the uses identified above. Figure S-2, Aerial Photograph, shows the extent of land uses in the vicinity.

The Project design includes alterations to most of the site, and will include five buildings, parking, and extensive landscaping. Therefore aesthetics are an important issue that is evaluated in Chapter 2.1.

The Project site supports limited sensitive biological resources, specifically Non-native Grassland (NNG). The site is adjacent to an open space area dedicated as part of TM 5123 and Tentative Parcel Map (TPM) 20340. The open space includes an unnamed drainage, riparian habitats, and scattered eucalyptus trees. The Project design includes an off-site 50-foot no-build buffer from an identified Emergent Wetland (EW). The buffer will restrict access and activity. A~~a~~n additional fire buffer of 100 feet from the ~~EW~~ no-build buffer will provide additional protection~~., and a A~~ fence along the Project development boundary on the north and west will also be provided. Chapter 2.2 evaluates potential biological impacts and proposes mitigation to address impacts.

Cultural resources could occur on the site, and as such potential impacts are evaluated. Chapter 2.3 summarizes the cultural resource findings for the site.

The Project is located in an area vulnerable to fire risk. A fire risk assessment, fire protection plan, and hazards assessment are provided in Chapter 2.4.

Potential noise impacts from increased traffic, as well as construction, could create noise impacts to existing and proposed residents as well as to breeding birds. These potential effects and mitigation are discussed in Chapter 2.5.

A range of environmental variables were analyzed and found not to be significantly impacted by the Project. These are air quality, greenhouse gases, hydrology/water quality, land use planning, public services, traffic, as well as utilities and service systems. These are discussed in detail in Chapter 3.1.

Several environmental variables were evaluated as part of the preparation for the DSEIR, and were found to not be significantly impacted by the Project. These are agriculture/forest resources, geology, minerals, paleontology, population/housing, and recreation. They are briefly discussed in Chapter 3.2.

Cumulative impacts are evaluated for each environmental variable. A list of cumulative projects is provided in Table 1-1, Projects in Cumulative Impact Study Area. These are shown on an area map in Figure 1-11, Cumulative Projects in Study Area. Please refer to the environmental subject analysis in Chapter 2 and 3.1 for specific cumulative impact discussions.

1.3 Project Location

The Project site (Assessor's Parcel Number [APN] 678-060-27-00 and 678-422-03-00) is located in the county of San Diego, California in the SE ¼ of the SE ¼ of Section 19, Township 13 South, Range 2 West of the U.S. Geological Survey (USGS) 7.5-minute topographical map, Escondido and Rancho Santa Fe quadrangles. The reader is referred to Figure S-2, USGS Quadrangle Map. Generally, the site is west of Interstate 15, north of Camino Del Norte, and east of Four Gee Road.

1.4 Environmental Setting

There are residential and non-residential land uses on all sides of the Project site. These are discussed below, beginning in the north and proceeding clockwise. Figure S-3, Aerial Photograph, is provided to assist in following the discussion. Figure 1-10, Surrounding Land Uses, provides a graphic view of land uses in the area.

The land use to the immediate north consists of a 13-acre wetland preserve. Campania Avenue separates the open space from 63 single-family large-lot residences, known as Salviati Homes. Both are part of the Golem TM 5123 approved in 1999. The zoning for the preserve area and the single-family residential to the north is S-88 (Specific Plan, 0.5-acre lot sizes).

The areas to the east and northeast lie within the 4S Ranch community. Land uses comprise single-family residential development, but at higher densities than the single-family estate residential development that lies to the north and northwest. For example, the single-family residences immediately to the east are on approximately 4,000 square-foot lots and those along Campania Avenue farther to the northeast are on approximately 6,250 square-foot lots. There is also a public park and a utility station in this area. The zoning for the 4S Ranch single-family residential area immediately to the east is RS (4,000 SF lots).

Immediately southeast of the Project site is a sheriff substation, which is zoned Specific Plan (S88). The area beyond the substation is within the 4S Ranch community which is developed with multi-family residential homes. It includes the 4S Commons which includes several commercial land uses such as a supermarket, restaurants, and drug store. The zoning for the commercial portion is C34 (General Commercial/ Residential Use). The C34 Use Regulations are intended to create and enhance areas where a mixture of commercial uses and residential uses (typically multi-family dwellings) are desired.

Immediately to the south are four multi-family buildings and small-lot (approximately 4,000 SF) single-family residential units which are a part of the Black Mountain Ranch (BMR) development. This triangle-shaped parcel is zoned for residential use (AR-1-1; BMR Plan “Core Residential” 10–25 DU/AC) by the City of San Diego.

Further south and beyond Camino Del Sur/Camino Del Norte is North Village, which includes the highest densities within the BMR Master Plan and all other surrounding communities. Figure S-3, Aerial Photograph, and Figure 1-10, Surrounding Land Uses, illustrate the North Village land uses. North Village features a mixed-use urban core known as Del Sur Town Center. The North Village is accessed from Four Gee Road, which becomes the main street, and from several proposed new intersections along Camino Del Sur. Radiating from the primary gateway at Four Gee Road and Camino Del Sur are the “mixed use core” at 25–45 DU/AC (CC-3-5); “Core Residential” at 10–25 DU/AC (RM-2-6) and Peripheral Residential at 5–10 DU/AC (RM-1-3).

Uses in this area include a new kindergarten through eighth grade (K-8) school (part of the planned North Village), the Del Norte High School (4S Ranch Community), a proposed employment center, and a transit center. The high school is intended to accommodate approximately 2,250 students.

To the southwest, across Camino del Sur, is the "urban core" of the North Village, which contains mixed-use development, multi-family residential, employment, the village green, a transit center, and a middle school. This area is zoned CC-3-5 (BMR Plan "Mixed Use Core" 25–45 du/ac) by the City of San Diego.

The area immediately west of the site is an approximately 220-foot wide open space strip, part of an approximately 13-acre biological open space easement. The portion of the easement that will become part of the access road will be vacated with the Project. Beyond this is Four Gee Road, a two-lane road. Station 2 of the Rancho Santa Fe Fire Protection District is across from the main Project driveway on the west side of Four Gee Road. Past Four Gee Road to the west and northwest is Planning Area IV of the SFVSP area. The large open space area along Four Gee Road north of the fire station is reserved for a park and an elementary school. North of the proposed school site and farther west are existing approximately 12,000 square-foot single-family estate residential developments. The remaining portions of the planning area are undeveloped and designated as open space OS-I (sensitive resource preservation area) and OS-II (allowing active and passive recreational uses).

1.5 Intended Uses of the DFSEIR

This DFSEIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of the Project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the Project. This is a Draft Final Supplemental EIR because the Project cannot entirely rely on the earlier certified EIR for accurate and complete disclosure of potential environmental impacts or mitigation. It is a project DFSEIR because it examines the environmental impacts specific only to the Project and the required discretionary actions are for site-specific approvals. As indicated under State CEQA Guidelines, Section 15161, the analysis for a project level EIR shall focus primarily on the changes in the environment that would result from the development within the project area, including planning, construction, and operation. The decision-makers will consider the information presented in this DFSEIR before taking action on the Project.

1.5.1 Matrix of Approvals and Permits

The DFSEIR will be used for the following approvals:

Discretionary / Ministerial Approval/Permits	Approving Agency
Specific Plan Amendment Major Use Permit Landscape Plans, Grading Permit Flowage Easement Vacation ~~Grading Permit~~ Improvement Plans Exception Request for Height Regulations Building Plans, Open Space Vacation County Right-of-Way Permits Construction Permits Encroachment Permits	County of San Diego
Air Quality Permit to Construct Air Quality Permit to Operate – Title V Permit	Air Pollution Control District
Streambed Alteration (1603 permit), if required	California Department of Fish and Wildlife
Discharge, dredging, or fill in water body, if required	U.S. Army Corp of Engineers
National Pollutant Discharge Elimination System General Construction Storm Water Permit Clean Water Act Section 401 Water Quality Certification, if required	Regional Water Quality Control Board
Water District Approval	Olivenhain Municipal Water District
Sewer District Annexation and Approval	Rancho Santa Fe Community Services District Local Agency Formation Commission
Fire District Approval	Rancho Santa Fe Fire Protection District

1.5.2 Related Environmental Review and Consultation Requirements

The County of San Diego will consult with the U.S. Fish and Wildlife and the California Department of Fish and Wildlife as related to the vacation of the open space and the protections to be provided to existing open space to the north.

1.6 Project Inconsistencies with Applicable Regional and General Plans

A number of plans, regulations, and ordinances apply to this Project and were considered during the applicant's design of the Project. In particular, the County of San Diego's General Plan, the San Dieguito Community Plan (SDCP) and the SFVSP were reviewed for all applicable designations, goals, policies, and conditions. Other plans and regulations also were reviewed, including the County Zoning Ordinance, the Regional Water Quality Control Board (RWQCB)'s San Diego Basin Plan, federal Clean Water Act (CWA), National Pollution Discharge Elimination System (NPDES), San Diego Municipal Storm Water Permit, Regional Air Quality Strategy (RAQS), State Implementation Plans (SIPs), Natural Communities Conservation Program (NCCP), County Light Pollution Code (LPC), and Congestion Management Plan (CMP). The Project's compliance with these plans and ordinances is evaluated throughout the DSEIR, which includes discussion in Chapters 2.0 and 3.0.

In summary, the Project would be consistent with the above named plans and ordinances. A Specific Plan Amendment is proposed that would eliminate the potential land use policy inconsistencies. Similarly, approval of an exception request would result in Project compliance with the County Zoning Ordinance.

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

Section 15130(a) of the State CEQA Guidelines state that an EIR shall discuss cumulative impacts of a project when the project's impacts, even though individually limited, are cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past project, the effects of other current projects, and the effects of probable future projects. Cumulative impacts involve individual effects which may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects when these collectively increase in magnitude over time. Section 15130(b) of the State CEQA Guidelines states in part:

> *The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impacts.*

CEQA Guidelines Section 15130 allows for the use of two alternative methods to determine the scope of projects to analyze cumulative impacts. The evaluation of cumulative effects may be based on a list of past, present, and probable future projects producing related or cumulative impacts. It can also be based upon a summary of projections contained in the adopted general plan or related planning documents. The cumulative analysis conducted for this DSEIR is based on the list method in order to account for construction in the area that has actually occurred, is under construction, or is in the project processing phase of consideration. This method is effective for stand along projects like this one, where the cumulative effects are confined to a somewhat limited area, and where environmental effects can be quite specific. In contrast, the build-out method relies on projecting changes over very large areas and is more useful for larger environmental assessments such as a General Plan update. Cumulative projects were researched at the County of San Diego Planning & Development Services Department (PDS).

The identification of a suitable cumulative project area is dependent on the specific environmental issue areas that need to be addressed. For the purposes of this DSEIR, the environmental issue areas that would be addressed include: aesthetics, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, paleontological resources, traffic/transportation, utilities, service systems, and energy use and conservation. Cumulative impacts were assessed in connection with the previously certified EIR. Additional cumulative effects were assessed in 2013 under SPA 11-001. The current DSEIR updates the cumulative impact assessment by including projects that have been initiated since that assessment. Projects are listed in Table 1-1, Projects in Cumulative Impact Study Area. Their locations are indicated in the accompanying Figure 1-11, Cumulative Projects in Study Area.

1.8 Growth Inducing Impacts

Growth inducement considers whether or not a “project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines Section 15126.2(d)).” The CEQA Guidelines further state that “[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment” (Section 15126.2[d]). As described above, the Project would include five buildings and extensive landscaping, and uses such as worship services, education, fellowship services that would provide rooms for visiting congregants, a small café, and bookstore. The infrastructure necessary to support the development would include improvements to Four Gee Road, and extension of utilities and services to the site.

This DSEIR evaluates the Project’s influence on growth in the region as a result of five aspects of growth: economic growth, providing public facilities, construction, extending public utilities, and land use policy changes.

1.8.1 Growth Inducement due to Economic and Population Growth

The Project will not foster economic or population growth beyond what is currently anticipated for the region. The economic impact of construction dollars will be distributed over a broad area because the modern economy is highly mobile and orders for goods, services, and labor can be placed with firms far-removed from the local economy. Economic benefits will occur over a period of many months, so the economic impact will not be noticeable. No residences are proposed and people who will use the site generally already live in the area. Therefore there will not be a major increase of economic activity due to a new population base being established in the region.

The Project would provide religious services to the general public. However, the Project is a joint effort of three already existing churches in the region. One is located at Maranatha Christian School approximately a mile west of the site. A second is located in Rancho Bernardo, approximately 3.0 miles east. A third is located at a commercial center approximately 1.5 miles from the site. The Project combines and augments the church-related service already available to these congregations. These church locations will be closed after the church in this new location is opened. Therefore the Project does not predominantly represent a new service in the area that could increase development pressures, but rather is a re-location of already existing service. The Project will not induce growth because it is serving a population that already exists in the region.

The church is not a commercial enterprise, and as such would not generate significant additional economic activity. The book store and café will serve only the needs of church attendees and are not intended to provide commercial services to the general public. Therefore they will not have a significant commercial impact on the community.

1.8.2 Growth Inducement due to Provision of Public Facilities/Services

The Project does not propose new public facilities in the area, such as fire stations or water treatment facilities. It does not remove obstacles to growth because no new public facilities are triggered by the Project. Fire protection and public safety services are provided from existing facilities already available in the area. No new residences are proposed; therefore schools and library services will not be impacted.

1.8.3 Growth Inducement due to Roadway Construction/Improvements

Intersection improvements are designed to mitigate Project safety impacts and do not significantly increase the capacity of the local roadway system beyond Project needs. These include minor improvements to Four Gee Road and the Project entry, and Four Gee Road at Camino Del Sur. These road improvements will address Project safety impacts and improve safety. They are not intended to provide additional roadway capacity.

1.8.4 Growth Inducement due to Extension of Public Utilities

The Project will use utilities already available in the vicinity. The OMWD would provide potable water. Wastewater disposal will be provided by the RSFCSD via infrastructure

available at the Project boundary. Gas and electric service will be provided by San Diego Gas and Electric (SDGE) and are available at the site boundary. Phone, cable, and data services will be provided by Time Warner, AT&T, or other established providers in the area. Solid waste removal will be provided by Waste Management of San Diego. No extensive utility lines will be required that could foster growth. Utility extensions will be sized only to serve the Project.

1.8.5 Growth Inducement due to Land Use Policy Changes

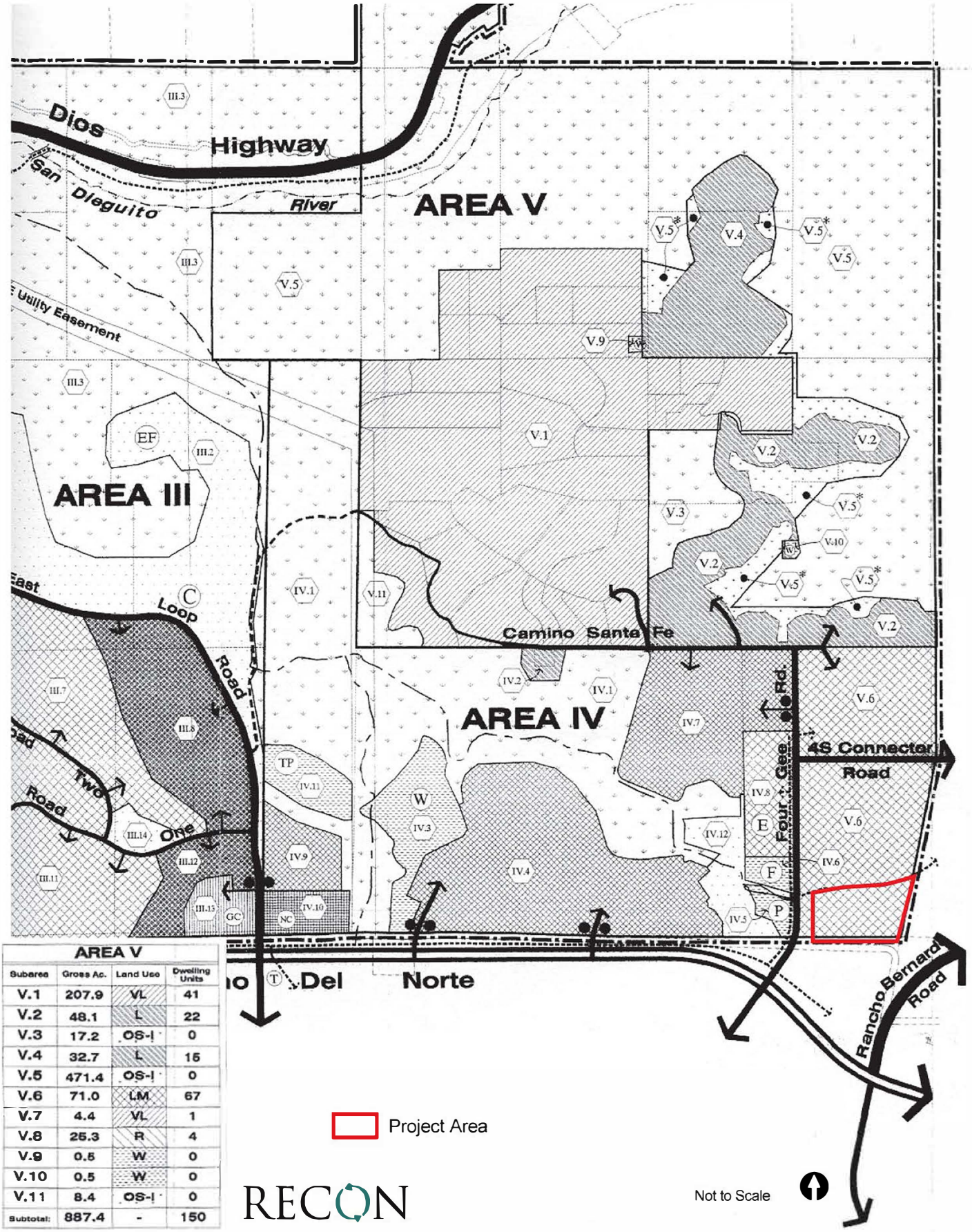
Changes to the planned uses in the area that would promote growth beyond what has already been anticipated are not proposed. No land use policies are being changed as a result of the Project. The Project is consistent with the General Plan. The proposed use is permitted under current zoning with the approval of a MUP.

1.8.6 Conclusion

The Project will not foster economic or population growth over and above what is currently expected for the region. The Project will not result in a substantial increase in economic growth. Its scale is small when compared to the built environment in the region. The economic impact of construction dollars will be distributed over a broad area because the modern economy is highly mobile and orders for goods, services, and labor can be placed with firms far-removed from the local economy. The economic impact of new residents will be minimal because the facility is a church and not a commercial enterprise that might engender additional economic activity.

Population growth over what is expected in the region will not occur as a result of the Project. No new residences are proposed. The Project site has been selected because it is near congregations already residing in the area. It does not therefore encourage an influx of new residents.

The Project does not remove obstacles to growth. It will use public services and utilities already available in the vicinity. Water and wastewater systems will be sized to serve only the Project. Road and intersection improvements are designed to serve the Project and mitigate Project impacts and do not significantly increase the capacity of the local roadway system beyond Project needs. The Project is consistent with the General Plan. It does not propose changes to the planned uses in the area that would promote growth beyond what has already been anticipated. For these reasons the Project is not growth inducing.



AREA V			
Subarea	Gross Ac.	Land Use	Dwelling Units
V.1	207.9	VL	41
V.2	48.1	L	22
V.3	17.2	OS-I	0
V.4	32.7	L	15
V.5	471.4	OS-I	0
V.6	71.0	LM	67
V.7	4.4	VL	1
V.8	25.3	R	4
V.9	0.5	W	0
V.10	0.5	W	0
V.11	8.4	OS-I	0
Subtotal:	887.4	-	150

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Project Area Within Planning Area V

Figure 1-1

Zoning:

	EXIST.	and P ROP
Use Regulations	S88	S88
Neighborhood Regs	Q	Q
Density	1	1
Lot Size	0.5 AC	0.5 AC
Building Type	C	C
Maximum Floor Area	-	-
Floor Ratio Area	-	-
Height	G	G
Coverage	-	-
Setback	C	C
Open Space	-	-
Special Area Regs	-	-

General Plan: Specific Plan Area

General Plan Regional Category: Semi Rural

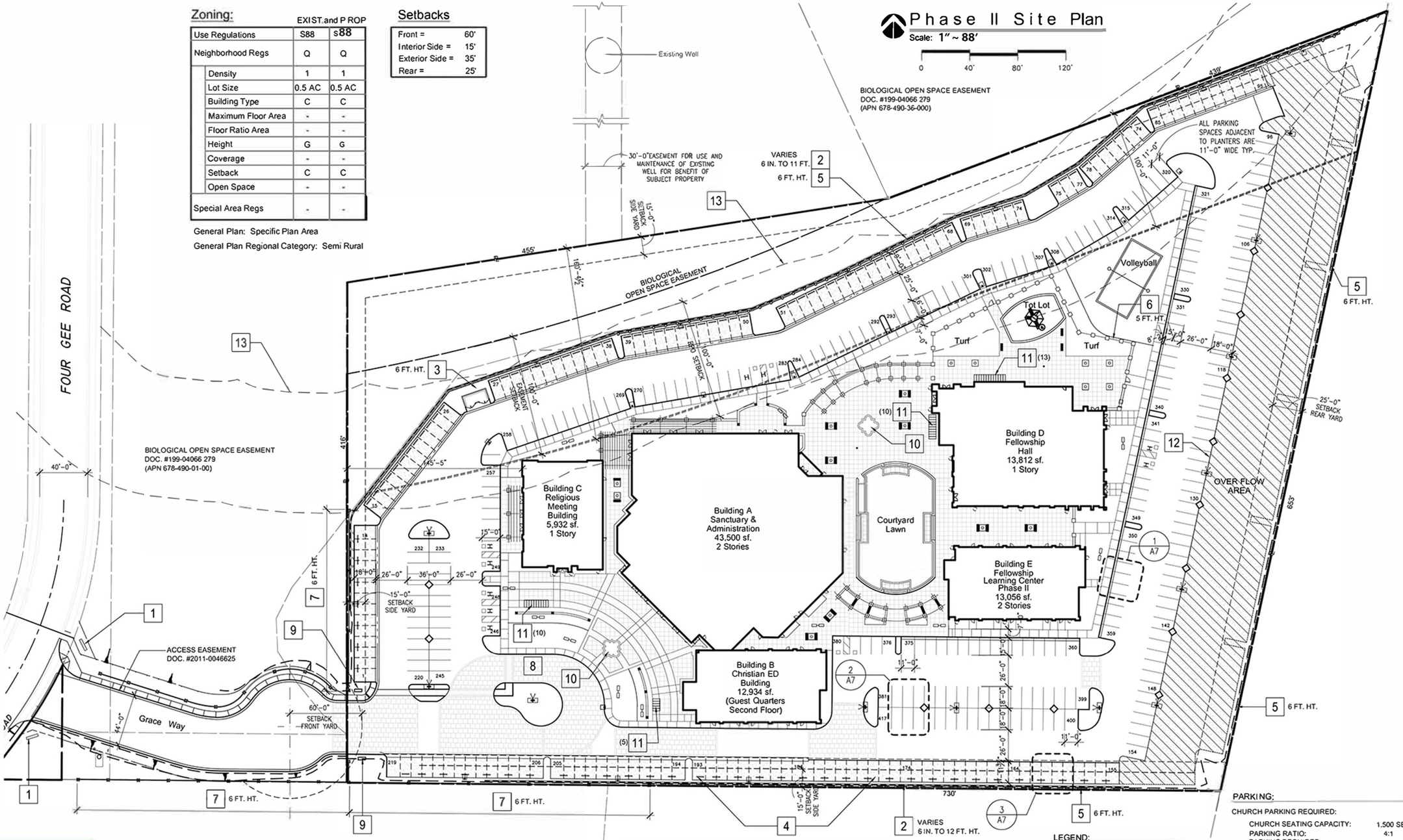
Setbacks

Front =	60'
Interior Side =	15'
Exterior Side =	35'
Rear =	25'

Phase II Site Plan

Scale: 1" ~ 88'

0 40' 80' 120'



KEYNOTES

1. MONUMENT SIGN, REFER TO A3
2. MASONRY RETAINING WALL
3. TRASH ENCLOSURE
4. CHURCH VEHICLE OFF HOUR AND OVERNIGHT PARKING. SCREENED WITH WALLS, FENCE AND LANDSCAPING.
5. VINYL COATED CHAIN LINK FENCE
6. WROUGHT IRON FENCE W/ STONE COLUMNS
7. WROUGHT IRON FENCE W/ STONE COLUMNS
8. VEHICLE LOADING PASSENGERS & SERVICE / DELIVERY VEHICLES LOADING / UNLOADING.
9. SMALL MONUMENT SIGN, REFER TO A3
10. FOUNTAIN
11. BICYCLE RACK
12. 4" WIDE WHITE STRIPE AT FRONT OF PARKING STALLS THIS AISLE
13. REVISED RPO BIOLOGICAL BUFFER SETBACK LINE

LEGEND:

H ACCESSIBLE PARKING SPACE

DECOMPOSED GRANITE

DECOMPOSED GRANITE OVER FLOW AREA

PARKING:

CHURCH PARKING REQUIRED:

CHURCH SEATING CAPACITY:	1,500 SEATS
PARKING RATIO:	4:1
PARKING REQUIRED:	
STANDARD:	364 SPACES
ACCESSIBLE:	11 SPACES
TOTAL PARKING REQUIRED:	375 SPACES
PARKING PROVIDED:	
STANDARD:	406 SPACES
ACCESSIBLE:	11 SPACES
TOTAL PARKING PROVIDED:	417 SPACES
OVER FLOW AREA (DECOMPOSED GRANITE):	
TOTAL S.F. AREA:	38,836 S.F.

SILLMAN WRIGHT ARCHITECTS

TRC CONSULTANTS

Project Site Plan

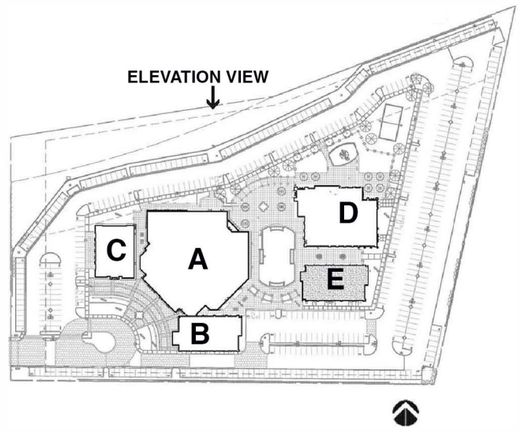
Figure 2

Average Building Heights*

Sanctuary & Admin	40'-0"
Religious Mtg Bldg	29'-6"
Christian Ed Bldg	29'-6"
Fellowship Hall	32'-5"

** Excludes Towers*





SILLMAN WRIGHT ARCHITECTS

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North Elevation

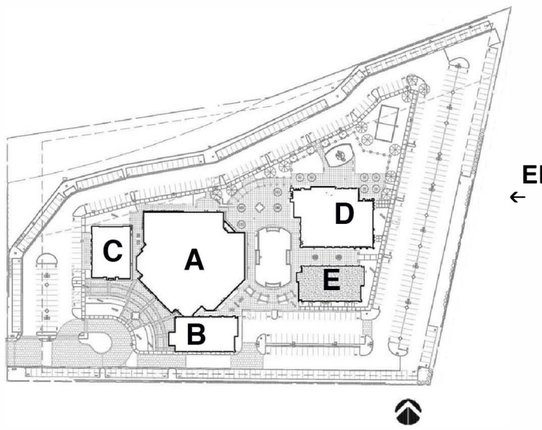
Figure 1-3

Average Building Heights*

Sanctuary & Admin	40'-0"
Religious Mtg Bldg	29'-6"
Christian Ed Bldg	29'-6"
Fellowship Hall	32'-5"

** Excludes Towers*





Elevation
← View

SILLMAN WRIGHT ARCHITECTS

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East Elevation

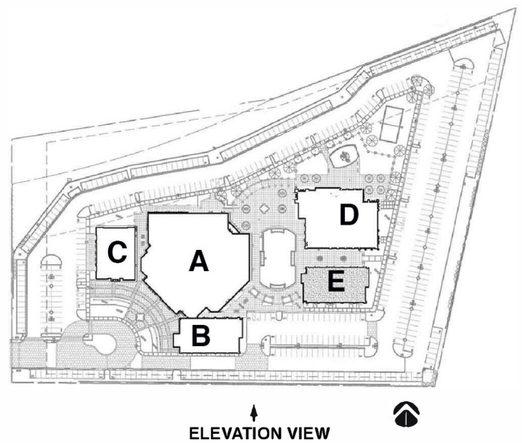
Figure 1-4

Average Building Heights*

Sanctuary & Admin	40’-0”
Religious Mtg Bldg	29’-6”
Christian Ed Bldg	29’-6”
Fellowship Hall	32’-5”

** Excludes Towers*





SILLMAN WRIGHT ARCHITECTS

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South Elevation

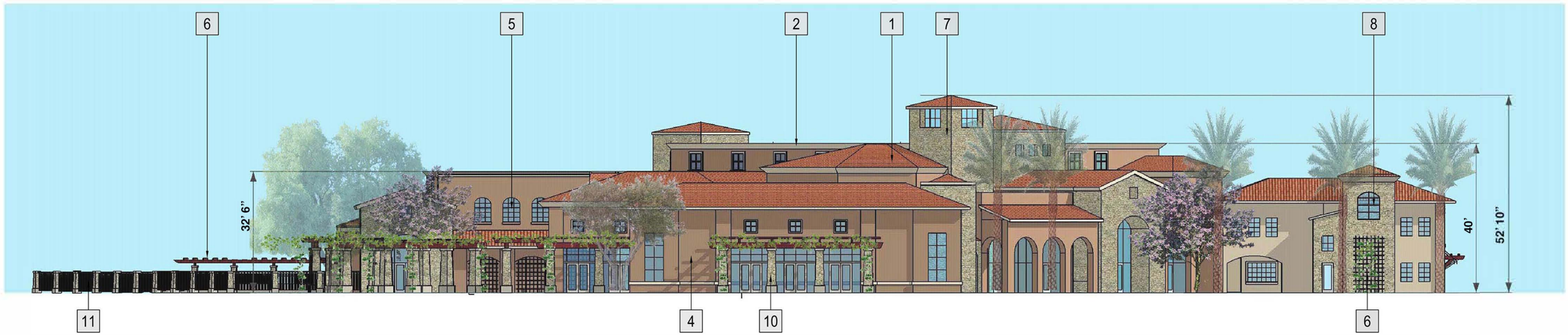
Figure 1-5

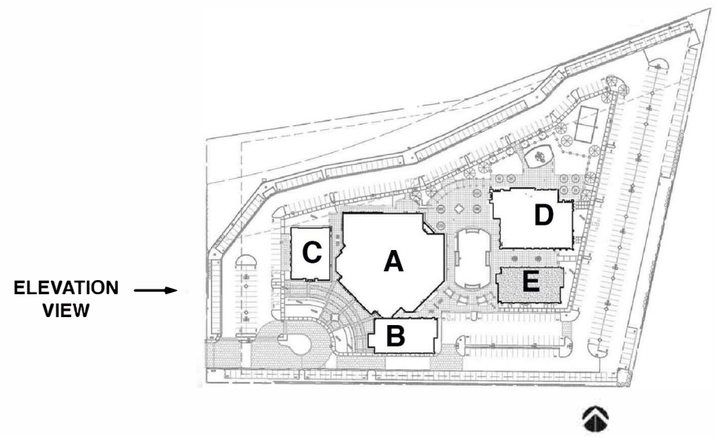
Average Building Heights*

Sanctuary & Admin	40’-0”
Religious Mtg Bldg	29’-6”
Christian Ed Bldg	29’-6”
Fellowship Hall	32’-5”

** Excludes Towers*

1. Barrel tile roof
2. Plaster cornice
3. Plaster trim
4. Plaster
5. Clock
6. Metal trellis
7. Cultured stone
8. Aluminum framed windows
9. Fabric awnings
10. Cultured stone columi
11. Wrought iron fence





SILLMAN WRIGHT ARCHITECTS

IRS CONSULTANTS

West Elevation

Figure 1-6

RANCHO SANTA FE FIRE PALM TREES NOTE:
PALM TREES WILL BE SKINNED OR CLEANED OF FIBROUS TISSUE OR LEAF BASES SO THAT THEY WILL BE ABLE TO BE PLANTED 10 FEET FROM THE TREE'S DRIP LINE TO ANY PORTION OF A COMBUSTIBLE STRUCTURE. THESE TREES SHALL BE MAINTAINED ANNUALLY BY THE OWNER.

Darsono Design Associates, Inc.
LANDSCAPE ARCHITECTURE PLANNING
5014 MOUNT LA PLATTA DRIVE SAN DIEGO, CA 92117
PHONE (858) 541-2007 FAX (858) 541-2008
JULY 12, 2016

LANDSCAPE CONCEPT PLAN
Scale: 1" = 40'-0"

ENTRY MONUMENT SIGN
6'-0" HIGH WROUGH IRON FENCE WITH PILASTERS AT 50'-0" O.C. SPACING
Four Gee Road
Grace Way
BIOLOGICAL OPEN SPACE EASEMENT
DECOMPOSED GRANITE PARKING SURFACE (TYP.)
OPEN SPACE
55
75
60
30"X30"PLANTER WITH TREE GRATE (TYP.)
ENLARGEMENT AREA "A"
Building C Religious Meeting 1 Story
Building A Proposed Sanctuary & Administration 2 Stories
Building B Christian Ed Building
Building D Fellowship Hall
Building E Fellowship Learning Center Phase II
TOT LOT PLAY STRUCTURE
FOUNTAIN
TURF
CHANGE IN FENCE MATERIAL
ENLARGEMENT AREA "D"
6'-0" HIGH VINYL COVERED CHAIN LINK FENCE (TYP)
CONSTRUCTION MATERIAL:
ANY EXPOSED WOOD MEMBERS USED FOR OUTDOOR CONSTRUCTION MUST BE A MINIMUM SIZE OF 4"X4" OR AN APPROVED FIRE RESISTIVE MATERIAL. SEE COUNTY OF SAN DIEGO'S WEBSITE FOR APPROVED MATERIAL.
APN 678-620-01-00
APN 678-620-07-00
ENLARGEMENT AREA "C"
DECORATIVE CONCRETE PAVERS AT PARKING AREAS(TYP.)
EVERGREEN VINES ON ARCHITECTURAL TRELLIS
6'-0" HIGH WROUGH IRON FENCE WITH PILASTERS AT 50'-0" O.C. SPACING
CITRUS ORANGE/LEMOI TREES, PROTECT BY 6' 4'X4' WOOD PLANTER
ENLARGEMENT ARI
DECOMPOSED GRANITE PARKING SURFACE (TYF
6'-0" HIGH CHAIN LINK
W.I. FENCE CHAIN LINI
730

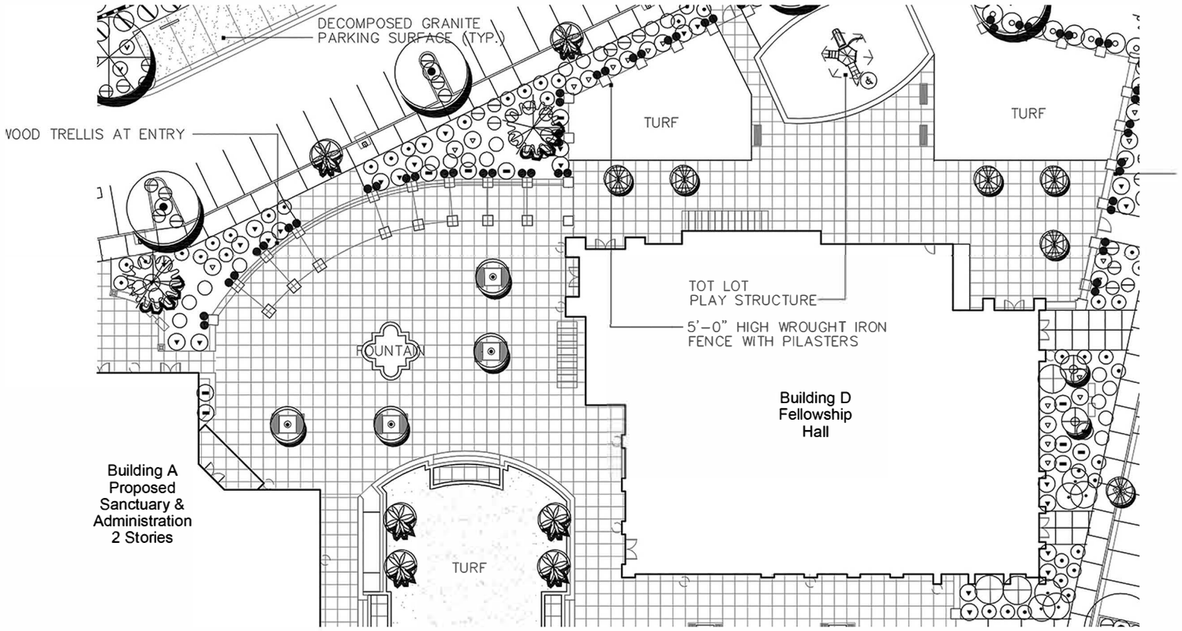
ORNAMENTAL GRASSES:
ALL ORNAMENTAL GRASSES MUST BE KEPT 10 FEET FROM ANY COMBUSTIBLE STRUCTURE OR ON THE OPPOSITE SIDE OF THE 4 FEET WIDE PATHWAY FOR HOSE PULL PURPOSES.

IRRIGATION NOTE:
ALL LANDSCAPE AREAS ARE TO BE IRRIGATED WITH AUTOMATIC IRRIGATION SYSTEM UTLIZING LOW PRESSURE HEADS AND AND EQUIPMENT MANUFACTURED BY RAINBIRD, TORO, AND EQUAL. IRRIGATION SYSTEM WILL INCORPORATE MULTIPLE PROGRAMMABLE SMART CONTROLLER WITH RAINSENSOR. THE IRRIGATION SYSTEM WILL BE COMBINATION OF MICRO-JET, LASER DRIP AND BUBBLER SYSTEM. ALL LANDSCAPE AND IRRIGATION TO MEEET CALIFORNIA AB 1881, MODEL WATER EFFCIENT LANDSCAPE ORDINANCE.

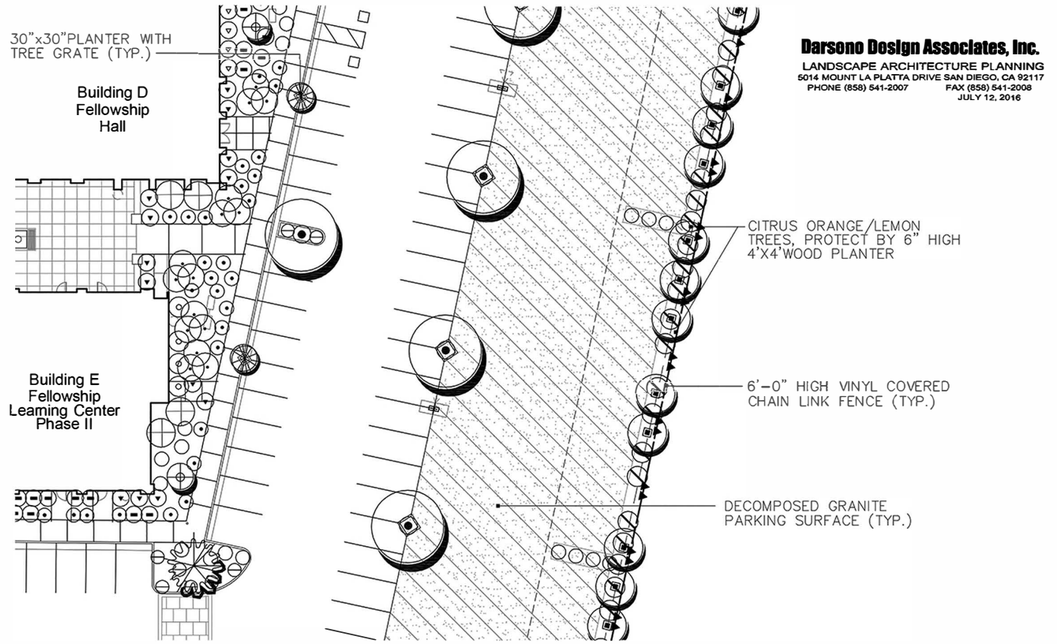
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Conceptual Landscape Plan

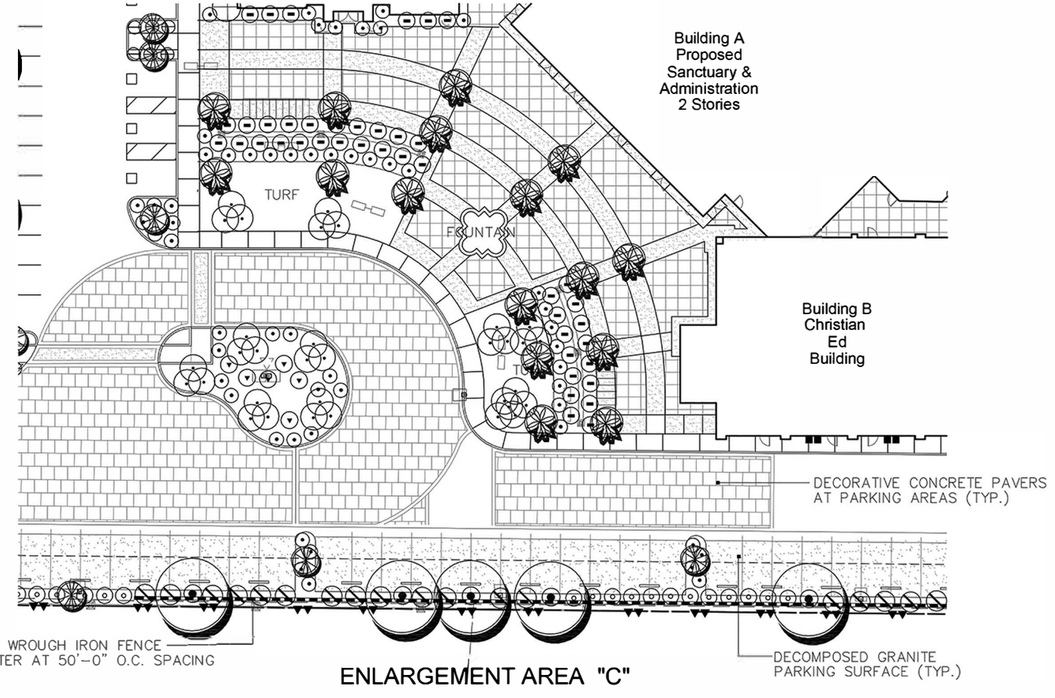
Figure 1-7



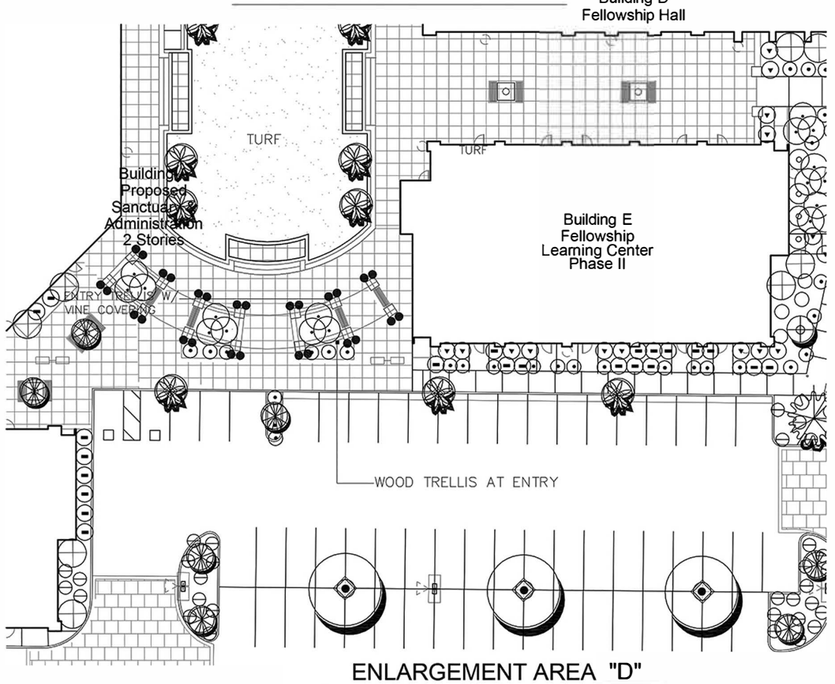
ENLARGEMENT AREA "A"



ENLARGEMENT AREA "B"



ENLARGEMENT AREA "C"



ENLARGEMENT AREA "D"

RANCHO SANTA FE FIRE PALM TREES NOTE:
PALM TREES WILL BE SKINNED OR CLEANED OF FIBROUS TISSUE OR LEAF BASES SO THAT THEY WILL BE ABLE TO BE PLANTED 10 FEET FROM THE TREE'S DRIP LINE TO ANY PORTION OF A COMBUSTIBLE STRUCTURE. THESE TREES SHALL BE MAINTAINED ANNUALLY BY THE OWNER.

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JULY 12, 2016

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Conceptual Landscape Plan Detail

Figure1-8

PLANT LIST / LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	QUAN.
TREES	SUCH AS:				
	ARCHTOPHOENIX CUNNINGHAMIANA	KING PALM	48"BOX/MULTIPLES	SPECIMEN	38
	CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM	48"BOX/MULTIPLES	30' FROM STRUCTURE	12
	CITRUS TREE	ORANGE AND LEMON	24"BOX	SELECTED BY OWNER	33
	LAGEROSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	36"BOX	LOW BRANCHING	31
	MAGNOLIA GRANDIFLORA 'ST. MARY'	MAGNOLIA TREE	36"BOX	LOW BRANCHING	12
	OLEA EUROPAEA 'SWAN HILL'	FRUITELESS OLIVE	36"BOX	LOW BRANCHING	9
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24"BOX/15GAL	STANDARD	3
	RHAPHIOLEPIS INDICA "MAJESTIC BEAUTY"	INDIAN HAWTHORN	24"BOX	STANDARD TREE FORM	2
	RHUS LANCEA	AFRICAN SUMAC	24"BOX	STANDARD	49
	SCHINUS MOLLE	CALIFORNIA PEPPER	36"BOX	30' FROM STRUCTURE	18
SHRUBS	SUCH AS:				
	AGAVE ATTENUATA	AGAVE	15 GALLON	SELECT VARIETY	48
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH SHRUB	5 GALLON	-----	210
	ESCALLONIA FRADESII	ESCALLONIA	5 GALLON	-----	95
	FATSIA JAPONICA	JAPANESE ARALIA	24"BOX	---	58
	FESTUCA GLAUCA	COMMON BLUE GRASS	5 GALLON	10' FROM STRUCTURE	480
	HETEROMELES ARBUTIFOLIA	TOYON	5 GALLON	WHITE FLOWERS	120
	LANTANA MONTEVIDENS	PURPLE TRAILING LANTAN	1 GALLON	-----	280
	LIGUSTRUM JAPONICA 'TEXANUM'	TEXAS PRIVET	5 GALLON	-----	80
	MUHLENBERGIA RIDENS	DEER GRASS	1 GALLON	10' FROM STRUCTURE	525
	PENNISETUM ORIENTALE	FOUNTAIN GRASS	5 GALLON	10' FROM STRUCTURE	160
	PHORMIUM TENAX 'SUNDOWNER'	NEW ZEALAND FLAX	5 GALLON	-----	95
	RHAPHIOLEPIS INDICA 'JACK EVANS'	INDIAN HAWTHORN	15 GALLON	-----	85
	SALVIA 'DARA'S CHOICE'	SAGE	5 GALLON		125
	XYLOSMA CONGESTUM 'COMPACTA'	DWARF XYLOSMA	5 GALLON	-----	95
VINES	SUCH AS:				
	BOUGAINVILLEA 'ROYAL RED'	BOUGAINVILLEA	5 GALLON	-----	55
	FICUS REPENS	CREEPING FIG	5 GALLON	-----	75
	TRACEHOSPERMUM JASMINOIDES	STAR JASMINE	5 GALLON	-----	60

GROUNDCOVERS	SUCH AS:		QUAN.
SHRUB AREAS	3" DEEP WOOD MULCH	MULCH	PROVIDE SAMPLE FOR APPROVAL
	D.G. PARKING SURFACE	D.G. WITH SOIL STABILIZER	-----
TURF	SODDED TURF	MARATHON SOD	FROM SOUTHLAND FARMS

FUEL MODIFICATIONS:

MAINTAIN AN EFFECTIVE FUEL MODIFICATION ZONE BY REMOVING, CLEARING AAY OR MODIFYING COMBUSTIBLE VEGETATION AND OTHER FLAMMABLE MATERIALS FROM AREA WITHIN 100 FEET FROM COMBUSTIBLE BUILDINGS OR STRUCTURES. WHILE THESE STANDARDS WILL PROVIDE A HIGH LEVEL OF PROTECTION TO STRUCTURES BUILT IN THE WILDLAND/URBAN INTERFACE ZONE, THERE IS NO GUARANTEE OR ASSURANCE THAT COMPLIANCE WITH THESE STANDARDS WILL PREVENT DAMAGE OR DESTRUCTION OF STRUCTURES BY FIRE IN ALL CASES.

A. A MINIMUM FUEL MODIFICATION AROUND THE COMBUSTIBLE STRUCTURE IS 100 FEET. ALL ZONE DIMENSIONS ARE MEASURED ON A HORIZONTAL PLANE PROJECTING OUTWARD FROM A COMBUSTIBLE STRUCTURE. A FUEL MODIFICATION AREA IS DIVIDED INTO TWO, 50–FOOT WIDE ZONES:
   1. THE FIRST ZONE INCLUDES THE AREA FROM THE BUILDING TO A POINT 50 FEET AWAY. THIS ZONE MUST BE MODIFIED AND PLANTED WITH DROUGHT–TOLERENT, FIRE RESISTIVE PLANTS (SEE SECTION D, BELOW, FOR ADDITIONAL REQUIREMENTS). GRASS AND OTHER VEGETATION LOCATED MORE THAN 50 FEET FROM THE BUILDINGS OR STRUCTURES AND LESS THAN 6 INCHES (457 mm) IN HEIGHT ABOVE THE GROUND NEED NOT BE REMOVED WHERE NECESSARY TO STABILIZED THE SOIL AND PREVENT EROSION. IRRIGATION IS REQUIRED.
   2. THE SECOND ZONE OR THINING ZONE IS THE AREA BETWEEM 50 TO 100 FEET FROM THE BUILDING IN THIS ZONE THE NATIVE VEGETATION MAY REMAIN, BUT ALL NATIVE, UNBROKEN VEGETATION MUST BE THINNED OUT BY 50 PERCENT CANOPY COVER. ALL DEAD AND DYING VEGETATION IN ADDITION TO UNDESIRABLE PLANTS AND WEEDS AS LISTED IN THE WILDLAND/URBAN INTERFACE DEVELOPMENT STANDARD MUST BE REMOVED. IRRIGATION IS OPTIONAL.

B. ALL ACCESS ROADWAYS REQUIRE A MINIMUM 30–FOOT WIDE FUEL MODIFICATION ZONE ON BOTH SIDES OF THE ROAD OR DRIVEWAY. THIS FUEL MODIFICATION ZONE CAN BE EITHER THINNED OUT TO AN ACCEPTABLE LEVEL OR COMPLETELY REPLANTED WITH ORNAMENTAL VEGETATION THAT IS PERMANENTLY IRRIGATED.

C. OFFSITE FUEL MODIFICATION REQUIREMENTS. WHERE THE 100 FEET REQUIRED FUEL MODIFICATION EXTENDS ONTO NEIGHBORHOOD PROPERTY(S). OWNER SHALL OBTAIN WRITTEN PERMISSION FROM THE NEIGHBOR(S). THIS LETTER(S) SHALL STATE THE RESPONSIBILITIES OF ALL PARTIES RELATIVE TO THE ESTABLISHMENT AND MAINTENANCE OF THE FUEL MODIFICATION AREA. THIS AGREEMENT SHALL BE RECORDED WITH THE COUNTY RECORDER'S OFFICE AND A COPY PROVIDED TO THE FIRE DISTRICT BEFORE FINAL INSPECTION

D. ALL FUEL MODIFICATION WORK SHALL BE COMPLETED BEFORE FINAL INSPECTION.

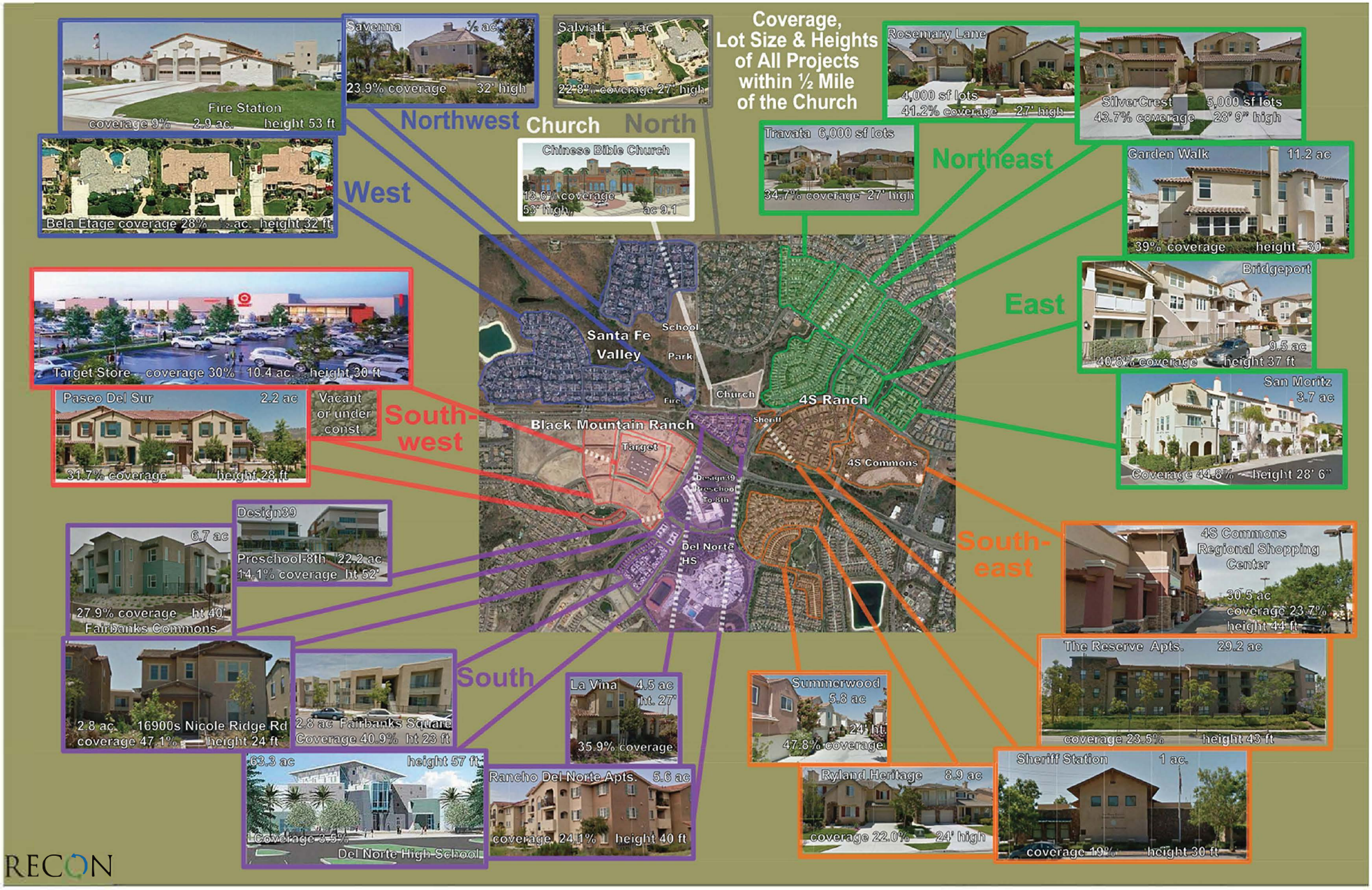
RANCHO SANTA FE FIRE PROTECTION DISTRICT NOTES:

1. INDIVIDUAL DRIVEWAY DIMENSIONS: FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED IMPROVED WIDTH OF NOT LESS THAN 24 FEET, EXCEPT FOR SINGLE–FAMILY RESIDENTIAL DRIVEWAY; SERVING NO MORE THAN TWO SINGLE–FAMILY DWELLING, SHALL HAVE A MINIMUM OF 16 FEET OF UNOBSTRUCTED IMPROVED WIDTH. ALL FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED VERTICAL CLEARANCE OF NO LESS THAN 13 FEET 6 INCHES.
2. KEY BOXES AND SWITCHES: WHEN ACCESS TO OR WITHIN A STRUCTURE OR AN AREA IS UNDULY DIFFICULT BECAUSE OF SECURED OPENING S OR WHERE IMMEDIATE ACCESS IS NECESSARY FOR LIFE SAVING OR FIREFIGHTING PURPOSE, THE CHIEF IS AUTHORIZED TO REQUIRE A KEY BOX TO BE INSTALLED IN AN ACCESSIBLE LOCATION. (KNOX KEY/SWITCH BOX APPLICATION IS AVAILABLE AT FRONT DESK)
3. EUCALYPTUS FORESTS AND WOODLANDS: ALL FOREST AND WOODLANDS SHALL BE KEPT IN A HEALTHY STATE AND MAINTAINED AS DESCRIBED BELOW:
   1. THE FOREST OR WOODLANDS SHALL BE FREE OF ALL DEAD, DYING OR DISEASED TREES (EXCLUDING TREE STUMPS NO HIGHER THAN SIX INCHES ABOVE THE GROUND). DEAD, DYING OR DISEASED TREES SHALL INSECT INFESTED TREES, NO LONGER LIVING, IN THE LAST STAGES OF GROWTH OR INFECTED BY A PATHOGEN OF ANY TYPE.
   2. IF COMBUSTIBLE VEGETATION IS LOCATED UNDERNEATH A TREE'S DRIPLINE, THE LOWEST BRANCH SHOULD BE AT LEAST THREE TIMES AS HIGH AS THE UNDERSTORY BRUSH OR GRASSES, OR TEN FEET, WHICHEVER IS GREATER. THIS WILL REDUCE THE BUILD–UP OF 'LADDER" FUELS.
   3. FIREWOOD SHALL BE NEATLY STACKED AND SHALL HAVE A MINIMUM OF 30 FEET OF CLEARANCE (NO VEGETATION) AROUND THE ENTIRE FIREWOOD STORAGE AREA.
   4. DEBRIS AND TRIMMINGS PRODUCED BY THE REMOVAL PROCESS SHALL BE REMOVED FROM SITE, OR IF LEFT, SHALL BE CONVERTED INTO MULCH BY CHIPPING MACHINE AND EVENLY DISPERSED TO MAXIMUM DEPTH OF SIX INCHES.
4. LANDSCAPE REQUIREMENTS: ALL PLANT MATERIALS USED SHALL BE FROM WILDLAND/URBAN INTERFACE DEVELOPMENT STANDARDS PLANT PALETTE, WHICH CAN BE FOUND ON THE FIRE DISTIRCTS WEB SITE. THE ADDITION OF PLANT MATERIALS TO THE APPROVED LIST WILL BE AT THE DISCRETION OF THE FIRE DISTRICT. LANDSCAPE PLANS SHALL BE IN ACCORDANCE WITH THE FOLLOWING CRITERIA:
   1. ALL NON–FIRE RESISTIVE TREES, INCLUDING CONIFERS (e.g. JUNIPERS, AND CYPRESS), PEPPER TREES, EUCALYPTUS SPECIES, CERTAIN PALMS WITH FIBROUS TISSUES, BAMBOO SPECIES, AND ACACIA SPECIES, SHALL BE PLANTED AND MAINTAINED SO THAT THE TREE'S DRIP LINE AT MATURITY IS A MINIMUM 30 FEET FROM ANY COMBUSTIBLE STRUCTURE. ALL FIRE RESISTIVE TREE SPECIES SHALL BE PLANTED AND MAINTAINED AT A MINIMUM OF 10 FEET FROM THE TREE'S DRIP LINE TO ANY COMBUSTIBLE STRUCTURE.
   2. FOR STREETSCAPE PLANTINGS, ALL NON–FIRE RESISTIVE TREES SHALL BE PLANTED SOTHAT THE CENTER OF THE TREE TRUNK IS 20 FEET FROM EDGE OF CURB; FIRE RESISTIVE TREES CAN BE PLANTED 10 FEET FROM EDGE OF CURB TO CENTER OF TREE TRUNK. CARE SHOULD BE GIVEN TO THE TYPE OF TREE SELECTED THAT WILL NOT ENCROACH INTO THE ROADWAY, NOR PRODUCE A CLOSED CANOPY EFFECT.
   3. LIMIT PLANTING OF LARGE UNBROKEN MASSES ESPECIALLY TREES AND LARGE SHRUBS. GROUPS SHOULD BE TWO TO TREE TREES MAXIMUM, WITH MATURE FOLIAGE OF ANY GROUP SEPARATED HORIZONTALLY BE AT LEAST 10 FEET. IF PLANTER ON LESS THAN 20 PERCENT SLOPE AND 20 FEET, IF PLANTED ON 21 TO 40 PERCENT SLOPE, AND 30 FEET, IF PLANTED ON GREATER THAN 41 PERCENT.

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Concept Landscape Plan Notes

Figure 1-9

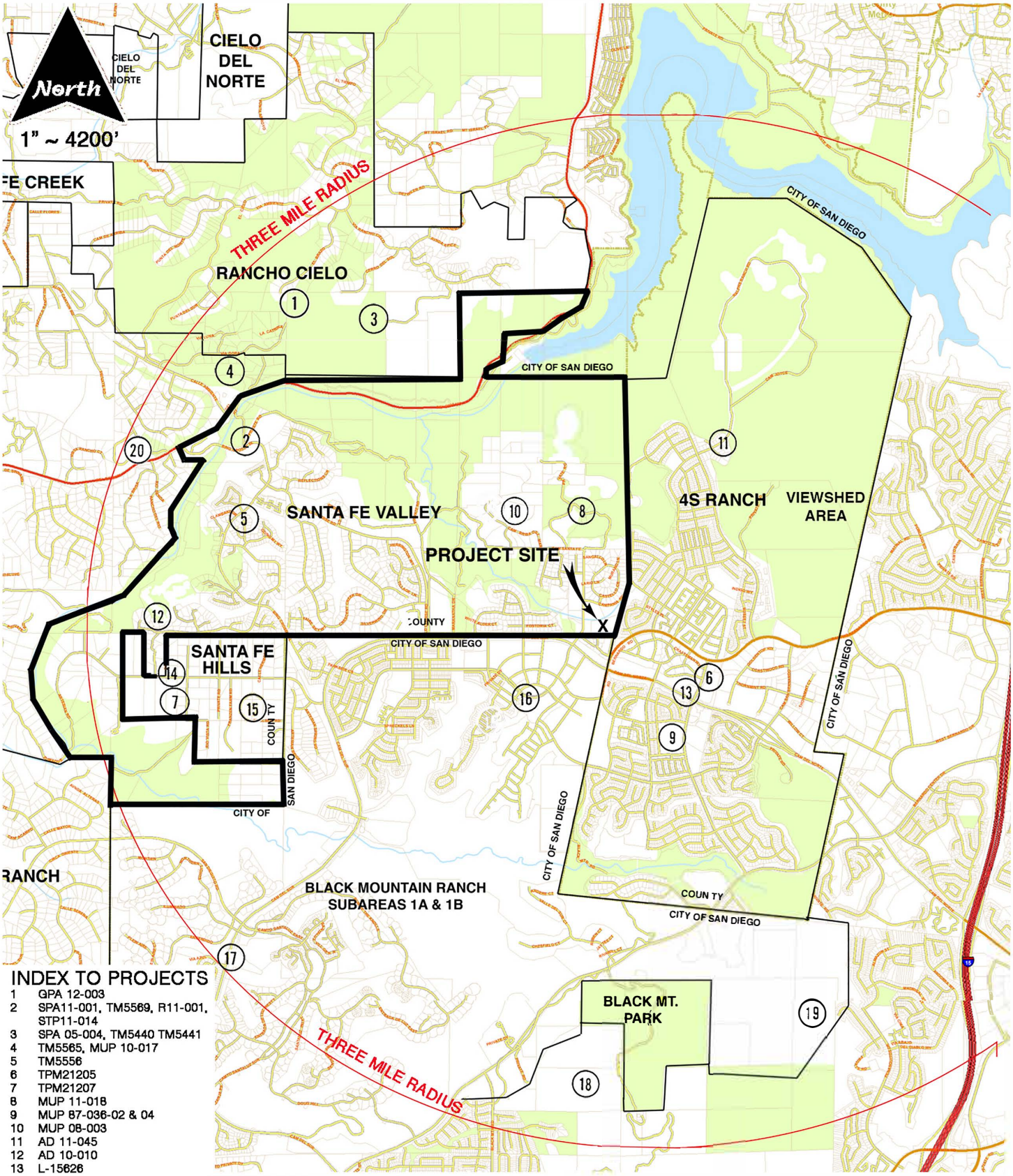


RECON

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Surrounding Land Uses

Figure1-10



INDEX TO PROJECTS

1 GPA 12-003
2 SPA11-001, TM5569, R11-001, STP11-014
3 SPA 05-004, TM5440 TM5441
4 TM5565, MUP 10-017
5 TM5556
6 TPM21205
7 TPM21207
8 MUP 11-018
9 MUP 87-036-02 & 04
10 MUP 08-003
11 AD 11-045
12 AD 10-010
13 L-15626
14 L-15684
15 VAC 13-001
16 BLACK MT. RANCH SUB AREA PLAN
17 SANTALUZ
18 BLACK MT RANCH OPEN SPACE PARK
19 T-MOBILE CELL TOWER
20 TPM21229

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Cumulative Projects Map

Figure I-11

Map Number	Project	Environmental Impacts	Mitigation
1	GPA 12-003 SPA 05-004, Corrects inconsistencies in specific plan text for Rancho Cielo. Overall density of 0.27 and build out limit of 715 DU are maintained. Ref EK -4-28	Previous EIR (ER 80-8-120, certified 12-9-81) and Supplemental EIR (ER 84-8-3, certified 8-08-84) were found to provide adequate environmental analysis and mitigation.	None
2	SPA 11-001, TM5569, R 11-001, STP 11-014. SPA 11-001, Santa Fe Valley SPA, 2011-3813-11-004, TM 5569, Rezone 11-001, STP 11-014. ER 95-08-007K. 8011 Del Dios Highway. Proposed 13 DU on site zoned for 3 DU. Transfers 10 DU from Subarea II-32 to II-31. No net increase in DU. Total area of 8.05 acres, of which 4 will remain landscaped manufactured slopes, and 3.49 acres will be developed. Approved July 17, 2013, Ref 30520, 30847	Potential grading effects. Fire safety and biology studied. Very high risk fire zone, travel time for fire service 2 minutes. Limited building zone for fire protection. No significant biological effects. Screening from Del Dios with landscaping proposed.	Paleontological monitoring during grading.
3	SPA 05-004, Rancho Cielo SPA, TM 5440 and 5441. EA 3910-86-06-026B. 23.06 acres. 11 condos in village. 7284 Camino de Arriba. Deletes water reclamation facilities, changes classification of 4 parcels, eliminates MUP requirement that is no longer relevant.	Noise, fire study	Noise: No change to pervious report conclusions needed Previous fire study still valid.
4	TM 5565, Cielo Village LLC, MUP 10-017, 2010-3100-5565, Recorded March 9, 2011. APN 265-493-09-00, 18023 Calle Ambiente. Condominium conversion to subdivide an existing commercial/office complex into 5 parcels. No physical changes proposed. Requested processing under CEQA Guidelines 15301(k) for existing commercial buildings where no changes occur. Ref 30416	Exempt per CEQA Guidelines sections 15301 (k) and 15061(b)(3)	None
5	TM 5556, Starwood Santa Fe Valley, ER 95-08-021, 8 lots on 20.3 acres, 2 acre minimum lot size. Artesia Road south of Top O The Morning Way. Ref e file	Biology report found significant impacts to 0.1 ac Diegan Coastal Sage Scrub, 2.7 ac Coyote Brush Scrub, 0.2 acres of Southern Mixed Chaparral, and 17.0 acres of Non-native Grassland. Raptor foraging impacts noted. Cultural resources and paleontological impacts studied. Fire Protection Plan required. Mitigated Negative Declaration Log 10-08-007.	Biology: Mitigation offsite in approved conservation bank. Voluntary cactus salvage. Temporary fencing during construction. Cultural resource and paleontological monitoring and reporting during construction.

Map Number	Project	Environmental Impacts	Mitigation
6	TPM 21205, Dove Canyon and Rancho Bernardo Road. Two parcel subdivision on 2.81 acre lot.	CEQA Section 15162 (reliance on TM 5291). Reviewed for biology, drainage, sight distance. No significant effects.	None
7	TPM 21207, 2 parcels on 25.17 acres Artesian Rd at Rio Vista. Minimum lot size 4.09 acres	Possible geologic hazards, impacts to sensitive species, aesthetics effects. Section 15162 (reliance on Santa Fe Valley SP and previous EIR).	Project is still in process
8	MUP 11-018, FOUR GEE WATER TANK MAJOR USE PERMIT CELL, 5/03/11,17299 Four Gee Road, Ref 30527	Notice of Exemption	NA*
9	MUP Mod, 87-036-02, -04, 4S Ranch Water Reclamation Plant, MUP W2, 16116 Cayenne Creek Rd, Ref 14480, 14508, 4208, 4389, 14501	Notice of Exemption	NA
10	MUP 08-003, Kreitzer, AT&T wireless telecom facility, 9/28/11, Ref 30533	Notice of Exemption	NA
11	AD 11-045, Mission Ranch, Maxine Lane e of Alva Rd, 4 guest homes of 600 s f on 4 lots. 17848 Ralphs Ranch Rd, Ref 30510, SDPGM 3/1/12, 11/01/12	Notice of Exemption	NA
12	AD 10-010, Smith Site Plan D Designator, S-09-020, 7554 Top O the Morning Way, Ref 30415	Notice of Exemption	NA
13	L-15626, 4S Medical Plaza,16918 Dove Canyon Road, 10/11/11, Ref 30727, 30503. Associated with GPA 96-01. 40,000 sq foot medical building	Grading effects	Supervised grading. Stormwater monitoring, treatment control Best Management Practices
14	L-15684, Bagley, PDS2012-2700-15684, Mit Neg Dec associated with TPM 17341, Artesian Rd,/Top O Crosby, Ref 30728, 30731	Mitigated Negative Declaration	Off-site mitigation for NNG -or- RMP, paleo monitoring.
15	Vacation 13-001, 20.52 ac project area in Santa Fe Meadows. Vacate 10.23 ac of open space and 3.93 ac of brush management zone that were originally dedicated for TM 5116. That TM was never built and expired. The open space in no longer needed to mitigate impacts. Ref 30924	No change in previous impacts	None

Map Number	Project	Environmental Impacts	Mitigation
16	Black Mountain Ranch Subarea Plan. Addendum 142244 to EIR 96-7902. Project included Community Plan Amendment, Vesting Tentative Map, Planned Development Permit, Site Development Permit, easement and street vacation, MHPA boundary line adjustment for fire station, and rezone. Project area is 967.5 acres and proposes 1,433 residential units, 515,000 s f of commercial. Retail space, 300 room hotel. 277.5 acres of open space, five parks. At the time of drafting, 50 percent of the plan area had been constructed under the previous EIR. This addendum covered the remaining 50%.	The addendum notes that the previously adopted EIR covers all aspects of the project except proposed modifications, which moved more commercial square footage into the area, moved hotel site and split location of 500 senior residences into two development areas of 200 and 300 units. The previously planned golf course graded and to be reclassified as "resource open space", Areas examined were traffic/circulation (additional signalization, no new impacts); biology (impacts to 1.77 acres of non-native grassland); cultural resources, land form alteration/visual effects, geology, water quality (no new effects); water supply (reduced effect); noise, paleontology, and air quality (no new effects); greenhouse gasses (no thresholds at the time but addendum notes smart growth policies and requirements such as use of photo-voltaic installations, use of solar heating, Leadership in Energy and Environmental Design (LEED) certifications for design efficiencies; solid waste and human health/ public safety, public services (no new impacts); land use (fire station relocation encroaches into habitat planning area but not significantly;	Effects to Non-native grassland addressed with preservation of 1.7 acres of Coastal sage scrub, and 0.7 acres of Native grassland. Additional intersections shifted from signed to light controlled. Continued use of sensitive grading, archaeological treatments, landscaping, fencing and lighting controls for land form alteration and visual effects. No new significant effects but addendum identified previously unmitigated effects related to land use, traffic, land form alteration/ visual effects, air quality, and cumulative impacts to land use, traffic, biology, hydrology/water quality, land form alteration/visual effects, air quality, and natural resources.
17	Community Plan Amendment, Conditional Use Permit, Santaluz Assisted Living Facility, Addendum LDR 99-1161 to EIR 96-7902. Covers 61.88 acres in South Village, part of Subarea 1 Planning Area. Covers commercial, single and multi- family residential	No new significant impacts but additional measures adopted for hydrology/water quality and paleontological resources	Hydrology: measures to reduce erosion, sedimentation and runoff including hydroseeding, groundcover during grading, best management practices, detention Paleontology: Monitor on site during grading.
18	Black Mountain Ranch Open Space Park Resource Management Plan, approved by City Council 4-29-14. Closes 11.9 miles of trails, adds 3.45 miles of trails and maintains 14.32 miles of existing trails. The area consists of 1,552 acres between Black Mountain Road to the north and west and Carmel Mountain Road to the south and east.	Impacts to biology and land use.	Land Use: Show Multiple Habitat Planning Area boundary on all construction document, Direct development area drainage away from MHPA. Biology: Noise controls during breeding season. Fencing at MHPA boundary. Grading controls during California Gnatcatcher season, Conserve 7.43 acres Tier II, IIIa and IIIb habitats, purchase 2.78 acres habitat off site.
19	T-Mobile cell tower with 30' mono-pine and 12 antennas. PTS 221417 is located at the Rancho Penasquitos Water Tower near Avandia Maria.	Planning Group requested more landscaping. Facility must conform to procedures covering site plans, landscaping, and technical specifications outlined in City Bulletin 536, "Wireless Communication Facilities"	NA
20	TPM 21229, 16.7 acres into 4 parcels, with remainder parcel of 2.24 acres. Two acre minimum lot size is consistent with zoning. Projected to also require GPA, MUP, Boundary Adjustment, amendment of agriculture preserve, and annexation for sewer service.	Initial study indicated following factors unknown: geologic hazards, traffic congestion, biology, aesthetics, hazards such as fire safety.	Project is still in process

*NA-Does not apply

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Cumulative Projects

Table 1-1

CHAPTER 2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

2.1 Aesthetics

The assessment of the Project's potential to have an adverse effect related to aesthetic resources is based on the technical study prepared for the Project. The results of the analysis presented below are included as appendices to the DSEIR.

- Appendix C: *Visual Resources Impact Report, the Chinese Bible Church of San Diego* (TRS Consultants, 2016) and *Chinese Bible Church of San Diego, Addendum to Visual Study* (TRS Consultants, 2017)
- Appendix D: *Chinese Bible Church of San Diego (Photometric Study) (Rock Electric, 2015) and Addendum to Dark Skies and Glare (*Rock Electric, 2017)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified potentially significant impacts related to aesthetic resources, specifically relating to impacts to visually sensitive portions of the SFVSP. Mitigation was included to adopt Design Special Area Regulations for sensitive portions of the plan area to reduce impacts to below a level of significance. Section 2.1.1.1 below provided more information on the impacts and mitigation measures.

Comments received in response to the Notice of Preparation (NOP) that addressed visual and aesthetic topics included:

- Views onto building rooftops from the east
- Change in view for trail users
- Light pollution
- Compatibility with community character
- Provision of photosimulations
- Analysis of the bulk, mass, scale, coverage, and density of the Project
- Project consistency with MUP and General Plan

These concerns are addressed in the attached reports and summarized in this section. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A.

2.1.1 Background

2.1.1.1 *Previous EIR Analysis*

Visual quality/aesthetics impacts were addressed in the SFVSP EIR. The SFVSP EIR identified potentially significant impacts related to aesthetic resources, specifically relating to impacts to visually sensitive portions of the SFVSP. Mitigation measures

aimed at reducing significant visual quality and aesthetic impacts were identified as follows:

- The project shall be required to comply with the "D3" design designator
- Contour or landform grading techniques shall be used onsite to create undulations and variety in the grades of major slopes, closely matching the naturally occurring landforms. The tops and toes of slopes shall be rounded to blend into the surrounding area. Grading methods that enhance plant establishments and ensure long-term viability are recommended. Rock outcrops shall be preserved whenever possible. Tops and toes of slopes shall be rounded where they meet the existing natural grade.
- All areas disturbed or cleared of vegetation for construction shall be revegetated upon completion of construction activities. The selection of plant materials shall be compatible with the character of the landscape unit (e.g., native vegetation).
- The residential and commercial structures within designated viewsheds shall be designed utilizing materials, colors, textures, and scale that are compatible with the vegetation and rock outcrops on the surrounding slopes.
- Screening techniques shall include a combination of planted berms (where possible) to minimize direct views of the site development and the planting of trees and shrubs to block views of incompatible structures or man-made slopes.
- All construction on designated slopes and ridgelines shall be developed in compliance with the "D1" Designator for Visually Sensitive Hillsides/Ridgelines.
- All non-single-family residential development including but not limited to tentative maps, major use permits, and Administrative permits shall be implemented in compliance with the Santa Fe Valley Specific Plan Area Design Guidelines.

As appropriate, the mitigation measures identified above are applicable to the Proposed Project and implementation of these measures will be required as a condition of project approval. The "D" designator does not apply to the project site.

2.1.1.2 *Changes Requiring New Analysis*

Portions of the Project site were identified as being visually sensitive in the previously SFVSP EIR. Since the project proposes a different use than what was assumed in the SFVSP EIR, additional analysis is required.

2.1.2 Existing Conditions

The following sections address the current conditions at the Project site, including the existing environmental setting, viewer sensitivity with regard to visibility of the Project site, and the regulatory framework currently in place.

2.1.2.1 *Existing Setting*

The Project site is located in the southeastern corner of the SFVSP in the unincorporated area of west central San Diego County. The planning area is generally

south of Lake Hodges and the Del Dios Gorge, west of 4S Ranch, north of Black Mountain Ranch, and east of Fairbanks Ranch. The east and central parts of the planning area have been developed whereas northern and western areas are more sparsely developed or are undeveloped.

The Project site is surrounded by suburban development on the north, east, and south. The local area also encompasses some open space and undeveloped land. The Project site's general visual environment is composed of an open field with a dense grove a trees in the center of the site. It is generally lower in elevation than uses to the north, east, and south. It is characterized by a slight rise on the western third of the site. Two residential structures and mature trees occupy this portion of the Project site. Elevations on the property range between approximately 485 feet AMSL in the northwest to 516 feet AMSL near the center of the Project site. The eastern portion consists of flat open land that was once used for agriculture but now supports scrub vegetation. A riparian creek runs north of the Project site in an east-to-west direction and is protected from development by the open space easement. Vegetative cover near the creek consists of scrub and bushes and a few trees. There are no ridges, steep slopes, or rock outcroppings on the Project site.

There are no officially designated scenic vistas, highways, or corridors in the area. Four Mobility Element roadways occur in the area: Campania Avenue on the north, Rancho Bernardo Road to the southeast, Camino Del Sur to the southwest, and Four Gee Road to the west. While these are not officially designated as scenic roads, the San Dieguito Community Plan, Section 7, Scenic Highways, Findings, calls for all Mobility Element roadways in the planning area to be considered scenic.

2.1.2.2 *Project Site Visibility/Viewshed*

On-site Uses and Views

The two residential structures on the Project site are single-story buildings that are screened amidst a dense stand of mostly non-native eucalyptus and palm trees. The density of the trees partially blocks views through the central part of the Project site.

Lighting on the Project site is restricted to a single occupied residence, which has porch and security lighting. Light around the site is generated from the houses located in the north, east, and south. The vicinity is densely developed for miles in eastern, southern, and western directions. As such, there is a general nighttime glow from the development in the region, particularly on nights where cloud cover reflects ambient light back to ground level.

Viewshed

A viewshed is composed of all the surface areas visible from an observer's viewpoint. The viewshed encompasses the locations of viewers likely to be affected by visual changes brought about by Project features. Three types of viewsheds are discussed: existing, topographic, and composite.

Existing Viewshed

The existing viewshed comprises the areas visible from an observer's point of view, taking into account existing buildings and vegetation.

The land uses to the north consist of a 13-acre open space wetland preserve and 63 single-family large-lot residences within the walled Salviati Homes development across Campania Avenue. The open space is a restricted area and there will be no viewer sensitivity from this perspective toward the Project site. Sidewalks along Campania Avenue are included on both sides of the street and an informal dirt trail parallels the sidewalk on the south side of the street. Some trees and bushes in the open space screen views from the roadway toward the Project site; however, it remains visible from Campania Avenue. Drivers and pedestrians would have a view of the Project site from this perspective. The main entrance to the Salviati Homes development is also located along this roadway.

The backyards of approximately nine homes on the southern periphery of the Salviati Homes development look across Campania Avenue and the existing open space toward the Project site. Three additional homes in the development are adjacent to the Project entry at Castello Circle and face south toward the open space and Project site. The Salviati Homes development is higher in elevation than the Project site; however, it is also surrounded by an approximately six–foot-high solid wall, and the exterior slope supporting the wall is extensively landscaped. Therefore, ground level views to the south towards the Project site are highly restricted. Three homes are opposite the main entrance where there is no solid wall. The homes are set back from the entrance by approximately 300 feet, and two entry buildings, pilasters, a wrought iron gate, and two landscaped "islands" screen the ground level view to the south. The views from these residences look across the biological open space area. There are currently tall bushes or scrub trees directly across from the Project entry at the open space boundary that block views further south. These residences could have a distant, obscured view of the Project site from a second story window.

The area to the northeast and east of the Project site is within the County of San Diego's 4S Ranch Specific Plan. The 4S Ranch land uses within the vicinity of the Project site primarily include single-family residential development, but at higher densities than the single-family estate residential development that lies to the north and northwest of the Project site. The single-family units to the east are on approximately 4,000 square foot lots and the units to the northeast are on approximately 6,250 square foot lots. The rear yards of approximately 15 houses adjacent to the Project site have views into the site. The ground view from these residences looks past wrought iron fencing and a landscaped embankment into the Project site. The second stories have an unobstructed view into the Project site. These houses screen views from further east. There are no roadways or trails in the easterly direction. A paved private easement road runs north/south near the base of the embankment. An undeveloped hill trends north/south approximately 1.2 miles east of the Project site and forms a prominent feature on the eastern horizon. An unmarked trail leads from Rancho Bernardo Road to the crest of this hill. Parts of this trail have a distant view of the Project site.

The southern boundary is formed by Tallus Glen and Wild Horse Glen. To the southeast, a three story multi-family building faces the Project site. The ground floor view of these residences is screened by vegetation and walls, and a parking area. Second and third stories have an unobstructed view into the site. The backs of eight single family residences along Tallus Glen and Wild Horse Glen line the southern boundary. An approximately five-foot high wooden fence partially obstructs views toward the Project site to the north. The buildings along Tallus Glen and Wild Horse Glen screen full views into the Project site from points farther south, although an oblique and more distant view of the Project site may occur from homes located along a north/south segment of Saintsbury Glen, which intersects Wild Horse Glen at the Project site's southern boundary. The La Viña HOA governs housing in this area. A trail runs parallel to the southern boundary in the buffer between Tallus Glenn/Wild Horse Glen and the site.

Southeast of the three-story building, a segment of Rancho Bernardo Road affords a brief view of the Project site. The San Diego County Sheriff's 4S Ranch Substation is situated here at an elevation of 520 feet, approximately 16 feet higher than the Project site. The main entrance to the substation faces Rancho Bernardo Road and does not have a view of the Project site. The rear of the building and parking area have views into the Project site. The area beyond the substation is within the 4S Ranch community and is developed with multi-family residential uses. Beyond this area is the 4S Commons containing mixed commercial land uses.

Black Mountain is visible approximately two miles southeast of the Project site. Trails and a transmission tower complex are located at the top of the mountain. Panoramic views taken from the mountaintop show the Project site would not be distinguishable from existing development at this distance.

Moving to the southwest, Camino Del Sur, a major east/west public road, intersects Four Gee Road, a north/south public roadway, approximately 500 feet from the southwest Project boundary. Del Sur Town Center, a commercial component of Black Mountain Ranch North Village, is south of this intersection. The Project site would be briefly visible from Camino Del Sur, primarily by eastbound travelers on this roadway.

The area directly west of the Project site is part of a biological open space easement. The width of the open space varies from approximately 200 feet on the north to 220 feet on the south. Approximately 0.3 acres of the easement would be vacated to allow for the Project's proposed access road. The access road would be directly across from the main driveway of the Rancho Santa Fe Fire Station and Training Facility which is located on the west side of Four Gee Road. The view from the fire station into the Project site is partially screened by existing landscaping.

Past Four Gee Road to the west and northwest is Planning Area IV of the SFVSP area. The large open space area along Four Gee Road north of the fire station is reserved for a park and an elementary school. North of the proposed school site at a distance of approximately 0.3 miles is an existing single-family estate residential development. Similarly, there is an existing single-family estate residential development known as Bel Etage Homes along Camino Del Sur west of the Project site and the fire station. Some

of the homes in this area have a backyard view of the Project site. Backyards are fenced and landscaping is mature.

Topographic Viewshed

The topographic viewshed is the landform without the screening effect of structures and vegetation. The topographic viewshed is determined by topography absent development and vegetation. As shown in Figure 2.1-1, Topographic Viewshed, the viewshed is largely defined by surrounding hillsides on the north, east, and west. Views from the south have been determined by the landform modification related to construction of Black Mountain North Village.

Composite Viewshed

The composite viewshed is a compilation of overlapping areas that are visible from a series of viewpoints, such as along a road or trail. The composite viewshed combines information from both the existing and topographic viewshed analysis, as shown in Figure 2.1-2, Key View Index.

2.1.2.3 *Visual Character*

A viewer observes the visual environment as a whole, not one object at a time. The viewer's understanding of that environment is based on the visual character of objects and the relationships between them. Visual character is the order and combination of patterns that are created by visual elements in a scene. Defining visual character for analyzing impacts under CEQA is an objective process based on a hierarchy of elements, pattern, and order.

Pattern Elements

Elements consist of form, line, color, and texture. Form is of vertical masses of varying density, surrounded by flat areas. The overall form is determined by bulk, mass, size, and shape. The Project site exhibits minimal bulk. The on-site trees are prominent and partially block views through the Project site, particularly from the south. While they occur in clumps, with some breaks, their long vertical shapes do not appear bulky or massive. The Project site is small in size in contrast to surrounding uses and has little mass due to its flatness. The exception is the clumps of trees, which are dense enough in places to appear as a solid mass. The groves are also bulky due the height of the trees. Dense development is located to the north, east, and south, making the Project site seem less in form than its surroundings.

The line of sight consists of short horizontals in the form of palms and underbrush broken by occasional verticals in the form of trees and brush. The lines suddenly go sharply vertical at the grove. It is these vertical elements that dominate the view of the Project site from a distance. The existing color and texture transition from the fallow fields that make up the west and east portions of the site to the heavy concentration of trees in the center. The color is primarily brown and olive green in tone, with a white accent of plastic fencing. The existing buildings are surrounded by vegetation and do little to alter the color and texture of the area. Overall texture is rough, defined by the weedy fields and unmaintained vegetation.

Pattern Character

The Project site's pattern character can be defined by dominance, scale, diversity, and continuity. The Project site does not represent a dominant feature in the landscape of the region due to development to the north, east, and south, most of which is at a higher elevation than the Project site, diminishing the site's overall dominance. Within the Project site, the clumps of eucalyptus and palm trees dominate other features. The scale of the Project site is small when viewed against the scale of surrounding and nearby development such as the Salviati Homes and 4S Ranch developments to north and east, and the Del Sur Town Center to the southwest. Within the Project site, the existing trees establish the scale, while residences and fields are visually subordinated and obscure.

The Project site exhibits diversity when compared to offsite uses. That is, it represents a different kind of use than is commonly found in the area. The surrounding area either is already developed with suburban uses, or is slated for development. The Project site also contrasts with open space to the north because it is fully developed, in contrast to the flat, undisturbed nature of the open space. Within the Project site there is little diversity due to the trees that diminish the visibility of other uses. There is some continuity along the northern boundary where fields blend with existing open space; however, the site as a whole seems visually out of place due to the contrast with existing uses, which present a unified visual impression of having been planned, with all visual elements coordinated through architecture and landscaping. The on-site uses of the Project site exhibit few coordinated elements. The site is rough in contrast to the visual elements around it and continuity is low.

The interplay of pattern elements and pattern character at the Project site initially create the visual sense of a rural setting; however, the small scale of the site, the dominance of the trees and their unmaintained nature and the lack of extensive open land around the grove work against this image. The surrounding suburban setting that dominates the region further diminishes this effect. As a consequence the Project site appears visually isolated.

2.1.2.4 *Visual Quality*

Visual quality is evaluated by identifying the vividness, intactness and unity, each defined below, present in the viewshed. In general, the visual quality of the site is typical of the surrounding area, as explained below.

Vividness

Vividness is defined as the visual power or memorability of landscape components as they combine in distinctive visual patterns. According to the Visual Resources Impact Report, the overall effect of the Project site from off-site is disjointed and not unified; therefore, the overall impression of the Project site's vividness is low to moderate.

Intactness

Intactness is defined as the visual integrity of the natural and man-made landscape and its freedom from encroaching elements. According to the Visual Resources Impact

Report, the Project site's intactness is diminished by the proximity of development on the north, east, south, and southwest. The Project site is moderately intact.

Unity

Unity is the visual coherence and compositional harmony of the landscape considered as a whole. Viewed as a complete landscape, the existing Project site has a moderate level of unity.

2.1.2.5 *Viewer Response*

Viewer response is composed of viewer sensitivity and exposure. Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of the view, the speed at which the viewer moves, and position of the viewer. A viewer's response is also affected by the degree to which he/she is receptive to the visual details, character, and quality of the surrounding landscape.

Four viewer groups have been identified, as described below.

Residents

Residents in the surrounding developments to the north, east, and south would be the most sensitive to the development of the Project site. Viewers to the east and south potentially have the most exposure to the Project site as a result of their proximity to the site. Viewer sensitivity and exposure for residents to the north is moderate due to distance and existing walls, landscaping, and vegetation. Viewer sensitivity for residents from the northwest is low. The potential visual impacts from residences along Wild Horse Glen to the east are high. Overall awareness of residents is moderate to high.

Motorists

The sensitivity of motorists traveling east and west along Campania Avenue north of the Project site would be limited by distance to the Project site, the transitory nature of automobile travel, and the speed with which views change and overlap. Sensitivity, exposure, and viewer awareness would be moderate.

Drivers heading south along Four Gee Road would have a direct view of the Project site across open space. Drivers heading north would have an oblique view before they are past the site. As along Campania Avenue, sensitivity and exposure of these viewers would be limited by distance to the Project site, the transitory nature of automobile travel, and the speed with which views change and overlap. Sensitivity would be high for southbound travelers and moderate for northbound travelers. Exposure and viewer awareness would be moderate.

Motorists on Camino Del Sur heading northeast would have a brief view of the Project site. Motorists traveling on Rancho Bernardo Road to the southeast and Camino Del Sur to the southwest would not have prominent views of the Project site due to distance, existing obstructions, and speed of travel. Viewer sensitivity and exposure are low.

Motorists along Wild Horse Glen parallel the Project site's southern boundary. Viewer sensitivity is high.

Pedestrians and Recreationalists

Pedestrians on the north, south, and west of the Project site would be the most sensitive to the development of the Project site. Pedestrians walking on the sidewalk and trail along Campania Avenue would have an oblique view of the Project site, looking across existing open space. Viewer sensitivity, exposure, and awareness are moderate.

The sidewalk along Four Gee Road would also have views into the Project site, but from a closer vantage. For recreationalists near the proposed main entry, viewer sensitivity, exposure, and awareness would be high, reducing to a moderate level as one proceeds north. For recreationalists using the southern boundary trail along Wild Horse Glen, the Project site boundary would be located approximately 40 feet away and views would be unobstructed. Viewer sensitivity, exposure, and awareness would be high.

Public Facilities

Views from the sheriff's substation on Rancho Bernardo Road are provided from the rear parking lot. The substation itself faces away from the Project site. Separation from the Project site, functional priorities at the substation, and a high, opaque fence indicate viewer sensitivity, exposure, and awareness are low.

Views from the fire station are across Four Gee Road and over open space to the Project site. The main entry to the Project would be across from the fire station. Separation from the Project site and functional priorities at the fire station result in moderate viewer sensitivity and exposure, and moderate to high viewer awareness.

An unnamed neighborhood park is located at the intersection of Campania Avenue and Camino San Thomas approximately 0.17 mile from the Project site. The park has views of treetops located on the Project site. Visual interest is focused on the major activity areas of the park, including a ball field, the immediate landscaping, parking, and suburban streets bordering the park. Tall vegetation associated with the nearby creek blocks views to the southwest. The trees on the Project site are a minor visual detail in the park surroundings. Viewer sensitivity, exposure, and awareness are low. An OMWD recycled water facility has low viewer sensitivity, exposure, and awareness because the site is not directly visible and all facility activities take place behind a six-foot solid brick wall.

2.1.2.6 *Key Viewpoints*

The selected key views from public viewpoints were identified based on the number and frequency of views, the potential sensitivity of viewers, and the types of Project-related features that would be visible. These locations were selected where viewer sensitivity, exposure, or awareness was high or moderate and include the residential areas immediately surrounding the Project site, the streets that border the Project site on the north, south, and west, sidewalks and trails, and public areas where activities were focused in such a way as to afford prolonged or vivid views of the Project site. Ten key

views were selected to analyze potential impacts to visual resources. Figure 2.1-2, Key View Index, identifies the perspective and location of each view. Existing perspectives at each key view are illustrated in Figures 2.1-3 through 2.1-12. Refer to the Visual Resources Impact Report for a description of existing views. An analysis of visual changes at each key view is presented in Section 2.1.3.1, below.

2.1.2.7 *REGULATORY FRAMEWORK*

Federal Regulations

There are no relevant federal policies concerning the protection of visual resources that would be applicable to the Proposed Project.

State Regulations

California Scenic Highway Program

The California Scenic Highway Program includes highways designated by Caltrans as scenic. The purpose of the program is to protect the scenic beauty of California highways and adjacent corridors through conservation and land use regulations. There are four officially designated scenic highways in San Diego County: SR-163 (from the north to the south boundary of Balboa Park), SR-75 (from the Imperial Beach city limits to Avenida Del Sol in the city of Coronado and the Coronado Bridge), SR-125 (from SR-94 to Interstate 8), and SR-78 (from the west to east boundary of Anza-Borrego Desert State Park) (Caltrans 2017b). None of the four officially designated scenic highways are within the vicinity of the Project Area.

Local Regulations

County of San Diego General Plan Conservation and Open Space Element

The Conservation and Open Space Element (COS) of the County General Plan combines what formerly were four separate elements (Open Space, Conservation, Scenic Highway, and Energy) and describes the natural resources within the County and goals and policies to preserve them. The COS provides direction for future growth and development in the County with respect to the conservation, management, and utilization of natural (biological, water, agricultural, paleontological, mineral, visual, dark sky, and cultural resources; protection and preservation of open space; and provision of park and recreation resources. The following policies identified in the County of San Diego General Plan (August 2011) Conservation and Open Space Element are applicable to the Project:

1. **Goal COS-11: Preservation of Scenic Resources**. Preservation of scenic resources, including vistas of important natural and unique features, where visual impacts of development are minimized.
    a. **Policy COS-11.1: Protection of Scenic Resources**. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

b. **Policy COS-11.3: Development Siting and Design**. Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:

   i. Creative site planning

   ii. Integration of natural features into the Project

   iii. Appropriate scale, materials, and design to complement the surrounding natural landscape

   iv. Minimal disturbance of topography

   v. Clustering of development so as to preserve a balance of open space vistas, natural features, and community character

   vi. Creation of contiguous open space networks

c. **Policy COS-11.7: Underground Utilities**. Require new development to place utilities underground and encourage "undergrounding" in existing development to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies. The concept of "undergrounding" in the initial phases of a project not only increases the aesthetic value of the surrounding viewshed, but can also reduce costs in the long run since less infrastructure is exposed to the elements.

2. **Goal COS-13: Dark Skies**. Preserved dark skies that contribute to rural character and are necessary for the local observatories.

   a. **Policy COS-13.1: Restrict Light and Glare**. Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.

   b. **Policy COS-13.3: Collaboration to Retain Night Skies.** Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.

San Dieguito Community Plan

The San Dieguito Community Plan (SDCP) (August 2011) augments the 2011 General Plan and contains goals and policies specific to the San Dieguito community planning area. Guidance related to aesthetics is contained in several elements of the SDCP, including the Community Character, Land Use, Circulation, Conservation, Scenic Highways, and Open Space elements. The SDCP designates the Project site as an SPA with an assigned residential density of 0.4 dwelling units per acre. Goals and policies are thereby deferred to the adopted Specific Plan for the site.

Santa Fe Valley Specific Plan

The SFVSP provides direction for the design of projects so that they are consistent with and have minimal impacts on the planning area's visual resources. Policies and guidelines are described in the Conservation and Open Space Element (Chapter 3) and the Community Design Element (Chapter 7) of the SFVSP.

San Diego County Zoning Ordinance

Section 6320 of the Zoning Ordinance has performance standards for glare for all commercial and industrial uses in residential, commercial, and industrial zones. All commercial and industrial uses subject to this section shall be operated in a manner that does not produce glare, which is readily detectable without instruments by the average person beyond the stated zones in this section. Section 6322 controls excessive or unnecessary outdoor light emissions, which produce unwanted illumination of adjacent properties by restricting outdoor lighting usage. Section 6324 establishes limitations upon lighting permitted in required yards by Section 4835. Of particular importance is the limitation upon light trespass (not to exceed a value of 0.2 foot-candles measured five feet onto the adjacent property).

The property is zoned Specific Plan (S88). The site carries a "G" height designator, which allows buildings to be a maximum of 35 feet and two stories.

San Diego County Light Pollution Code

The Light Pollution Code (LPC) (County of San Diego Code of Ordinances, Title 5, Chapter 2), also known as the Dark Sky Ordinance, was adopted "to minimize light pollution for the enjoyment and use of property and the night environment by the citizens of San Diego County and to protect the Palomar and Mount Laguna observatories from the effects of light pollution that have a detrimental effect on astronomical research by restricting the permitted use of outdoor light fixtures on private property" (Sec. 59.101). The LPC regulates applicants for any permit required by the County for work involving outdoor light fixtures, unless exempt. The LPC was established to limit harmful effects of outdoor lighting on the Palomar and Mount Laguna Observatories. The LPC designates all areas within a fifteen (15) mile radius of each observatory as Zone A, with all other areas of the County designated as Zone B. Zone A has more stringent lighting restrictions, including limits on decorative lighting, so that night skies are dark enough for clear viewing through the telescopes at the observatories.

2.1.3 Analysis of Project Effects and Determination as to Significance

2.1.3.1 *Visual Character and Quality*

Guidelines for the Determination of Significance

A significant impact to visual resources would occur if the Project would:

1. Introduce features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area by

conflicting with important visual elements or the quality of the area (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, etc.) or by being inconsistent with applicable design guidelines.

Guideline Source

The significance guideline is taken from the *County of San Diego Guidelines for Determining Significance* and *Report Format and Content Requirements - Visual Resources* (July 30, 2007).

Analysis

Project site design elevations are presented in Figures 1-3 through 1-6. As shown, the overall site design locates the tallest buildings in a loose cluster near the center of the Project site, with lower buildings and low profile uses such as parking and recreation uses arrayed around the periphery. Varied building heights and setbacks are also used to avoid a monolithic appearance and reduce building mass. The tallest building in the center is accented by three towers[1] that break long horizontal lines and add variety to the roofline.

The concept landscape plan prepared for the Project provides for three or four planting zones in each direction to provide screening of all buildings and place multiple visual layers between off-site viewers and the Project structures ~~site~~, particularly to the south, east, and west. Landscape details are shown in Figure 1-7, Conceptual Landscape Plan, and Figure 1-8, Conceptual Landscape Plan Detail. The planting palette is provided in Figure 1-9, Conceptual Landscape Plan Notes. Additional information about proposed landscaping is presented in Section 1.2.2, Project's Component Parts.

The Project will incorporate solar panels on the rooftops of some buildings. Solar panels would be shielded behind building facades and the surface of the solar panels would incorporate a non-glare finish.

Key Viewpoints

An analysis of the change in visual character and quality at each key view is presented below. Additional detail is provided in Appendix C.

Key View 1

Figure 2.1-3, Key View 1, Looking from Southeast Corner of Site, illustrates the Project at completion. The view is of established vegetation prior to full maturity. As shown, buildings and rooflines would be visible above a range of landscape elements, presenting a low visual profile. The buildings would present a varied roofline and some would be more distant than others. The red barrel tile roofs with high window elements break the mass of the buildings and add interest, as do the towers. Mass is diminished

[1] ~~The three towers would be over 35 feet high, which is the current limit allowed by the Zoning Ordinance for the Project site.~~ The Project is applying for an exception to this regulation as part of the Major Use Permit process that would permit the ~~main sanctuary to be 40 feet in height and allow for~~ three towers to be 43, 41.5, and 39.5 feet respectively~~, two at 48 feet and one at 53 feet~~.

by landscaping, particularly the citrus lining the fence in the foreground. Scale is diminished by the development design, which calls for construction at five to ten feet below the existing grade.

A six-foot high vinyl-coated chain link fence that would be landscaped with vines would replace the existing chain link fence, and citrus trees and other trees and shrubs would line the Project site boundary and the parking area beyond. The parking area would be near the fence, shown in brown.

Existing mature eucalyptus trees would be removed and replaced by a range of drought-tolerant trees that would grow to varied heights. As a result, a vegetative cover that is less intense and more dispersed would replace the density of vegetation in the existing condition. This varied vegetative cover over most of the site would replace the tall cluster of vegetation surrounded by flat fields. The overall change would be from a single mass of vegetation with tall trees to a broadly landscaped area with smaller but varied trees, in addition to a range of bushes and vines. The view of northern foothills would be relatively unchanged. The western view would open up as a result of removal of the eucalyptus grove.

The primary viewer group from this perspective would be pedestrians and recreationalists using the trail along the southern Property boundary. The view would shift from a grove of tall trees along a chain link and plastic white fence and open field to a view of red roofs, intermittent building facades, landscaped vinyl coated fencing, parking areas, and an extensive landscaped area stretching to the north.

While the Project would result in a different visual experience at this key view, it would present a high quality visual impression due to unity and quality of design, and would not detract from the visual quality of the trail.

Key View 2

Figure 2.1-4, Key View 2, Wild Horse Glen at Intersection, Looking North, shows the central part of the Project site and is the most comprehensive view of the proposed buildings. The plantings shown are portrayed as being established but not fully mature. As shown, the entry drive to the left is obscured by landscaping. The circular entry plaza and three main buildings converge at a point near the center of the view. The tower at the approximate center of the complex is the tallest feature of the Project, has sides 16 feet wide, and remains visible above the trees. A second tower element is visible to the right although trees would block the view of the lower parts of the structure. The higher elements are in harmony with the overall appearance of the buildings in terms of style, design, building material, and scale. The towers complement the overall visual impression by varying the building profile and breaking mass of the structures. The increased height of building walls and towers would be less obtrusive than the existing barriers. The overall visual experience is harmonious.

Decorative fencing consisting of a six-foot vinyl-coated fence with pilasters and wrought ironwork atop a solid earth toned wall between one and 12.4 feet in height would replace the white fence. This southern wall would support a cut slope on the Project site, so only the top two or three feet would be visible from off site. Fences would also be landscaped with vines and shrubs.

The overall change is from a dense wall of vegetation and a rustic fence to a lower profile of varied rooflines, a decorative fence, and dispersed vegetation. The intensity is dispersed and flattened. The view would acquire more depth because the large trees, a current barrier to views northward, would be removed.

Three viewer groups would be affected from this key view. Stationary viewers living in the apartment and residences fronting Wild Horse Glen would have an unobstructed view of the Project site. Existing views provide a close-in view of rustic elements, while the after view would provide a deeper view of developed elements (architecturally varied buildings, a varied roof line of red tile, and landscaping) against a sparsely developed horizon. Wild Horse Glen serves as access to parking along the back side of residences in the area. As such, it gets little through traffic. Motorists would have an oblique view of the Project site. When parking, the view would be similar to the stationary view but would be more fleeting. Recreationalists' views would change from a line of tall eucalyptus trees and a dense grove bordered by a rustic white fence to a view of a developed site with a landscaped parking area and extensive landscaping.

The change in views from this key view would not be adverse because the Project would not dominate the visual scene. The overall visual experience for viewer groups would not be significantly degraded.

Key View 3

Figure 2.1-5, Key View 3, Looking Northeast from Southwest Property Corner, shows the Project entry on the left and decorative fencing. The center of the photo shows the focal point of the Project, consisting of the sanctuary and two other buildings. The tallest tower provides visual interest because it breaks the horizontal of the sanctuary building with textured verticals. As shown, landscaping associated with the main entry and central plaza obscure most of the building elements. The distant view to the north would be obscured by trees at the entry. Some of the hillside beyond the site to the east would be visible through the trees.

This key view also shows a shift from a rustic setting in the foreground, bracketed by development, to a developed site. The Project provides visual continuity between developed areas. The visual shift from clumps of prominent trees to a lower canopy of vegetation reduces visual dominance and creates consistency. The simulated view maintains key visual features, consisting of vegetative cover, the hillsides, depth of view, and the strong horizontals of the original view. Where a key visual feature is removed, as in the case of the trees, other visual features replace it to maintain visual quality. The simulation shows that vegetative cover is more extensive and variation is maintained by a variety of tree types, some of which have color elements. The view is consistent with surrounding development, presents a different but visually interesting visually experience, and maintains key visual features.

Three viewer groups would be affected from this key view. Stationary viewers living in the residences fronting Wild Horse Glen and Tallus Glen have an unobstructed view of the Project site, which appears open on the west and vegetated with tall trees on the east. These viewers would see a shift from rustic elements bordered by development to developed elements screened by a canopy of vegetation.

Motorists along Wild Horse Glen and Tallus Glen would have an oblique view of the site and the view would shift from a dirt road entry to a paved entry with decorative fencing and landscaping. Wild Horse Glen and Tallus Glen primarily provide access and parking for the neighborhood and get little through traffic. When parking, the view would be similar to the stationary view but would be more fleeting. Motorists on Tallus Glen would have a fleeting view of the Project site because only a short segment of the road has a view of the Property before it veers south away from the site.

Recreationalists' views would change from a view of trees and fields lined with a white fence to a view of a more extensive developed site of high quality architectural features and landscaping. Views would retain a high level of interest and variation, as well as maintain key features of the view, or replacing them with visually interesting elements. Views to the northern foothills would be partially obscured while views toward the eastern hills would open up with removal of trees on the east.

The overall visual experience for viewer groups would not be degraded. The change in views would not be adverse because the Project would maintain key visual elements or replace them with visually interesting features.

Key View 4

Figure 2.1-6, Key View 4, Looking Northeast from Intersection, features the entrance road to the Project. The dirt entry road with white fence is replaced by natural stone and earth-toned elements, as well as a manufactured landscaped bank two to 10 feet in height. Monumentation adjacent to the road identifies the Project site. The entry leads to the main campus, seen beneath the trees on the right. The central mass of the buildings, including the higher tower elements, is located in the center of the simulation and is obscured by landscaping. Views to the north, seen right of and above Four Gee Road, are opened slightly. The Salviati Homes development becomes visible through the trees. Trees border the entranceway and enhance the view of the barren field and the extensive vegetative cover is maintained with Project implementation. The eastern hills appear unobstructed in the background.

Three viewer groups would be affected from Key View 4. Stationary viewers living in the residences fronting Tallus Glen have an unobstructed view of the Project site, which appears vegetated with tall trees. Motorists on Four Gee Road would have an oblique view of the Project site. For recreationalists, the view would change from a view of trees and fields lined with a white fence to a view of a developed site with buildings, an entry road lined with trees, and landscaping that is more dispersed and less dense. Views to the northern foothills would become intermittently more visible. Pedestrians and recreationalists using the sidewalk would experience retained visual elements including the open space and distant views. Tree elements would be visually effective in screening buildings, and the tree-lined road would be a new and prominent visual addition. The view would present a high quality visual impression.

Key View 5

Figure 2.1-7, Key View 5, Looking East from Four Gee Road, shows that the Project would maintain the biological open space in the foreground. The dense, tall vegetation

onsite is replaced with lower, but more dispersed, vegetative cover. A line of decorative native trees is seen along the property line. A retaining wall with landscaping is visible in the center mid-ground. The view looks past a decorative wrought iron fence toward the varied roofline of the buildings. The main building, which is visible from this vantage point, is approximately 550 feet from the roadway and is not obtrusive. The foothills in the background are visible through existing trees. Overall shape appears as a dome that curves with the land. Visually the site is less prominent but better integrated into the setting. The overall visual quality is maintained and not severely disrupted.

Three viewer groups would be affected from Key View 5. Fire station staff would look across the open space and fields toward the Project site and would see a view that is unchanged in the foreground, and a landscaped campus-like development in the mid-ground. The Project would exhibit strong horizontal lines atop a gradually curving ground surface. Building verticals would be screened by vegetation. In depth views are not affected. It presents a visually harmonious impression, with unifying visual features such as red tiled roofs, varied building angles, and extensive landscaping.

Motorists on Four Gee Road would have an oblique view of the Project site, and would primarily see the open space in the foreground, which would be unchanged. A fleeting view of the interior of the Project site would reveal a visually consistent Project and hillsides beyond. Key elements of the view are maintained and new elements are visually well designed and of high quality. For pedestrians along Four Gee Road the view would change from one of fields and a clump of mature trees to one of a landscaped area, red tile roofs, an entry road lined with trees, and landscaping that is more dispersed and less dense. The experience would be similar to that of the motorists, but viewing time would last longer. The Project provides many features to sustain visual interest from this direction, including decorative earth toned fencing, natural stone pilasters, covered walkways, varying roof angles, and towers of varying heights. Views to the eastern foothills would remain intermittently visible. Minimal changes to key features are evident and the overall design is of high quality.

Key View 6

Figure 2.1-8, Key View 6, Looking South from Campania Avenue, shows the retained trees and open space in the foreground and the sanctuary and towers against the horizon line. The roof of Building A is seen on the right and the roof of Building D is seen on the left. One of the towers is also visible. The main building is approximately 600 feet away. The highest elements of the Project remain below the horizon line. Visual attention to the horizontals of the building design elements is diminished by the towers, which are more prominent. The higher building wall of the sanctuary is visible and appears bracketed by the towers, providing an interesting visual feature that modifies the impression of mass. Landscaping adjacent to the sanctuary, visible as dark verticals, effectively modifies the building mass. The higher building elements provide visual interest from this perspective and do not interfere with distant views. Views in the central part of the site would open to afford a view of Black Mountain. The overall quality of the view is maintained.

A fence and line of landscaping would be located atop a solid retaining wall varying in height from approximately six to 11 feet. The wall would not be readily apparent from this distance. Landscaping along the perimeter fence and parking area is visible in the left mid-ground and obscures views of the apartment building south of the Project site. Buildings on the Project site would be lower than the apartment building visible on the left.

Three viewer groups would be affected from Key View 6. Stationary viewers in the Salviati Homes development would not be significantly impacted in this view because the varied and colorful foreground dominates and remains intact. The Project site is approximately 600 feet away and would not be visually dominant. Visual interest is heightened due to the many design elements visible from this perspective, including towers, building orientation, trellises, and landscaping. Motorists on Campania Avenue would have an oblique view of the Project site. For pedestrians along the road, the view would change from one of trees and bushes interspersed in an open field to one of red tiled roofs with buildings screened by existing and proposed vegetation. Visually the Project would be less noticeable in terms of vertical mass, but the site coverage would be more extensive. The predominant features of the immediate landscape would not change and the middle distance view would be altered but not degraded by the Project. Views to Black Mountain would not be obstructed.

A lower, smoother, and longer line of development and vegetation, which has visual continuity, replaces the varied horizon created by the existing onsite trees in the mid-ground. The overall visual impression of the horizon to the south remains intact because of the distance of the Project from the viewer. The Project creates strong horizontals that are not present in the existing view, primarily from the retaining wall and fence seen below the buildings and landscaping. Landscaping is proposed as part of the Project design to screen the wall and fence from views north of the open space. These measures would help soften views and reduce visibility of the retaining walls; however, the long horizontal created by the retaining wall and fence would detract from or contrast with the existing visual character and/or quality of the area (**Impact VIS-1**). Impacts are potentially significant and require mitigation.

- **Impact VIS-1** The Proposed Project would introduce a retaining wall and fence that would detract from or contrast with the existing visual character and/or quality of the area.

Key View 7

Figure 2.1-9, Key View 7, Looking Southwest from Northeast of the Site, provides a view of the proposed parking area for the Project, seen as a beige area on the left. A vinyl coated chain link fence with landscaping borders the parking lot. Red tiled roofs and towers are visible in the mid-ground. Landscaping screens the apartments on the left. The open space area on the right remains undisturbed. The fire station tower can still be seen on the west side of Four Gee Road. The sanctuary and towers on the Project site define part of the horizon line. For the sake of reference, the white training tower of the fire station, which is visible in the distance, is 44 ~~53~~ feet in height. The 43 ~~53~~-foot tower element of the Project, in comparison, is less obtrusive than the white, stand-alone training tower, even though it is closer to the viewer. The Project towers

have been integrated into the overall design, are surrounding rooflines at different angles, and benefit from the screening of extensive landscaping.

Two viewer groups would be affected from Key View 7. Westbound motorists on Campania Avenue would have a brief view of the Project site through existing vegetation. For pedestrians along Campania Avenue, the Project would introduce a new visual element in the middle ground. Tree cover is not as high but is more extensive. While closer to the viewer, the Project provides extensive landscaping and screens views to existing development to the south. The overall integrity of the view remains intact. The view would change from one of an open field extending west and south to one of an open field to the west and a landscaped parking area toward the south. The red tiled roofs with buildings screened by existing and proposed vegetation would be visible above trees in the mid-ground. The background would remain unchanged for this group. While the nature of the view changes from this key view, the new view presents strong visual elements that do not degrade the view.

Key View 8

Figure 2.1-10, Key View 8, Looking from East of Project, shows the effect of replacing the field with development. Foreground landscaping remains, but the Project dominates the mid-ground. As shown, the most immediate view of the Project site would be the landscaped parking area, vinyl-coated fencing, and landscaping along the Project boundary. These low-profile uses would allow views of Buildings D and E, which are 265 and 235 feet from the off-site property lines, respectively. The sanctuary and tower elements are clearly visible left of center. For reference, the apartments on the left are 40 feet high built on a pad approximately 10 feet above the site, giving them an effective height of 50 feet. The towers incorporate vertical elements and building walls at contrasting angles from the main walls, relieving the bulk that the buildings would otherwise project. Window elements in the higher wall and tower designs break surface mass and add visual interest. The overall effect can be contrasted with the existing apartments, which are more obtrusive. The view of the apartments on the left remains unchanged. More of the Black Mountain North Village construction area is visible in the background.

The stationary viewer group would be residents in the homes adjacent to the site, which would see a changed visual environment. Extensive design measures have been incorporated into the Project and include a high quality and visually effective design, setbacks, dense landscaping at four levels along the perimeter fence, and four layers of landscaping between the property boundary and buildings. These measures would be effective in diminishing impacts; however, this visual change represents a significant impact during construction and in the short term. (**Impact VIS-2a**) and mitigation is required.

- **Impact VIS-2a** The Proposed Project would result in a change that contributes to the valued visual character of the area (**Impact VIS-2a**).

Key View 9

As shown in Figure 2.1-11, Key View 9, Looking Northeast from Camino Del Sur, the Project site would be screened by existing vegetation and buildings. The horizon line is not affected by the design. The ridgeline behind the Project site is clearly visible, though broken in places by the proposed buildings.

Two viewer groups would be affected from Key View 9. Motorists on Camino Del Sur would have a brief view of the Project site in the distance. It would appear as a continuation of the development around it. The Project's red tiled roofs would be apparent, as would a tower and mature landscaping. The red tile roofs and consistent color treatment make it visually interesting. Pedestrians would have a similar view but it would be prolonged. The Project design, evident in the varied rooflines, building surfaces, and towers, provides visual interest while deeper views to the horizon remain open to the viewer.

Key View 10

As shown in Figure 2.1-12, Key View 10, Looking Northwest from Rancho Bernardo Road, the Project site appears in the gap between the sheriff's station on the left and the 4S Ranch development on the right. Horizon trees, seen as dark shapes on the left of the gap, are replaced by a lower, broader shape with varied color elements. Red tile roofs and some building walls are seen in the distance. The use complements structures in the foreground in color and roofing materials. The Project site is distant and appears in conjunction with existing development.

The key viewer groups affected from this point are motorists, pedestrians/ recreationalists, and users of the public facility on the left. Motorists traveling on Rancho Bernardo Road would have a fleeting view of the Project through the narrow gap in existing development. The Project remains lower than the roadway and located in the distance, in contrast to existing features in the foreground. Pedestrians and recreationalists would have similar views, but they would last longer. The visual focus from this point is on the facilities in the foreground, and trees in the mid-ground, which would remain. The distant view would change, but it is a small part of the overall appearance of the area, and the design and landscaping of the Project would render it unobtrusive. Recreationalists using the trial that leads toward the site would have a direct view, but from this point it would provide a point of visual interest in the distance.

Solar Panels

The Project will incorporate solar panels on the rooftops of some buildings. Solar panels would be shielded behind building facades and the surface of the solar panels would incorporate a non-glare finish. The Addendum to the Visual Resources Impact Report (TRS Consultants 2017) included three photo simulations to illustrate the visual effect of including solar on the rooftops of the proposed buildings. As shown in Figure 1, 2 and 3 of Appendix C of the DSEIR, solar panels would be screened by proposed building facades and rooflines and would not be visible from mid-distance, distant and close-distance views. No impact is identified due to the use of rooftop solar.

Visual Character

Overall, pattern elements of form, line, color, and texture would change on the Project site. Form would be altered from large rectilinear masses represented by existing

vegetation, to a dome-like appearance of red tiled roofs, building walls and towers, and some trees at the high point, with lower buildings, low profile uses, and vegetation around the periphery. The effect of the Project on form is low.

Line would transition from the existing rigid verticals to a mix of verticals, created by buildings and trees, and horizontals, created by landscaping, retaining walls, and trellises along walkways. The Project would also introduce some curves to the visual impression through use of a curved entry, placement of buildings around a curved central plaza, and through the use of landscaping. The overall visual effect of the Project on line would be low to moderate.

Color would change from the existing brown and olive green to a range of earth-toned shades and green with color accents. The overall color effect would be a shift from dark to light. The visual effect of the Project on color would be moderate to high.

The Project would change site texture to a more fine-grained texture of building surfaces broken by vertical and horizontal elements and partially screened by maintained vegetation. The effect of the Project on visual texture is moderate.

Pattern character would change in terms of dominance, scale, diversity, and continuity. The Project site is not visually dominant when compared to other uses in the area, which tend to be larger or visually more prominent. The towers of the Project, proposed to be in excess of 35 feet, interrupt the horizon line from some views, but do not dominate the horizon or block vistas. The Project would remove the local dominance of trees and replace it with a planned use that would have harmonized rather than dominant elements. The effect of the Project on dominance is low.

The Project scale would remain consistent with other uses in the area such as the three-story apartments to the southeast. Two of the proposed buildings would be two stories, and three would be one story in height. The Project encompasses a total building area of 89,234 square feet across five buildings. As documented in the Visual Resources Impact Report, this scale is within the range of buildings found throughout the area, which range from 63,000 to 893,000 square feet. Additionally, the Project's site coverage is 13.6 percent. Average coverage for area buildings is 27.6 percent, so the Project's site coverage is generally below what is common in the area. The Project is consistent with the scale of use and site coverage in the area. Building mass would be set back from the Project boundary on all sides, providing a reduction in the visual effect and allowing adequate area for additional landscaping along sidewalks and in front of structures. The open space on the north of the Project site would not be disrupted with Project implementation. Project orientation and the retention of existing vegetation would maintain visual scale. The effect of the Project on scale is moderate.

The diversity of the Project site would be increased with Project implementation. The Project would introduce structural elements, along with vegetative cover. Buildings and landscaping would be varied in texture, color, and shape. The overall result would be a varied view of an extensively landscaped area with some buildings visible among the trees and lower profile landscaped parking, sitting, and recreation areas along the periphery of the Project site. Project orientation and the retention of existing vegetation would maintain a balanced visual diversity. The effect of the Project on diversity is low.

The Project site's internal continuity is diminished when surrounding development is considered. From the visually prominent points on the Project site, offsite suburban development is readily visible. The overall effect is one of isolation of the site's rural character rather than continuity with surrounding areas. The Project is in scale and would have complementary visual features to surrounding uses. The overall landscaping plan further unifies the design and gives the site a high level of continuity. Project effects on continuity are low to moderate.

Visual Quality

Visual quality is defined by the changes in vividness, intactness or unity.

Vividness

The Project would result in a visual change in that the dominant grove would be eliminated and buildings would be constructed and grouped over a more extensive area. The Project is planned so that plazas and walks between buildings would allow views through the Project site to horizon lines beyond the Property. The Project site would be extensively landscaped. The Project site's vividness would be reduced due to the elimination of the dominant grove of trees; however, the uniting characteristics, particularly the site plan, architectural continuity, and the landscaping's canopy effect, would project a vivid impression of quality. The Project site would be vivid and unified by design. The effect on vividness would be moderate.

The construction period would result in a temporary visual effect that would reduce the Project site's vividness. Specifically, the tall trees on the Project site would be eliminated while new buildings and landscaping would not be installed yet. This temporary effect, expected to last up to nine months, would result in a high effect on vividness during this time; however, given the limited duration of the change impacts remain less than significant.

Intactness

The Project would flatten the central part of the Project site and establish a consistent architectural and landscape design over the Site. The Project would implement a theme and style reflective of visual elements that predominate in the area. These include a unifying theme of a campus-like setting and a consistent Mediterranean/Tuscan architectural design style for all structures. Surrounding areas would not detract from the intactness of the Project site because it would be visually unified by its architectural design and landscaping.

Unity

The Project would have a high level of unity. The Project site, building, and landscaping have been designed congruently to provide a high level of integration of elements and a feeling of consistency, quality and permanence as well as avoid dominance. Landscaping would protect and enhance the views.

Consistency with Design Regulations

The Project design has been developed in conformance with the policies and design guidelines in the SFVSP. Consistency with design regulations is discussed in Section 2.1.3.4 below.

2.1.3.2 *Valued Visual Features*

Guidelines for the Determination of Significance

A significant impact to visual resources would occur if the Project would:

1. Result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of the neighborhood, community, or localized area, including but not limited to landmarks (designated), historic resources, trees, and rock outcroppings.

Guideline Source

The significance guideline is taken from *the County of San Diego Guidelines for Determining Significance* and *Report Format and Content Requirements - Visual Resources* (2007).

Analysis

The Project site at currently consists of two residential structures screened by a grove of trees, and tilled fields with some weeds growing in them. The visual character of the site would change as a result of Project implementation to a more extensively developed area with five buildings and parking areas, walkways, and a plaza.

There are no designated landmarks on the Project site. The large vacant residence onsite would be removed as part of the Project. It was evaluated in a historical resources report for its potential historic value in terms of it architect and design. According to Section 2.3, Cultural Resources, the house does not have historical value in these respects.

There are no prominent rock outcroppings or other geologic features on the Project site. Biological open space is present on the Project site's northwest corner. Although biologically significant, this small area has low visual prominence, consisting of dense brush and scattered eucalyptus. In addition, this area would be left intact by the Project.

Large eucalyptus trees and smaller palm trees and bushes would be removed during Project construction. The trees occur in clumps primarily in the center of the site, but also along the southern and western boundaries. They are not maintained. The trees were evaluated for biological significance in Section 2.2, Biological Resources. While the trees on the Project site are not designated as a significant visual resource in the SFVSP or the environmental document for that specific plan, they are a noticeable visual feature of the area.

The existing trees represent a visual amenity in the area. For views from the north, they screen residential development to the south. From the east, the groves are visible at a distance. For residents to the south, the trees in the center of the site dominate views to the north because they are close to the boundary and are particularly dense. As a result, they largely block views to the foothills on the north. The grove is visible from the west, across open space.

During Project implementation, the grove would be replaced by buildings and extensive landscaping. The extent of vegetated area of the site would increase because

landscaping would be used throughout the developed area. New trees would be shorter but would cover a wider area, providing a canopy effect. Shape would change from clumps of tall verticals with sprays of palm leaves to a more domed shape characterized by a canopy effect, with some red roofed building elements rising above the canopy. Predominant tree color would change from the characteristic dull olive of eucalyptus to bright and light green with colored accents from tree flowers. The buildings on the site would be integrated into this overall design, with muted roof colors so that the visual experience would involve a combination of elements rather than a single dominant element.

The overall visual appearance of the site with respect to the trees would change from tall, unmaintained vegetation to a canopy of trees with a broader color palette and consistent screening effects. This change in tree cover, which contributes to the valued visual character of the area, represents a significant impact (**Impact VIS-2b**). Mitigation is required.

- **Impact VIS-2b** The Proposed Project would result in a change in tree cover that contributes to the valued visual character of the area.

2.1.3.3 *Substantial Obstruction, Interruption or Detraction From a Valued Vista*

Guidelines for the Determination of Significance

A significant impact to visual resources would occur if the Project would:

1. Substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from a:
    a. Public road,
    b. Trail within an adopted County or State trail system,
    c. Scenic vista or highway, or
    d. Recreational area.

Guideline Source: The significance guidelines are taken from the *County of San Diego Guidelines for Determining Significance* and *Report Format and Content Requirements - Visual Resources* (2007).

Analysis

Public Roads

As identified above, while the County of San Diego has not designated the public roadways in the area as scenic, the San Dieguito Community Plan, Section 7, Scenic Highways, Findings, calls for all Mobility Element roads in the area to be considered scenic. Mobility Element roads with a view of the Project site include Rancho Bernardo Road, Camino Del Sur, Four Gee Road, and Campania Avenue. Views from Rancho Bernardo Road and Camino Del Sur are fleeting and/or distant. The Project site blends with existing development and remains consistent with existing development in the area. The Project site does not dominate views from these roadways, but is instead a background detail.

Four Gee Road has both direct and oblique views of the Project site. The visual experience from this roadway would be changed with implementation of the Project, but the view would retain interest due to its design. The Project site would appear to integrate into the other developed elements along Four Gee Road, specifically the fire station and residential areas to the south. The Project would present quality development features, evidenced by towers, architectural detail, hardscape, and landscaping. The Project entry onto Four Gee Road would appear of high quality, with understated entry monumentation and tree-lined road of stone pavers. Distant views would be maintained or improved.

Campania Avenue has both direct and oblique views of the Project site. These views are less immediate than on Four Gee Road due to an open space area between the road and the Project site. Implementation of the Project would change the visual experience, but the view would retain interest due to Project design. The Project site would appear to integrate into the developed elements behind it, specifically the residential areas to the south and the Del Sol Town Center. The Project would present a unified whole of a campus-like collection of buildings set amongst landscaped elements. The overall shape would be integrated into the existing topography. Views to the distance would be maintained.

In summary, while the visual experience for vehicular travelers would be different than at present, the change would not significantly degrade the visual experience. The Project as designed would be visually coherent and of high quality, while retaining visual interest. Vehicular views of the Project site from public roads are fleeting and existing screening visual elements along the public roadways, such as roadway landscaping and riparian open space, would be retained. The Project site would present a visually unified whole that would not appear out of place with the existing surrounding uses or neighborhoods that drivers experience on a regular basis. Therefore, the Project would not substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from a public road. Impacts to views from public roads would be **less than significant**.

Trails

Pedestrians and recreationalists along Four Gee Road would walk along an existing open space area, which would be retained, so views into the Project site would be in the mid-ground. The views into the Project site would contain a range of visual elements, including decorative fencing with landscaping, parking areas that have been visually screened, and three buildings arrayed at varying angles around the central plaza. The main entry to the Project site would present a high quality, visually coherent whole of natural stone, stone pavers, and a tree-lined street with landscaped median. The overall visual experience would be different, but the post-Project views would present high quality features that are coherently designed while being visually varied. Therefore, impacts along Four Gee Road would be **less than significant**.

Pedestrians and trail users along Campania Avenue would look across an existing open space area toward the Project site. Major natural features in the foreground would be retained. The Project site from this distant view is well integrated into its setting. Minimal

earthwork and effective landscape design would create a harmonious overall shape at this distance. The Project also presents varied visual features that can sustain interest; however, the long horizontal of the proposed retaining wall would modify views from the trail along Campania Avenue (**Impact VIS-3a**). Impacts are significant and require mitigation.

- **Impact VIS-3a** The Proposed Project would obstruct views from the Campania Avenue trail.

Trail users on the south would have a close view of the Project site. The overall design would present an aesthetically unified and high quality visual experience along the trail. A range of features, including towers, articulated building surfaces, plazas, and decorative fencing would be visible from this perspective. Parking areas along the south would be slightly below grade in the central part of the Project site and would be landscaped and screened throughout. The Project would modify views from this vantage point (**Impact VIS-3b**). Impacts are potentially significant and require mitigation.

- **Impact VIS-3b** The Proposed Project would modify views from the trail to the south.

Scenic Vistas

There are no officially designated scenic vistas in the area. The foothills that comprise the northern horizon, between 0.75 and one mile away, could be interpreted as scenic. Ranging in height from 990 to 1,100' in elevation, the foothills are partially developed and present a unity of mass and color as a moderately dominant feature. The oblique view of these hills is unobstructed from the east and west. Views from the south are currently largely obstructed by the dense clumps of trees on the Project site. Implementation of the Project would partially open this view (see Figure 2.1-4). Public views from the foothills are limited due to a lack of development and access. From the water tower on the hillside above Four Gee Road, the view is dominated by 4S Ranch on the east and Black Mountain Ranch North Village on the west.

Other ridges and hills in the area are either more distant or lack the unity and mass of these northern hills. Black Mountain, to the southeast, at an elevation of 1,300 feet, is the largest feature in the region. At over three miles from the Project site, however, it is a small feature on the horizon. Views from the north toward the mountain would be maintained with implementation of the Project (see Figure 2.1-8). As shown, the Project site is not discernable from atop the mountain. The hill to the east is approximately 890' to 1,100' in elevation and 1.25 miles away. It lacks visual unity due to its distance, topographic orientation, and surrounding development. Distant views of the hill from the east are preserved by the Project (see Figure 2.1-7). From the top of the hill, views of the Project site are not distinctive or readily discernable.

In summary, implementation of the Project would not substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from a scenic vista. Impacts would be **less than significant**.

Recreational Areas

One recreation area is near the Project site, a community park located at the intersection of Camino San Thomas and Campania Avenue. It consists of a ball field, tot lot, and sitting areas, and is surrounded by dense vegetation on the west associated with the nearby creek. The park has no direct views of the Project site, but some treetops are visible on the horizon. The absence of these trees would not significantly affect the park due to the park's distance, intervening topography and vegetation. The Project would not substantially obstruct, interrupt, or detract from a valued focal and/or panoramic vista from a recreational area. Impacts would be **less than significant**.

2.1.3.4 *Inconsistency with Applicable Goals, Policies or Requirements of an Applicable County Community Plan, and Subregional Plan*

Guidelines for the Determination of Significance

A significant impact to visual resources would occur if the Project would:

1. Not comply with applicable goals, policies or requirements of an applicable County Community Plan, Subregional Plan, or Historic District's Zoning.

Guideline Source: The significance guidelines are taken from the *County of San Diego Guidelines for Determining Significance* and *Report Format and Content Requirements, Visual Resources* (2007).

Analysis

General Plan

The Project is located within an area of existing infrastructure and development and reinforces the sense of quality and continuity in the existing community. Therefore, the Project is consistent with the Guiding Principles 2 and 3 of the General Plan (GP).

The Project complements the community in an area that has transitioned from rural to suburban over the last 20 years. Open space is preserved and buffered with implementation of the Project. The Project also incorporates wide setbacks ranging from 40 to 230 feet as a buffer to soften views of the Project site. Grading differentials, landscaped walls, and extensive landscaping consistent with community standards, are used. Therefore, the Project is generally consistent with the Land Use Element of the GP, specifically Policies LU -2.6,-2.8, -6.7, and -11.9.

The internal roads of the Project are integrated into the overall design so they are not obtrusive. The main entry design reinforces a feeling of arrival in the community. Views from area roadways are protected by setbacks, site design, landscaping, and wall treatments. Therefore, the Project is generally consistent with the Mobility Element of the GP, specifically Goal M-2, and Policies M-2.3, and -2.4.

The Project preserves scenic resources in the area such as open space and improves some views of distant hills from the south. Groves of tall trees would be removed, but would be replaced with a more extensive, better integrated canopy of trees that would be maintained to provide an interesting and varied visual experience. Dark sky

resources are respected by adherence to the County's LPC. The Project would not operate late at night and nighttime lighting would be restricted to pathway lightings. Therefore, the Project is generally consistent with the Conservation and Open Space Element of the GP, specifically Goal COS-3 and Policy 3.1 and Goal COS-11 and Policies 11.1 and 11.2. Impacts would be **less than significant**.

San Dieguito Community Plan

The San Dieguito Community Plan calls for a network of scenic roadway corridors in the area in Section 7. While none of the roads in the area have officially been designated as such, Project design would preserve the scenic resources along area roadways through a system of setbacks, high quality materials, and visual screening. Impacts would be **less than significant**.

Santa Fe Valley Specific Plan

The SFVSP provides a range of visually-related guidelines in Chapter 7, Community Design Element. The specific community design goal, objectives, and policies of SFVSP Sections 7.3, Community Design Goal Objectives and Policies, and 7.4, Community Design Guidelines, are addressed in detail in Appendix A of the visual study (Appendix C of the DSEIR). Section 7.3, Goal, Objective CD-1, and Policies 1.2 and 1.5, as well as Objective CD-2 call for protection of scenic resources and visual compatibility. Scenic resources would be protected with implementation of the Project because views to the northern foothills would remain unchanged or would be improved. The Project would provide a high degree of visual consistency through its architectural and unifying landscape design. The shared features are a unified Mediterranean/Tuscan architectural style, loosely clustered buildings, and canopy-like landscape design, result in a high level of intactness and continuity. The structural elements on the Project site are also consistent with the surrounding community, which is largely developed with high quality buildings that also incorporate unifying architectural and landscaping features.

The Project's consistency with Section 7.4, Community Design Guidelines of the SFVSP are presented below. Headings correspond to headings within Section 7.4

Grading

Creative grading techniques are proposed to minimize wall structures to the south and locate the most visible walls toward the north, where there are no close up views of the site. Overall grading would lower buildings from 5 to 10 feet below current grade, thereby reducing visual massing and the overall profile of the buildings.

Streetscape Plan

Public and private streets would include landscaping, sidewalks, and a decomposed granite parking area. Bike racks are also provided to encourage bicycle use.

Monotonous and impersonal walls along Specific Plan Theme Roads have been avoided through design and mitigation to provide surface treatments, verticals, and landscaping. The effect is to break up mass and long horizontals and reduce visibility to integrate these features into the overall setting.

Entry Treatments

The Project's entry would meet the recommendations for a Neighborhood Entry as spelled out in the SFVSP. As shown in Figure 2.1-6, the entry treatment has been conceptually designed to be understated. Stone monumentation would identify the Project. Related features including trees shading the monumentation, a tree-lined entry road, and lower growing shrubs on both sides of the road reinforce the sense of entry and unity. The entry would complement the features of the Rancho Santa Fe Fire Department station across the street because similarly scaled entry monumentation and compatible landscaping is proposed.

Pedestrian Circulation

The planned circulation network provides pedestrian access from Four Gee Road into the Project site. Space for adequate walkways throughout the Project site has been provided, and walkways have been enhanced with hardscape, trellises, and desirable destinations such as plazas and fountains to encourage walking.

Parking Lots

Parking areas have been located around the Project perimeter while larger building elements are located in the center, so that views are not blocked. A large impersonal parking lot is avoided. Multiple layers of plantings are included along all parking areas and boundaries to screen cars and break up the mass of paving or decomposed granite when cars are not present. Where a parking lot is located adjacent to a public or private right-of-way, as on the south, design methods including decorative fencing and extensive landscaping have been used.

Service and Loading Areas

Service and loading areas are integrated into the overall design. Major loading infrastructure, such as loading docks, is not required. A single trash enclosure on the northwest would be walled and gated, and the area around it would be landscaped.

Architecture

Architectural features have been used to reduce scale, provide continuity, and create an overall intact and unified Project. Key features are described in Section 2.1.2.1, above, and illustrated in Figures 1-3 through 1-6, the elevations for the Project.

Walls/Fences

Walls and fences avoid a monotonous appearance through the use of pilasters to break up long horizontals. Surface treatments and natural color reduce the visual presence of walls. Landscaping serves to integrate walls and fences more into the overall design, or to blend with the existing setting. However, the north facing retaining wall presents a long horizontal in conflict with applicable planning documents. Therefore, the Project would not comply with applicable goals, policies, or requirements of the SFVSP (**Impact VIS-4a**). Impacts are potentially significant and require mitigation.

- **Impact VIS-4a** The Proposed Project would not comply with applicable goals, policies, or requirements of the SFVSP due to the proposed retaining wall.

Site Lighting

The Project would use outdoor light fixtures that conform to the lamp type and shielding requirements described in County regulations. The Project would not operate at night, so it would not operate Class I or Class III outdoor lighting between 11:00 PM and sunrise. However, safety lighting such as pathway lighting would be employed to allow safe movement to and from parking areas and sidewalks. The Project would not generate significant light due to shielding of outdoor lights. The Project conforms to applicable Federal, State, or local statutes and regulations related to dark skies or glare, including but not limited to the San Diego County LPC.

Signs

Signage is limited to the entry monumentation discussed above, and a church logo, which would be placed on the main sanctuary building. Small directional signs for traffic, parking, or building identification may be used, but these would be designed in keeping with the understated nature of the Project as a whole and would not be readily visible from off site. Temporary signage related to special events may be used on a case by case basis and in conformance with the County of San Diego Zoning Ordinance which regulates this issue.

Landscaping

Landscaping is proposed throughout the Project site to provide continuity and a range of lines, colors, and textures. The overall plan is designed to present a unified visual impression to the community. Native and drought tolerant plants are used in the plan, and transitions are provided. Screening is extensive and achieved by a layering effect where multiple lines of landscaping are provided in each direction to complement structures, add interest, and screen elements from view. While the Project would remove the on-site trees, they would be replaced with a canopy of trees and other vegetation that provides more coverage, is internally consistent, and better integrated with existing uses in the area.

Transitions to open space are respected with setbacks and non-invasive vegetation. Landscaping edge zones have been used in every direction to minimize impacts to off-site viewer groups. The range of elements used in conjunction with landscaping is noted in Section 2.2.2.1, above, and illustrated in Figures 1-7 and 1-8. Informal grouping is used throughout to give specific areas of the site a varied visual appearance. This includes dense groupings along the eastern boundary which has views down into the Project site, in parking areas, along the southern fence line, in plazas and sitting areas, and near building elements where screening is important. A proposed retaining wall would introduce a long horizontal element which is discouraged in the SFVSP. The changed view from viewers along Campania Avenue and south of the Project site are in conflict with applicable goals, policies, and requirements of the SFVSP. This represents a significant impact (**Impact VIS-4b**) and mitigation is required.

- **Impact VIS-4b** The Proposed Project would not comply with applicable goals, policies, or requirements of the SFVSP due to obstruction of views from the Campania Avenue trail and the trail south of the Project site.

In summary, the Project generally conforms to the applicable regulations of the County of San Diego GP and San Dieguito Community Plan; however, the Project would conflict with the SFVSP. Mitigation is required to reduce impacts.

2.1.3.5 *Dark Skies and Glare*

Guidelines for the Determination of Significance

A significant impact to dark skies or from glare would occur if the Project would:

1. Install outdoor light fixtures that do not conform to the lamp type and shielding requirements described in Section 59.105 (Requirements for Lamp Source and Shielding) and are not otherwise exempted pursuant Section 59.108 or Section 59.109 of the San Diego County LPC.
2. Operate Class I or Class III outdoor lighting between 11:00 PM and sunrise that is not otherwise exempted pursuant Section 59.108 or Section 59.109 of the San Diego County LPC.
3. Generate light trespass that exceeds 0.2 foot-candles measured five feet onto the adjacent property.
4. Install highly reflective building materials, including but not limited to reflective glass and high-gloss surface color, that will create daytime glare and be visible from roadways, pedestrian walkways or areas frequently used for outdoor activities on adjacent properties.
5. Not conform to applicable Federal, State, or local statutes or regulations related to dark skies or glare, including but not limited to the San Diego County LPC.

Guideline Source: The significance guidelines are taken from the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements – Dark Skies and Glare* (January 15, 2009).

Analysis

Consistency with LPC Requirements

The Lighting Site Plan (Attachment B of Appendix D) identifies the location of all onsite lighting fixtures. All of the fixtures shown on the Lighting Site Plan are designed with shielding provided by the manufacturer. Such shielding shall be placed on site during installation as needed to avoid light trespass to the adjacent properties. Attachment D of Appendix D provides descriptions of each site lighting fixture, including the manufacturer, model, type, image, Dark Sky and Title 24-compliant notes, shielding and angle requirements, bulb, lumens, wattage, and height. Detailed Light Fixture Specification Sheets are also provided. Therefore, the Project would install outdoor light fixtures that conform to the lamp type and shielding requirements described in Section 59.105 (Requirements for Lamp Source and Shielding) of the San Diego County LPC.

The church's operating hours vary but are generally anticipated to occur between 8 AM and 10 PM on weekdays and weekends. Occasional nighttime activities including prayer meetings, youth lock-ins, and other church-related meetings would also occur between

the hours of 10 PM and 8 AM. These special nighttime activities would take place indoors to minimize outdoor lighting necessary for security purposes. Therefore, the Project would not operate Class I or Class III outdoor lighting between 11:00 PM and sunrise that is not otherwise exempted pursuant Section 59.108 or Section 59.109 of the San Diego County Light Pollution Code).

In summary, the Project would be consistent with the LPC. Impacts would be **less than significant**.

Light Trespass

As identified above, all site lighting fixtures are noted to have shielding placed on site during installation as needed to avoid light trespass to the adjacent properties. Attachment C of Appendix D, Parking Lot Lighting Levels Site Plan, identifies the spill light at the Project boundaries and five feet beyond. As shown, some potential light spillage is observed, the noted shielding to be placed on site when the fixtures are installed would eliminate potential any light spill on to adjacent properties to any significant level. The Project would not generate light trespass that exceeds 0.2 foot-candles measured five feet onto the adjacent property. Impacts would be **less than significant**.

Glare

The Project's architectural design includes standard earth-tone stucco walls with mission tile roofing similar to the surrounding area structures. These materials would not reflect light to have any negative impact on the neighborhood. The Project will incorporate solar panels on the rooftops of some buildings. The solar panels would incorporate a non-glare finish.

The Project would not install highly reflective building materials, including but not limited to reflective glass and high-gloss surface color that would create daytime glare and be visible from roadways, pedestrian walkways, or areas frequently used for outdoor activities on adjacent properties. Additionally, the solar panels that would be placed on rooftops would have a non-glare finish. Impacts would be **less than significant**.

Conformance to Regulations

In addition to compliance with the LPC as summarized above, the Project's outdoor lighting also conforms to Title 24 of the California Energy Code. Title 24-conforming features of the Project include appropriate wattages, automatic controls, and cut-off fixture angling. The Project proposes LED lighting fixtures, which would decrease the lighting to below 4050 lumens, an acceptable level per Section 59.106 of the LPC, Requirement for Lamp Source and Shielding. The use of these fixtures could assist the project in meeting LEED criteria for lighting.

The Project would also incorporate the following design features, as listed in the LPC and Zoning Ordinance:

- Use full cutoff luminaries, as defined by the Illuminating Engineering Society of North America (IESNA), to minimize the amount of light emitted upward directly from the luminaire. A fully shielded outdoor light ensures that light rays emitted

from the fixture are projected below the horizontal plane passing through the lowest point on the fixture from which the light is emitted (LPC Section 59.105)

- Restrict the hours of operation of outdoor lighting to hours of active use (LPC Section 59.107 and Zoning Ordinance Section 6322)
- Require low-pressure sodium light sources[2], which allow astronomers to filter the line spectra from telescopic images (LPC Section 59.105)
- Condition new development projects to prohibit the post-construction addition of outdoor lighting that was not included in the Project
- Select luminaries that control the intensity (candela) distribution (LPC Section 59.105)
- Use well-shielded luminaries (LPC Section 59.105)
- Keep floodlight angles aimed low enabling the entire beam to fall within the intended area to be lit.
- Use full cutoff and semi-cutoff lighting. Cutoff designations limit the intensity values in the glare zone and provide shielding (Zoning Ordinance Section 6324)
- Adjust mounting height to reduce spill light (Zoning Ordinance Section 6324)
- Focus exterior illumination, including floodlights and spotlights, downward and into the Project site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be used to minimize spillover effects onto off-site roadways, properties, and open space areas
- Use landscaping to serve as filtering devices to soften the impact of direct exterior, reflected exterior, and building interior lighting
- Limit signs with flashing, mechanical, strobe, blinking lights, moving parts, or lighted monument signs.
- Use low-level pedestrian lighting (e.g., bollards) on the site for pedestrian pathways
- Use lowest intensity Project lighting necessary for security and safety purposes while still adhering to the recommended levels of the IESNA

In summary, and as concluded in the Photometric Study (Appendix D), the Project conforms to all applicable Federal, State and local statutes and regulations related to dark skies and glare, including but not limited to the San Diego County LPC. Impacts would be **less than significant**.

[2] The Project proposes LED lighting that provides an equivalent or better lighting benefit.

2.1.4 Cumulative Impact Analysis

The cumulative study area for visual resources is the viewshed of the Project. The topographic viewshed is shown in Figure 2.1-1. A total of six projects occur within the cumulative aesthetics study area. These are shown in Figure 2.1-13, Cumulative Study Area. These projects are:

Project Name/Description	Project Location
6 – TPM 21205, Two residential parcels located in the southeast part of the viewshed. Relies upon analysis in previously approved TM. Approved by Director of PDS	Adjacent to residential neighborhood with major road (Rancho Bernardo Road) and developed commercial area intervening. Approximately 0.55 miles from the southeast corner from the Project.
8 – MUP 11-018, cell tower. CEQA exempt. Approved by Planning Commission	Located in the foothills north of the Project approximately 0.58 miles away and at a higher elevation. Single cell tower in association with an existing water tank.
9 – MUP 87-036, -2, -4, cell tower. CEQA exempt. Approved by Planning and Environmental Review Board	Located south and east of the Project approximately 0.7 miles away. Residential neighborhood, Camino Del Sur, and commercial area intervening.
10 – MUP 08-003, cell tower. CEQA exempt. Approved by Director of PDS	Located near the foothills north and west of the Project approximately 0.65 miles distant. Located at higher elevation than Project. Residential neighborhood intervenes.
13 – L-15026, Grading for medical facility. Approved by Director of DPW	Construction within already developed industrial/commercial area south and east of the site approximately 0.55 miles distant. Located near Camino Del Norte and Dove Canyon Road.
16 – Black Mountain Subarea Plan Amendment. Increases commercial area in North Village, moves hotel and senior housing, deletes golf course in favor of open space. Approved by City of San Diego City Council	Located south of the Project approximately 600 feet. The western part of the Project and some towers are visible from the North Village. View looks north along Four Gee Road to main entrance.

Three of the cumulative projects (TPM 21205, MUP 87-036, and L-15026) are located in already developed areas of 4S Ranch and the viewshed between these projects and the

Project is fully developed. The Project would appear as a distant component of an already developed landscape. Therefore, the relationship between these projects and the Project is visually tenuous and not cumulatively significant.

Two projects (MUP 11-018 and MUP 08-003) are cell towers located in the foothills north and northwest of the Project site. Both cell projects were designed to provide camouflaged towers. The existing visual character of the area would not be altered in a significant way because the uses occur in scattered locations, are visually screened, and have a very small footprint. They are isolated from the Project site and other cumulative projects and are located in a topographically different setting. When considered with the Project they do not contribute to a visual pattern that would be disruptive.

The Black Mountain Subarea Plan Amendment, which includes alterations to North Village, is closest to the Project site. North Village was envisioned over 15 years ago and as such the visual alterations expected with the development have long been anticipated. The amendment rearranges some uses but does not fundamentally alter the expected visual character of the area. A proposed golf course becomes open space, presenting a low profile and existing rather than landscaped vegetation. Some building locations and uses would change but the visual character of the site as a commercial and community hub remains unchanged. The narrow view of the Project site from North Village occurs along Four Gee Road. The road curves to the west as one moves north from the Camino Del Sur/Four Gee Road intersection so direct views of the Project site are obscured. Towers on the Project site would be visible above houses, however. This alteration would appear as a continuation of existing development that is already visible from North Village. The overall viewshed is not altered by the juxtaposition of these two uses and cumulative impacts are not significant.

The six projects taken together with the Project represent either fully mitigated impacts, minor changes to long-planned uses in the area, or are minor additions to the already complex and intensely developed viewshed. They are also widely scattered and represent a range of uses that provide different visual impressions. From vantages where cumulative projects occur, the prominent visual impression is one of developed uses. This impression is not significantly altered by the construction of the cumulative projects. Where less development is currently evident, on the Project site and in the foothills to the north and west, the alterations are either fully mitigated, as with the Project, or are minor in character, as with the cell towers. They are also widely separated and are located in differing topographic settings that present varying visual experiences. Considering the overall scale of the viewshed and its current visual character, the cumulative projects, in conjunction with the Project, do not have a significant cumulative impact. Impacts would be **less than significant**.

2.1.5 Significance of Impacts Prior to Mitigation

As described above, the Project would have the following significant impacts:

- **Impact VIS-1** The Project would introduce a retaining wall and fence to the north that would detract from or contrast with the existing visual character and/or quality of the area.
- **Impact VIS-2a** The Project would result in a change that contributes to the valued visual character of the area.
- **Impact VIS-2b** The Project would result in a change in tree cover that contributes to the valued visual character of the area.
- **Impact VIS-3a** The Project would obstruct views from the Campania Avenue trail.
- **Impact VIS-3b** The Project would modify views from the trail along the southern boundary.
- **Impact VIS-4a** The Project would not comply with applicable goals, policies, or requirements of the SFVSP due to the proposed northern retaining wall.
- **Impact VIS-4b** The Project would not comply with applicable goals, policies, or requirements of the SFVSP due to obstruction of views from the Campania Avenue trail and the trail south of the Project site.

2.1.6 Mitigation

Implementation of the following mitigation measures will be required to address the identified significant impacts to aesthetic resources. The Project would be conditioned to incorporate these measures into the major use permit.

For Impacts VIS-1, VIS-2a, VIS-3a, and VIS-4a

- **M-VIS-1** To screen the retaining wall along the northern site boundary, the Project shall:
    - Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall. Alternatively, earth-toned bricks or other building material may be used.
    - Incorporate vertical elements from the base of the wall to break the horizontals of the wall. These elements can be constructed elements or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would reach the top of the fence along the wall so as to integrate these two structures.

For Impacts VIS-2a, VIS-2b,VIS-3b, and VIS-4b

- **M-VIS-2** Install 36” boxed citrus, 10 gallon shrubs, and 10 gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48” box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48” box size.

For Impacts VIS-2a, VIS-2b, VIS-3b, and VIS-4b

- **M-VIS-3** Install 48” trees and 10 gallon shrubs along the decorative fence line.

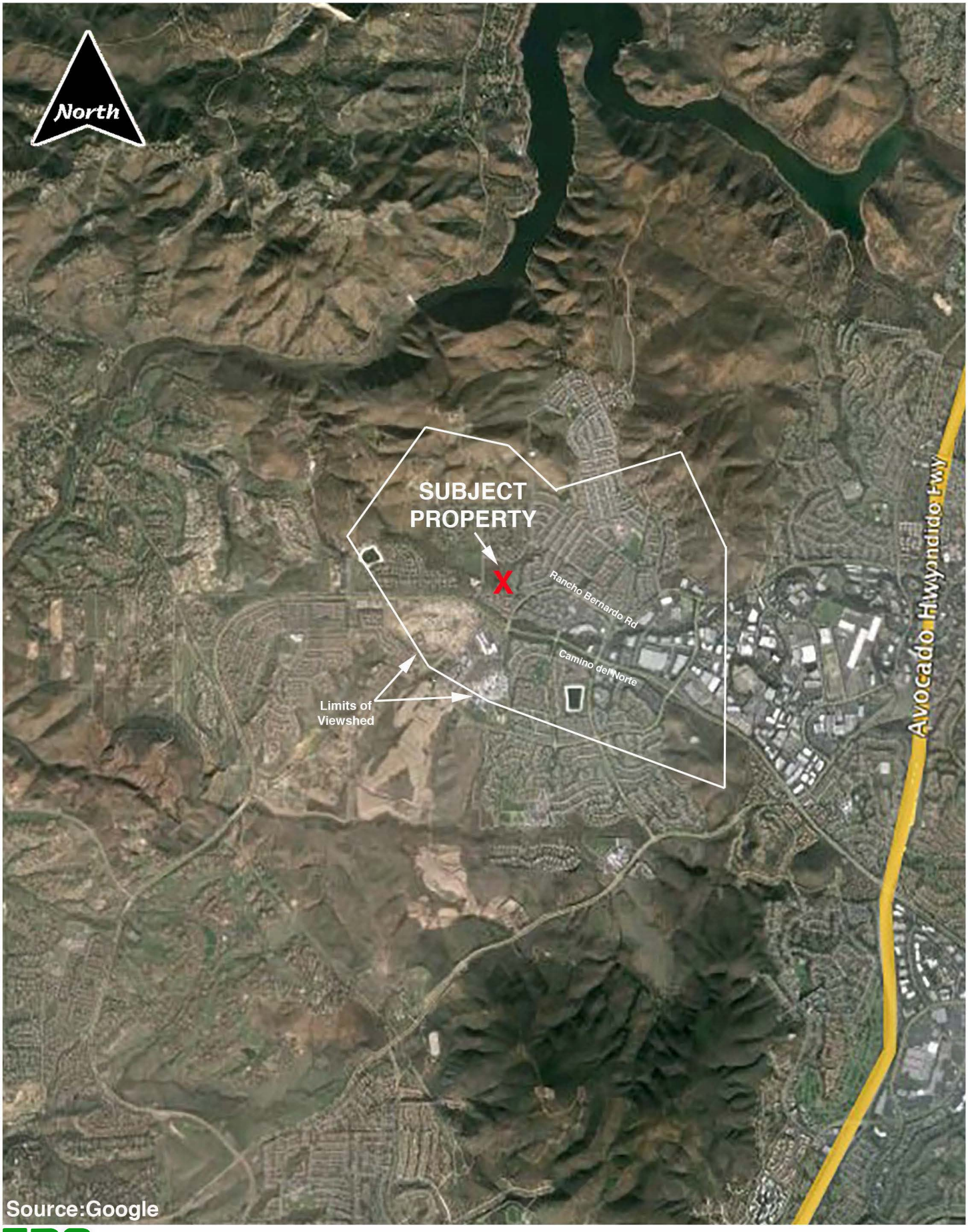
2.1.7 Conclusion

Impacts related to dark skies and glare would be less than significant. Additionally, the Project, in conjunction with other cumulative projects, would not have significant cumulative impacts because the key features of the viewshed would be left intact after cumulative projects have been considered.

The Project would, however, introduce a retaining wall that would detract from or contrast with the existing visual character and/or quality of the area, result in a change that contributes to the valued visual character of the area, obstruct views from area trails, and would not comply with applicable goals, policies, or requirements of the SFVSP. Measure M-VIS-1 would fully integrate the retaining wall along the northern boundary into the proposed and existing visual landscape. M-VIS-2 would provide vegetative cover that is large enough to provide screening for residential and recreational viewers and early enough in the process to prevent extended unshielded visual exposure to the site. M-VIS-3 would provide vegetative cover that is large enough to provide screening for recreational viewers to the south early enough in the process to prevent extended unshielded visual exposure to the site. Impacts VIS-1 through VIS-4b would be reduced to below a level of significance with the incorporation of M-VIS-1 through M-VIS-3.

In summary, impacts to aesthetic resources would be reduced to below a level of significance.

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Topographic Viewshed **Figure 2.1-1**

Key View Index



Figure 2.1-2



Key View 1 – Existing
From SE corner of site



Key View 1 – Proposed
From SE corner of site

Key View 1
Looking from SE Corner of Site

Figure
2.1-3



Key View 2 – Existing
From Wild Horse Glen Looking North



Key View 2 – Proposed
From Wild Horse Glen Looking North

Key View 2
Wild Horse Glen at Intersection
Looking North

Figure 2.1-4



Key View 3 – Existing
Looking Northeast from SE property corner



Key View 3 – Proposed
Looking Northeast from SW property corner

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Key View 3
Looking Northeast from SW Property Corner

Figure 2.1-5

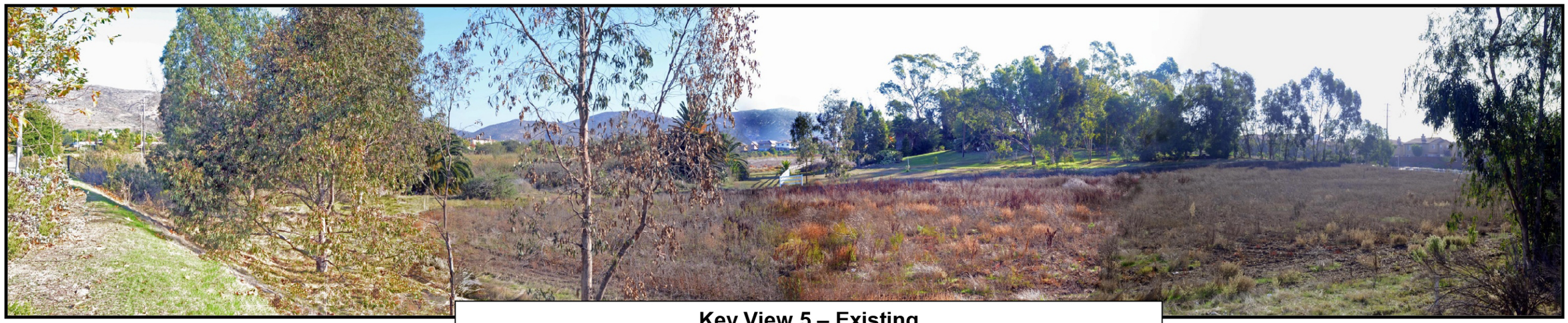




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Key View 4
Looking Northeast from Intersection

Figure 2.1-6



Key View 5 – Existing
Looking East from Four Gee Road



Key View 5 – Proposed
Looking East from Four Gee Road

Key View 5
Looking East from Four Gee Road

Figure 2.1-7



Key View 6 – Existing
Looking South from Campania Ave.

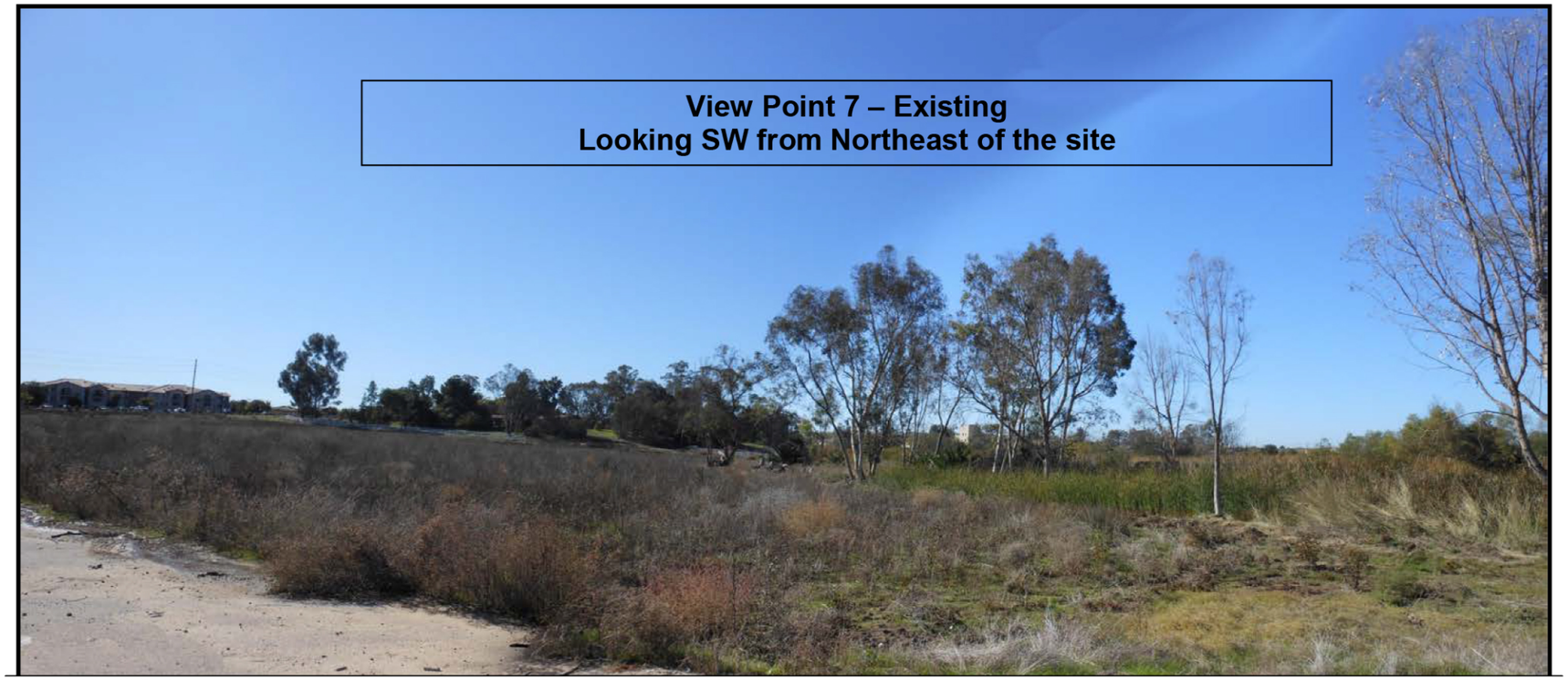


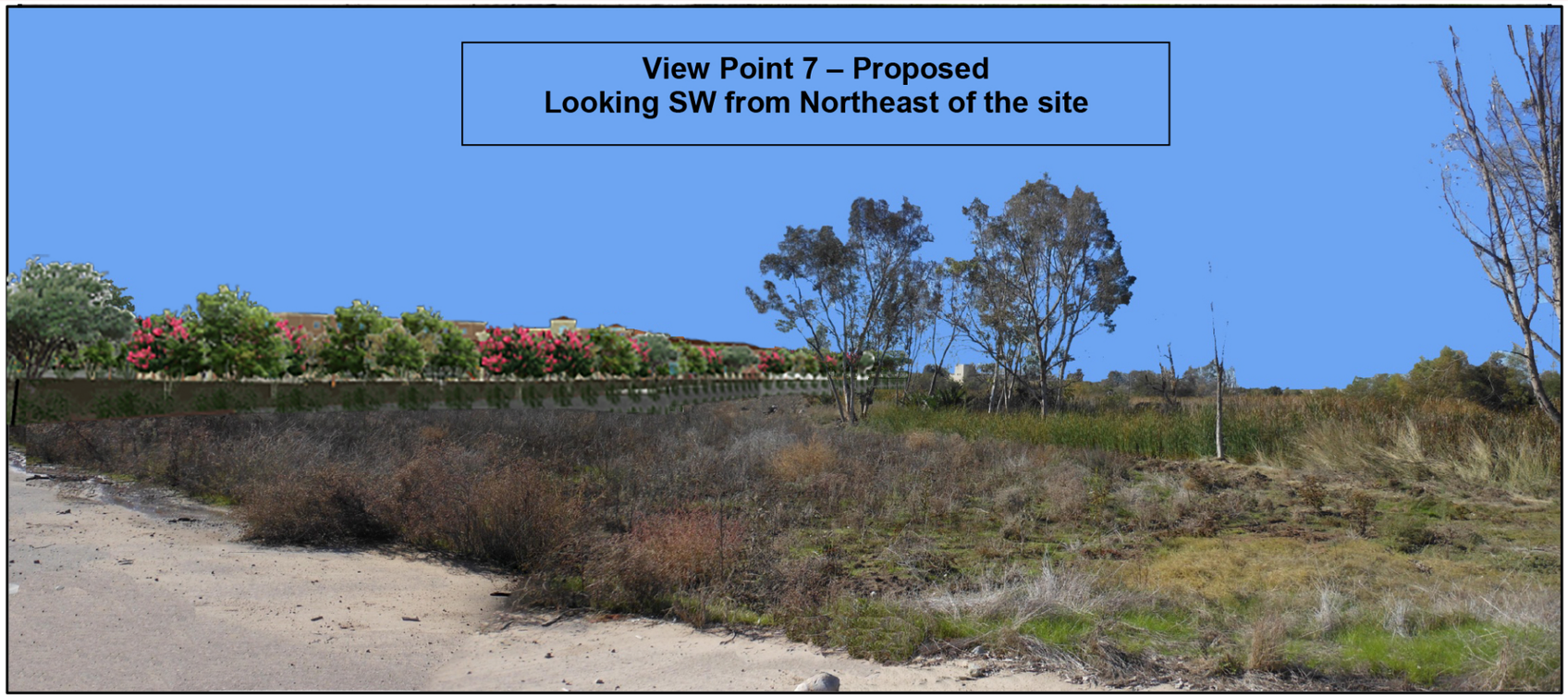
Key View 6 – Proposed
Looking South from Campania Ave.

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Key View 6
Looking South from Campania Avenue

Figure 2.1-8





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Key View 7
Looking Southwest from Northeast of the site

Figure 2.1-9





Key View 8
Looking From East of Project

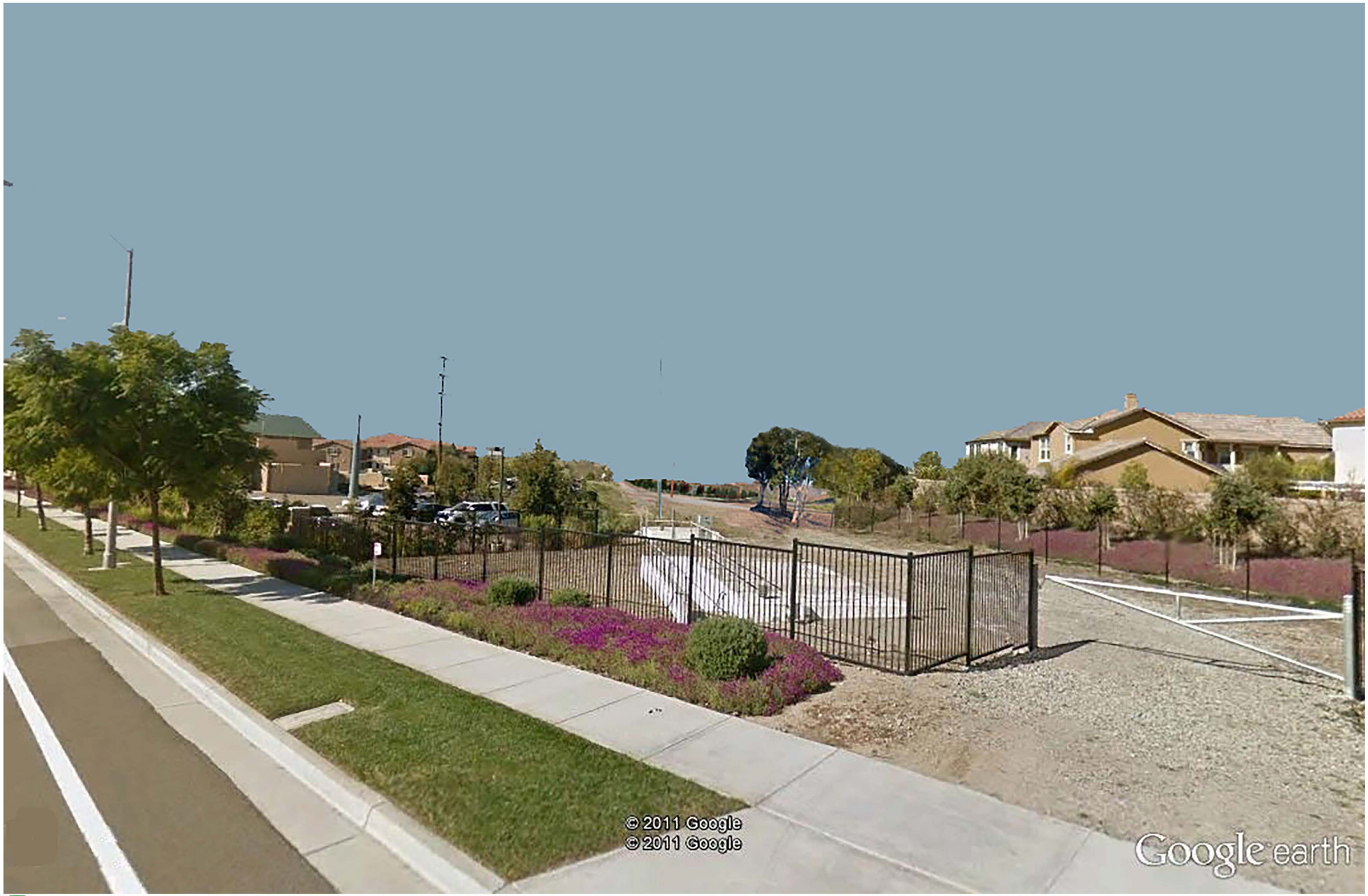
Figure 2.1-10





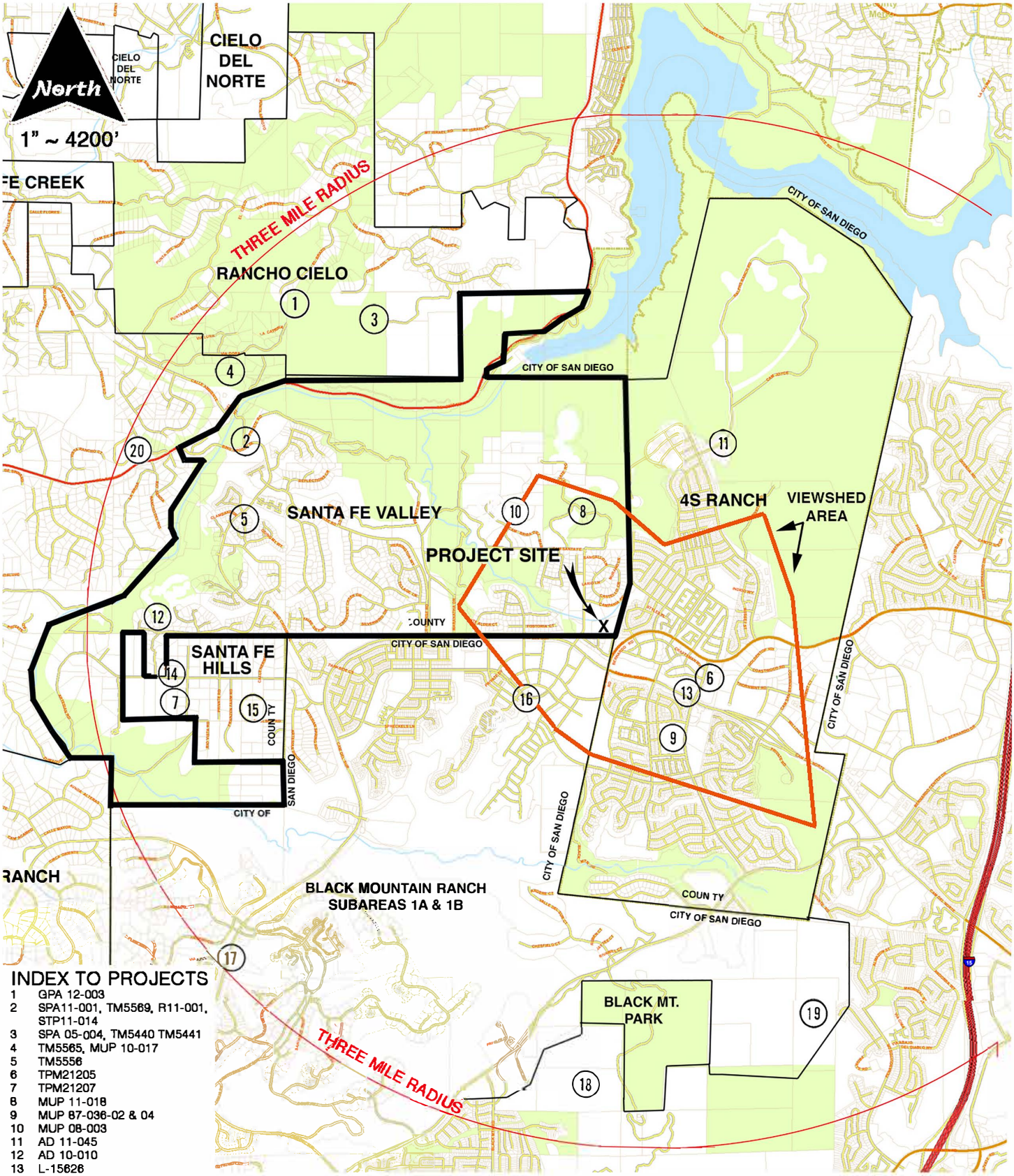
Key View 9
Looking Northeast from Camino del Sur

Figure
2.1-11



Key View 10 Looking Northwest from Rancho Bernardo Road

Figure 2.1-12



INDEX TO PROJECTS

1 GPA 12-003
2 SPA11-001, TM5569, R11-001, STP11-014
3 SPA 05-004, TM5440 TM5441
4 TM5565, MUP 10-017
5 TM5556
6 TPM21205
7 TPM21207
8 MUP 11-018
9 MUP 87-036-02 & 04
10 MUP 08-003
11 AD 11-045
12 AD 10-010
13 L-15626
14 L-15684
15 VAC 13-001
16 BLACK MT. RANCH SUB AREA PLAN
17 SANTALUZ
18 BLACK MT RANCH OPEN SPACE PARK
19 T-MOBILE CELL TOWER
20 TPM21229

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Cumulative Study Area

Figure 2.1-13

2.2 Biological Resources

The assessment of the Project's potential to have an adverse effect related to biological resources is based on the technical study prepared for the Project. The results of the analysis presented below are included as an appendix to the DSEIR.

- Appendix E: *Biological Letter Report for Chinese Bible Church of San Diego* (RC Biological Consulting, Inc., and Klutz Biological Consulting, 2016) and *MUP-10-037, Change to Project Description* (RC Biological Consulting, Inc., and Klutz Biological Consulting, 2016) and MUP 10-037 Changes to Project Site Plan – Chinese Bible Church of San Diego (Klutz Biological Consulting, June 27, 2018).

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified potentially significant impacts related to biological resources, specifically relating to direct and/or indirect impacts to the following biological resources: wetlands, vernal pools, coastal sage scrub, oak woodland, sensitive plant species, golden eagle (*Aquila chrysaetos*), California gnatcatcher (*Polioptila californica*), San Diego fairy shrimp (*Branchinecta sandiegonensis*) and wildlife movement corridors. Mitigation measures were identified and impacts were determined to be mitigated to below a level of significance. More information on the impacts and mitigation measures ~~s~~in the SFVSP EIR are detailed in Section 2.2.1, below.

Comments received in response to the Notice of Preparation included:

- Indirect edge effects of a commercial property adjacent to the County's Multiple Species Conservation Program (MSCP)
- Biological impacts of hydromodification, increased flow, and flooding
- Invasive plant species
- Previous impacts within the open space easement from agricultural activity
- Impacts to vernal pools, oak riparian forest, San Diego thornmint (*Acanthomintha ilicifolia*), San Diego ambrosia (*Ambrosia pumila*), Del Mar manzanita (*Arctostaphylos glandulosa ssp.crassifolia*), dudleya, and San Diego barrel cactus (*Ferocactus viridescens*)
- Impacts to southwestern pond turtles (*Actinemys pallida*), orange throated whiptail (*Aspidoscelis hyperythra*), native ant species, rufous-crowned sparrow (*Aimophila ruficeps*), least Bell's vireo (*Vireo bellii pusillus*), and light-footed (Ridgeway's) clapper rail (*Rallus obsoletus levipes*)
- Nesting and forage sites for hawks
- Tree removal and Migratory Bird Treaty Act (MBTA) species
- Consistency with applicable plans, regulations, and guidelines
- Alternatives to reduce or avoid biological resources impacts

- Inclusion of information about the regional biological setting; rare plants and natural communities; an inventory of resources on the Project site; an inventory of rare, threatened, endangered, and sensitive species on the Project site; direct, indirect, and cumulative impacts and appropriate mitigation; a discussion of lighting, noise, human activity, exotic species, and drainage impacts and appropriate mitigation; and indirect impacts.

These concerns are addressed in the attached report and summarized in this section. Concerns regarding hydromodification and stormwater flow are addressed in Section 3.1.3, Hydrology and Water Quality. Project alternatives are discussed in Section 4.0. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A.

2.2.1 Background

The SFVSP EIR identified potentially significant impacts related to biological resources, specifically relating to direct and/or indirect impacts to the following biological resources: wetlands (direct impact to 16 acres of wetland habitat and 0.9 acres of unvegetated waters of the U.S. and indirect impacts), vernal pools (potential direct impact in two locations), coastal sage scrub and oak woodland (direct impact to 344 acres of sensitive upland habitat including 323 acres of coastal sage scrub), sensitive plant species (potential for indirect impacts to Group 1 plant species and potential for direct impact to Encinitas baccharis and San Diego thorn-mint), golden eagle (loss of foraging habitat and potential indirect impact to a nesting site), California gnatcatcher (direct and indirect impacts), San Diego fairy shrimp (direct and indirect impact) and wildlife movement corridors (direct and indirect impacts).

Mitigation measures were identified and impacts were determined to be mitigated to below a level of significance. These mitigation measures included:

- Future development shall be located away from the southwestern vernal pool complex through the “D2” designator process. Pre-construction surveys shall be conducted for the presence of fairy shrimp; impacts to vernal pools shall be mitigated through preservation of offsite pools.
- Participation in the NCCP and subarea planning process will mitigate for cumulative significant impacts to golden eagle.
- Lands containing coastal scrub or represent critical linkages in areas associated with the “D2” designator shall be considered for public acquisition. The “D2” designator shall be used to avoid fragmentation of habitat. Participation in the NCCP and subarea planning process would mitigate impacts to California gnatcatcher. The open space design for the Santa Fe Valley SPA, in conjunction with surrounding open space plans (i.e., 4S Ranch and Rancho Cielo) is expected to satisfy the requirement for a Section 10(a) permit for the “take” of gnatcatchers.
- Adverse impacts should be reduced by restoration of habitat previously disturbed within areas identified as natural open space. Utilize the “D2” designator to provide a wider, more contiguous wildlife corridor. Allow only passive recreation

within buffer to the San Dieguito River Valley. Lighting the bridge over the San Dieguito River should be minimized.

2.2.2 Existing Conditions

2.2.2.1 *Existing Setting*

Biological Survey

The Project site was surveyed by RC Biological Consulting on January 12, 2012 from 1:10 to 2:45 PM and on March 31, 2014. All portions of the Project site were surveyed for potential resources and evaluated for impacts as described in Chapter 1.0 of this EIR. More information on the extent of these surveys is provided in Appendix E. Klutz Biological conducted surveys on March 24 and May 19, 2016. A review of a site design change was conducted in June, 2018.

Mapping was performed following the *Biological Resource Mapping Guidelines within the Report Format and Content Requirements: Biological Resources (2010b)*. Wildlife was identified directly by sight or by vocalizations, and indirectly by scat, tracks, or burrows. Field notes were maintained throughout the survey. The primary focus of the surveys was to document and map the size, location, and general quality of all habitat types and the presence or potential presence of any sensitive resources (plant or wildlife) onsite.

Regional Context

The Project is located within a Take Authorized Area of the Lake Hodges Segment of the Multiple Species Conservation Program (MSCP). Take Authorizations are granted to the County by U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) that allow the taking of covered species incidental to land development and other lawful land uses authorized by the County. In Take Authorized Areas, no additional biological mitigation is required for development to occur because as part of the 4S Ranch development, a 1,612-acre preserve was already established as mitigation.

On-site Open Space Easement

The northwestern corner of the parcel contains an open space easement over a portion of the San Dieguito River as part of the approval process for TM 5123 and TPM 20340. The parcel to the north and west are biological open space, which were also a result of the approval process for TM 5123 and TPM 20340.

Habitats

The following is a summary of the existing habitats and vegetation communities on the Project site and offsite in areas that will be affected by construction of the Project driveway. This section includes information on the habitat types, the dominant species present, and the habitat quality. Species abundance, composition, and diversity are discussed in terms of vegetative structure and wildlife, as well as the habitat sensitivity level and regional and local importance of conserving each habitat type. Figure 2.2-1,

Biological Resources Map, shows the distribution of the habitats and Table 2.2-1, Habitat Impacts and Mitigation, summarizes the habitat types and quantities.

Emergent Wetland

The emergent wetland occurs in two locations within the study area including north of the existing residence and immediately adjacent to the eastern site boundary. The northern emergent wetland habitat is a narrow band located along the northwestern corner of the property and is associated with the San Dieguito River. This habitat is dominated by bulrush (*Schoenoplectus spp.)* and cattails (*Typha latifolia*), with an occasional arroyo willow (*Salix lasiolepsis*). Non-native species such as sago palms occur along the edge. According to the biological letter report, this habitat has high value.

The emergent wetland habitat located offsite and east of the site boundary is comprised primarily of cattails and several small arroyo willow saplings. This habitat is manmade and is fed from a storm drain that direct flows from the adjacent residential development. A review of historical aerial photographs concluded that this emergent wetland habitat was likely non-native grassland habitat prior to the construction of the adjacent residential neighborhood. This habitat is not connected or associated with the San Dieguito River.

A total of 0.2 acre of emergent wetland is located on the Project site.

Non-Native Grassland

The non-native grassland onsite is broad-leaf dominated. It occurs on the northern portion of the Project site within the open space easement between the emergent wetland and the fence that delineates the open space easement boundary. Plants observed include bristly ox-tongue (*Helminthothecaechiodes*), wild radish (*Raphanus sativus*), goosefoot (*Chenopodium multifidum*), and cheeseweed (*Malva parviflora*). According to the biological letter report, this habitat has low value. There are 0.3 acres of non-native grassland on the site.

Row Crops

Land adjacent to the Project site that is proposed to be used for construction of the Project driveway has regularly been used as an organic farm for the production of strawberries. The fields are currently fallow. According to the biological letter report, this habitat has low value. This area was converted to agricultural use without authorization. A total of 4.2 acres of row crops occur within the Project footprint.

Developed Habitat

The developed habitat on and adjacent to the Project site is associated with the residences and landscaped areas on the Project site. The landscaped area has several large trees including pines and eucalyptus. According to the biological letter report, this habitat has low value. A total of 4.7 acres of developed habitat is within the Project footprint. This includes 4.4 acres onsite and 0.3 acre offsite within the area associated with the access driveway for the Project.

Plants Observed Onsite

A total of 20 plant species were observed during the biological site visit. Appendix A of the biological letter report (DSEIR Appendix E) presents the complete list of plants observed on the Project site.

Animals Observed Onsite

A total of nine animals were observed on the Project site, including eight avian species and one mammal. As listed in Appendix B of the biological letter report (DSEIR Appendix E), avian species observed on the site include: ash-throated flycatcher (*Myiarchus cinerascens*), black phoebe (*Sayornis nigricans*), bushtit (*Psaltriparus minimus*), house finch (*Haemorhousmexicanus*), mourning dove (*Zenaida macroura*), song sparrow (*Melospiza melodia*), white-crowned sparrow (*Zonotrichia leycophrys*), and white-tailed kite (*Elanus cearulus*). Additionally, coyote (*Canis latrans*) scat was observed onsite within the non-native grassland.

Special Status Species

Sensitive or special status plant and wildlife species and habitats are those that are considered rare, threatened, or endangered within the state or region by local, state, or federal resource conservation agencies. Sensitive species are so called because of their limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, degradation due to development or invasion by non-native species, or a combination of all of these factors.

The following resources were used to determine the potential for sensitive biological resources to occur on or within the vicinity of the Project site: USFWS (2007, 2010), CDFW (2009, 2010a, 2010b, 2010c), County Sensitive Plant and Animal list, California Native Plant Society (CNPS) online inventory (2011), and the California Natural Diversity Database (CNDDB 2012).

Sensitive Plants

Sensitive plants known to occur in the region encompassing the Project were identified using the CNDDB and CNPS databases for plants associated with meadows, seeps, marshes, and swamps. A listing of these plants is provided in Appendix C of the biological letter report (DSEIR Appendix E). Four sensitive wetland-associated plant species are known to occur within the region: southern tarplant (*Centromadia parryi* ssp*. australis*), smooth tarplant (*Centromadia pungens* ssp*. laevis*), San Diego marsh-elder (*Iva hayesiana*), and southwestern spiny rush (*Juncus acutus* ssp*. leopoldii*). San Diego marsh-elder and southwestern spiny rush would have been observable and were not detected. The remaining two species are associated with alkaline habitats that do not occur onsite and have a low potential to occur. No sensitive upland plant species were determined to have potential-to-occur because of the developed and farmed nature of the uplands. No sensitive plant species were detected onsite. Note that no San Diego thornmint, San Diego ambrosia, Del Mar manzanita, dudleya, or San Diego barrel cactus were observed on-site. Additionally, no oak riparian forest habitat is present at the Project site.

Sensitive Wildlife

Thirteen sensitive wildlife species have the potential to occur onsite. See Appendix B of DSEIR Appendix E for a list of these species. Of these 13 sensitive species, two species, the Cooper's hawk (*Accipiter cooperi*), a CDFW California Species of Special Concern, and Coronado skink (*Eumeces skiltonianus interparietalis*), a CDFW California Species of Special Concern and federal Species of Concern, have a moderate potential to occur; however, the Project site has a history of development and agricultural use and is generally surrounded by development, resulting in a low potential for use by sensitive species. The Cooper's hawk is most likely to occur in areas with dense stands of live oak, riparian, deciduous, or other forest habitats near water. It is also known to nest in urban areas with large trees. No nests were observed during the biological resource survey. The Coronado skink prefers coastal sage scrub, grassland, and/or riparian habitat near vernal pools. The fringe of the emergent wetland on the Project site may contain suitable habitat; however, no Coronado skinks were observed onsite. Note that no southwestern pond turtles, orange throated whiptail, rufous-crowned sparrow, least Bell's vireo, or light footed clapper rail were identified on-site.

One sensitive wildlife species, the white-tailed kite, was observed within the emergent wetland onsite roosting in one of the willows. The location of the observation is shown in Figure 2.2-1. The white-tailed kite is a California Species of Special Concern and is fully protected by CDFW. This species is also identified as a County Group 1 species. It is also identified as a sensitive species in the Lake Hodges segment of the MSCP subarea plan. The white-tailed kite is a yearlong resident in coastal and valley lowlands, preferring riparian woodland, oak groves, or sycamore groves adjacent to grasslands. They inhabit herbaceous and open stages of most habitats in cismontane California. The species forages in open grasslands, meadows, farmlands, wetlands, and freeway center divides. They glide and hover less than 100 feet above the ground in search of prey. The white-tailed kite nests in tops of trees including non-native orange trees.

Jurisdictional Wetlands/Waters

Jurisdictional wetlands occur both onsite and immediately adjacent to the Project site. The onsite wetlands occur within an existing open space easement north of the residence and the offsite wetland habitat occurs just east of the site boundary. The limits of jurisdiction would be the same as the emergent wetland boundaries mapped and these areas would qualify as Army Corps of Engineers, CDFW, and Regional Water Quality Control Board jurisdiction. It should be noted that much of the understory of the northern emergent wetland area had been impacted by the original use of the site when the building was constructed.

The application of a Resource Protection Ordinance (RPO) wetland status is triggered by a discretionary action (RPO, Section 86.603). Since the northern Emergent Wetland (EW) habitat onsite is already conserved in open space as a result of a previous discretionary action (TPM 20340, approved on 9/4/98) and is not part of the current discretionary action, direct impacts would not occur under the County Resource Protection Ordinance (RPO) because the EW is not being disturbed. However, there is a possibility of indirect impacts if appropriate buffers are not provided. Therefore the EW boundary has been defined and a 50-foot buffer has been included from the boundary

extending south toward the Project. No uses of any kind will be located or allowed within that area. Some buildings, parking, hardscape landscaping, masonry retaining wall and vinyl coated chain link fence are located within the 100 foot buffer. This wall and fence and the related drainage plan will divert hardscape runoff from the wetland, and prevent encroachment by humans and domestic animals into the riparian open space.

The emergent wetland habitat located along the eastern site boundary (offsite) is not considered an RPO wetland because it is a manmade feature that meets the conditions specified in Section 86.602 (q)(2)(aa) of the RPO. As detailed previously, this habitat type is fed by storm drain runoff from the adjacent residential development. Prior to the construction of the adjacent neighborhood and the storm drain the habitat in this area was likely comprised of non-native grasslands. Furthermore, this habitat has negligible biological function because the vegetation is routinely maintained, is relatively small in size (width of the habitat area is approximately 5-15 feet and the total feature is approximately 13,000 square feet), and is isolated/not connected to the wetland habitat that occurs within the northern portion of the property. In addition, the offsite emergent wetland is not a vernal pool and does not support any wetland dependent sensitive species.

Other Unique Features/Resources

Wildlife Corridors and Linkages

Dense residential development occurs to the east, north, and south of the Project site. The San Dieguito River ends approximately 400 feet to the northeast resulting in the eastern terminus of this branch of the river. Due to the narrow width of the San Dieguito River within the Project vicinity and adjacent development, the Project site is not anticipated to serve as a wildlife corridor.

Raptor Nesting

Raptors are large predatory or scavenger birds that typically require tall trees for perching and nesting associated with adjacent open grasslands to forage. Due to declining habitat and the associated declining numbers of these species on the whole, many raptor species have been designated as California Species of Special Concern by CDFW. These species are protected, especially during their critical nesting and wintering stages. Raptors are protected under the CDFW California Raptor Protection Act (Title 14, Section 670). Raptor nests are protected under California Fish and Game Code Section 3503.5 and by the federal Migratory Bird Treaty Act. While the site contains mature trees that could support raptor nesting, no nests were observed onsite.

2.2.2.2 *Applicable Plans and Policies*

Federal

Federal Endangered Species Act

Enacted in 1973, the U.S. Endangered Species Act (ESA) provides for the conservation of threatened and endangered species and their ecosystems. The Act prohibits the “take” of threatened and endangered species except under certain circumstances and

only with authorization from the USFWS through a permit under Section 4(d), 7 or 10(a) of the Act. Under the Endangered Species Act, "take" is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Migratory Bird Treaty Act

The MBTA prohibits the killing or transport of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA.

Bald and Golden Eagle Protection Act

When first enacted in 1940, the Act prohibited the take, transport, or sale of bald eagles, their eggs, or any part of an eagle except where expressly allowed by the Secretary of Interior. The Act was amended in 1962 to extend the prohibitions to the golden eagle.

State

California Fish and Game Code

The California Fish and Game (CFG) Code regulates the taking or possession of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the state. It includes the California Endangered Species Act (CESA; Sections 2050-2115) and Streambed Alternation Agreement regulations (Section 1600-1616), as well as provisions for legal hunting and fishing, and tribal agreements for activities involving take of native wildlife.

Local

Resource Protection Ordinance

The Resource Protection Ordinance (RPO) was adopted in 1989 and amended in 1991 and 2007. RPO restricts impacts to various natural resources including wetlands, wetland buffers, floodplains, steep slopes, sensitive habitat lands, and historical sites. Certain permit types are subject to the requirement to prepare Resource Protection Studies under the RPO. RPO restricts uses in wetlands as defined by the ordinance. In addition, the ordinance requires that a wetland buffer be provided to further protect the wetland resources. Improvements necessary to protect the adjacent wetlands and those uses allowed within the actual wetland are the only allowed uses within the buffer.

RPO also limits impacts to sensitive habitat lands, including unique vegetation communities and/or the habitat that is either necessary to support a viable population of sensitive species, is critical to the proper functioning of a balanced natural ecosystem, or which serves as a functioning wildlife corridor. Habitats considered sensitive or significant under CEQA are not necessarily considered RPO sensitive habitat lands. Impacts to RPO sensitive habitat lands shall only be allowed when: (a) all feasible measures have been applied to reduce impacts; and (b) mitigation provides an equal or greater benefit to the affected species. The ordinance includes the provision that when "the extent of environmentally sensitive lands on a particular legal lot is such that no reasonable economic use of such lot would be permitted by these regulations, then an encroachment into such environmentally sensitive lands to the minimum extent necessary to provide for such reasonable use may be allowed".

Multiple Species Conservation Program and Biological Mitigation Ordinance

The MSCP is a long-term regional conservation plan designed to establish a connected preserve system that protects the County's sensitive species and habitats across 12 jurisdictions. Each jurisdiction has its own subarea plan to be implemented independently. The subarea plan for the County's jurisdiction covers 252,132 acres in the southwestern portion of the unincorporated lands. The County Subarea Plan is regulated by the Biological Mitigation Ordinance (BMO), which outlines the specific criteria and requirements for projects within the MSCP boundaries. The County Subarea Plan (adopted October 1997), the BMO (adopted March 1998), the Final MSCP Plan (dated August 1998) and the Implementing Agreement (signed March 1998) between the County and Wildlife Agencies are the documents used to implement the MSCP. The MSCP and BMO provide specific criteria for project design, impact allowances and mitigation requirements.

San Diego County General Plan – Conservation and Open Space Element

The Conservation and Open Space Element of the General Plan provides guiding principles for the conservation, management, and utilization of natural resources and the protection and preservation of open space. The Conservation and Open Space Element addresses policies relating to water, vegetation, and wildlife habitat.

The following policies identified in the County of San Diego General Plan (August 2011) Conservation and Open Space Element are applicable to the Project:

1. **Goal COS-2: Sustainability of the Natural Environment**. Sustainable ecosystems with long-term viability to maintain natural processes, sensitive lands, and sensitive as well as common species, coupled with sustainable growth and development.
    a. **Policy COS-2.1: Protection, Restoration and Enhancement**. Protect and enhance natural wildlife habitat outside of preserves as development occurs according to the underlying land use designation. Limit the degradation of regionally important natural habitats within the Semi-Rural and Rural Lands regional categories, as well as within Village lands where appropriate.
    b. **Policy COS-2.2: Habitat Protection through Site Design**. Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.
2. **Goal COS-3: Protection and Enhancement of Wetlands**. Wetlands that are restored and enhanced and protected from adverse impacts.
    a. **Policy COS-3.1: Wetland Protection**. Require development to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.
    b. **Policy COS-3.2: Minimize Impacts of Development**. Require development projects to: mitigate any unavoidable losses of wetlands, including its habitat functions and values; and protect wetlands, including

vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.

3. **Goal COS-14: Sustainable Land Development**. Land use development techniques and patterns that reduce emissions of criteria pollutants and GHGs through minimized transportation and energy demands, while protecting public health and contributing to a more sustainable environment.
    a. **Policy COS-14.11: Native Vegetation**. Require development to minimize the vegetation management of native vegetation while ensuring sufficient clearing is provided for fire control.

2.2.3 Analysis of Project Effects and Determination as to Significance

2.2.3.1 *Special Status Species*

Guidelines for Determining Significance

According to the *County of San Diego Guidelines for Determining Significance – Biological Resources* (September 15, 2010), a significant impact to special status species would occur if the Project would:

- Impact one or more individuals of a species listed as federally or state endangered or threatened.
- Impact an on-site population of a County List A or B plant species, a County Group 1 animal species, or a species listed as a state Species of Concern.
- Impact the regional long-term survival of a County List C or D plant species or a County Group 2 animal species.
- Impact arroyo toad aestivation, breeding, or foraging habitat.
- Impact golden eagle habitat.
- Result in a loss of functional foraging habitat for raptors.
- Increase noise and/or nighttime lighting to a level above ambient proven to adversely affect sensitive species.
- Impact the viability of a core wildlife area, defined as a large block of habitat (typically 500 acres or more not limited to Project boundaries, though smaller areas with particularly valuable resources may also be considered a core wildlife area) that supports a viable population of a sensitive wildlife species or an area that supports multiple wildlife species.
- Increase human access or predation or competition from domestic animals, pests or exotic species to levels that would adversely affect sensitive species.
- Cause indirect impacts, particularly at the edge of proposed development adjacent to proposed or existing open space or other natural habitat areas, to levels that would likely harm sensitive species over the long term, including:

increasing human access; increasing predation or competition from domestic animals, pests, or exotic species; altering natural drainage; and increasing noise and/or nighttime lighting to a level above ambient that has been shown to adversely affect sensitive species.

- Impact occupied burrowing owl habitat (*Athene cunicularia*).
- Impact occupied cactus wren (*Campylorhynchus brunneicapillus*) habitat, or formerly occupied cactus wren habitat that has been burned by wildfire.
- Impact occupied Hermes copper (*Lycaena hermes*) habitat.
- Impact nesting success of sensitive animals through grading, clearing, modification, and/or noise generating activities such as construction.

Analysis

Federally and State Endangered and Threatened Species

No federally or state endangered or threatened species were identified on the Project site. Additionally, none of the 85 species covered by the MSCP were identified. Thus the Project will have **no impact** any federally or state endangered or threatened species.

State Species of Concern, County Group A and B Plant Species, and County Group 1 Animal Species

Four sensitive wetland-associated plant species are known to occur in the region that have potential to occur in the emergent wetland on to the north of the Project; however, the Project site does not contain habitats that support these species. Note that no San Diego thornmint, San Diego ambrosia, Del Mar manzanita, dudleya, or San Diego barrel cactus were observed on the Project site. Two state Species of Special Concern, Coronado skink and Cooper's hawk, have a moderate potential to occur onsite. No Coronado skink or Cooper's hawk were observed onsite. One white-tailed kite, which is a County Group I animal, was observed within the emergent wetland within the open space onsite. This biological open space area would be retained and no impacts to the emergent wetland within which the species was observed would occur. Due to the developed and agricultural uses onsite, on-site habitat to support this species is limited and highly disturbed. In response to the NOP, concerns regarding impacts to southwestern pond turtles, rufous-crowned sparrow, least Bell's vireo, and light footed clapper rail were raised; however, these species were determined to have a low to less-than-reasonable potential to occur on the Project site because of lack of suitable habitat. Therefore, impacts to sensitive wildlife species with the potential to occur onsite are considered **less than significant**.

County Group C and D Plant Species and County Group 2 Animal Species

No County Group C or D plant species or County Group 2 animal species were detected onsite. In response to the NOP, concerns regarding impacts to orange

throated whiptail were raised; however, this species was not observed on the Project site. Therefore, the Project is not anticipated to result in impacts to any of these special status plant or animal species. **No impact** would occur.

Arroyo Toad

The arroyo toad prefers sandy or cobbly washes with swift currents and associated upland and riparian habitat. The Project site does not support this type of habitat. Therefore, the site does not support appropriate aestivation, breeding, or foraging habitat for the arroyo toad. **No impact** would occur as a result of development of the Project.

Golden Eagle

No golden eagles are known to nest onsite or within 4,000 feet of the site. The 4,000 foot limit is contained in the Final MSCP Plan (August 1998), Table 3-5, page 3-76. Golden eagles are not expected to utilize this area as foraging habitat because of the extant and surrounding dense residential land uses. Accordingly **no impacts** to golden eagles would occur as a result of development of the Project.

Raptor Foraging Habitat

Non-native grasslands can serve as raptor foraging areas. The Project site supports 0.3 acre of non-native grassland within the open space easement between the emergent wetland and the fence that delineates the open space easement boundary. According to the biological letter report, this habitat has low value. Construction of the Project access road will also impact 0.3 acre of non-native grassland off-site. Although currently in agriculture, this area was converted to agriculture without authorization. As a result, this analysis considers that the impacts are to non-native grasslands, which appear to be the habitat that was present prior to agricultural conversion based on review of historical aerial photographs, since this area is located within a dedicated biological open space easement that is proposed to be vacated. Impacts to 0.3 acre of non-native grassland are potentially significant and require mitigation (**Impact BI-1**).

Indirect Impacts/Edge Effects

Construction and operation of the Project could lead to edge effects resulting from encroachment of humans or domestic animals. Implementation of the Project would increase human access in the area and create conditions suitable for exotic plant species intrusion. Construction activities could promote the spread of exotics by creating disturbed areas that could result in the spread of these exotics into adjacent undisturbed areas, and ongoing potential erosion, runoff, and sedimentation into riparian areas. These indirect impacts could degrade existing riparian areas within the vicinity of the Project site. However, siltation and erosion control Best Management Practices (BMPs) would be implemented during construction, including use of boundary silt fencing, bags of gravel, fiber rolls, weed-free straw wattles and mulch, and slope stabilization

Additionally, the limits of Project impacts (including construction staging areas and access routes) will be clearly delineated with temporary construction fencing, stakes, flags, or markers that will be installed in a manner that does not impact sensitive habitats such that they are clearly visible to personnel on foot and operating heavy

equipment. This delineation will be conducted under the supervision of the County-approved biologist prior to commencement of construction activities and will remain in place during all construction activities. All temporary fencing will be shown on grading plans and/or associated construction documents. No work would occur beyond the fenced or demarcated limits of impact. Temporary construction fencing and markers will be maintained in good repair until the completion of Project construction and removed upon Project completion.

Operationally, Project design measures include installation of a retaining wall and fence separating the developed area from existing onsite open space easement area, which would serve as a barrier to increased human access and exotic plant species intrusion within the open space areas. The landscape plan would also stipulate that Project landscaping would not include exotic plant species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” list. Predation from domestic animals is not expected since residential uses that could result in the introduction of domestic pets are not proposed. Good housekeeping practices incorporated into Project design such as the proposed secure garbage area would minimize nuisance animals such as crows that could affect raptor usage of the open space. Therefore, no adverse impact to sensitive species would occur.

In summary, indirect impacts and/or edge effects would be **less than significant**.

Core Wildlife Area

The Project site is designated within the MSCP as a Take-Authorized area and is a small site surrounded by dense residential development to the east, north, and south. The San Dieguito River ends approximately 400 feet to the northeast resulting in the eastern terminus of this branch of the river. No sensitive plant species were identified onsite and no ESA-listed animal species were observed. The County Group 1 white-tailed kite utilizes the site for foraging but was not observed nesting on or adjacent to the site. The site does not meet the requirements of a core wildlife area; therefore no adverse impacts to a core wildlife area would occur. **No impact** is identified.

Nesting Success

Although no nests were observed, large trees located on the Project site could provide habitat for nesting raptors such as Cooper’s hawk and white-tailed kite. The Project proposes removal of the trees as part of the Project development. If sensitive species (e.g., raptors) establish a nest during a time when trees were proposed to be removed, there is a potential for nest disturbance. This represents a significant impact (**Impact BI-2**) and requires mitigation.

Altering Drainage

The Project would not alter the drainage patterns either onsite or offsite. All existing waterways and drainage patterns would continue to function in the same manner as the pre-Project condition. The onsite and offsite emergent wetland habitat will not be directly impacted by the Project. **No impact** is identified.

Noise/Nighttime Lighting Increases

The Project will introduce additional nighttime lighting and noise to the site due to the proposed uses on the site. The Project has been designed with the parking area adjacent to the open space, which will serve as a buffer between the on-site buildings and the open space. Additionally, a vine-colored fence will be installed to shield headlights from vehicles accessing the parking area. The lighting plan for the Project illustrates selective placement of lighting adjacent to the open space areas that will also be shielded and directed onsite, away from the open space area. As a result, impacts from lighting are not significant. Additionally the infrequent nature of the noise generated by use of the parking lot is not a significant impact. Impacts are **less than significant**.

Burrowing Owl Habitat

The Project will not impact burrowing owl or burrowing owl habitat. Burrowing owls were not observed onsite and are not anticipated to occupy the property in the future. **No impacts** were identified.

Cactus Wren Habitat

The Project will not impact cactus wren or cactus wren habitat. Cactus wren do not occur on site and they are not anticipated to occupy the property in the future. The study area does not contain any suitable cactus wren nesting vegetation, including prickly pear or cholla cacti. **No impacts** were identified.

Hermes Copper Habitat

The Project will not impact Hermes copper butterfly or Hermes copper butterfly habitat. Hermes copper was not observed on site and it is not anticipated to occupy the property in the future. The study area does not contain spiny redberry (*Rhamnus crocea*) the larval host plant for the Hermes copper butterfly. **No impacts** were identified.

2.2.3.2 *Riparian Habitat and Sensitive Natural Communities*

Guidelines for Determining Significance

According to the *County of San Diego Guidelines for Determining Significance – Biological Resources* (2010), a significant impact to riparian habitat or other sensitive natural communities would occur if:

- Project-related construction, grading, clearing, or other activities will temporarily or permanently remove sensitive native or naturalized habitat on or off the Project site.
- Any of the following will occur to or within jurisdictional wetlands and/or riparian habitats as defined by Army Corps of Engineers, CDFW and the County of San Diego: removal of vegetation; grading; obstruction or diversion of water flow; adverse change in velocity, siltation, volume of flow, or runoff rate; placement of fill; placement of structures; construction of a road crossing; placement of culverts or other underground piping; any disturbance of the substratum; and/or any activity that may cause an adverse change in native species composition, diversity and abundance.

- The Project would draw down the groundwater table to the detriment of groundwater-dependent habitat, typically a drop of 3 feet or more from historical low groundwater levels.
- The Project would cause indirect impacts, particularly at the edge of proposed development adjacent to proposed or existing open space or other natural habitat areas, to levels that would likely harm sensitive species over the long term, including: increasing human access; increasing predation or competition from domestic animals, pests, or exotic species; altering natural drainage; and increasing noise and/or nighttime lighting to a level above ambient that has been shown to adversely affect sensitive species.
- The Project does not include a wetland buffer adequate to protect the functions and values of existing wetlands.

Analysis

Vegetation Communities/Habitats

As shown in Table 2.2-1, on-site impacts will occur to row crop and developed habitats, which are not considered sensitive habitat and do not require mitigation. As identified above, off-site impacts will occur to 0.3 acre of non-native grassland and 0.3 acres of developed habitat as a result of construction of the proposed access road. Although currently in agriculture, significant Project impacts are assumed to non-native grasslands, the habitat present prior to agricultural conversion **(Impact BI-1)**. Mitigation is required.

Jurisdictional Wetlands/Waters

Emergent wetlands occur on the Project site within the existing open space easement. The open space easement will be retained as part of the Project. The Project has been designed to include a 50 foot buffer from the resource boundary in which construction and ongoing activities will be prohibited. This area will not require fuel modification nor vegetation management. An additional 100 foot buffer is proposed to ensure a fire-safe setting is maintained. The Project site would not impact any jurisdictional wetlands or riparian habitats with the incorporation of these Project design features. In summary, there will be **no impact** to jurisdictional wetlands/waters.

Groundwater Table

Historical use of the on-site well has included watering the whole property including landscape and agriculture (>285,000 SF). The well was tested to determine if any draw down of existing nearby wells would occur during use. The well had a tested capacity 65 to 70 gallons per minute without drawing down a nearby offsite well although the regular use of the onsite well was far below capacity levels. The well is controlled through a piped system and does not flow into or support the wetland in the open space. The Project would irrigate only 72,000 SF of landscaping using the onsite well. Using current water conservation methods such as limited spay emitters and a timed watering system, it is anticipated that there would be a 75 percent reduction in well water use for the Project as compared to existing uses. Since the Project would use substantially less

water than has been historically used without impact to the groundwater table, a **less than significant impact** would occur related to groundwater draw down.

Indirect Impacts

Refer to the discussion of indirect effects under "Impacts to Special Status Species" for further information. Indirect impacts to riparian habitats and sensitive natural communities resulting from noise, lighting, and human access are anticipated to be reduced upon implementation of Project design measures. Indirect impacts would be **less than significant**.

Wetland Buffer

A wetland buffer is an area or feature(s) surrounding an identified wetland that helps to protect the functions and values of the wetland. A wetland occurs in the open space north of the site. The Project has been designed to include a 50 foot buffer from this wetland boundary in which no uses or activities will be allowed. Fuel modification and vegetation management will not be allowed in this area. An additional 100 foot buffer is proposed to ensure a fire-safe setting is maintained. A masonry retaining wall and vinyl coated chain link fence are design features of the Project that would serve to separate the proposed development from open space easement areas, divert hardscape runoff from the wetland, and prevent encroachment by humans and domestic animals into the riparian open space. Easements will be placed over these areas to ensure these limitations are enforceable. **No impacts** would occur.

2.2.3.3 *Wildlife Movement and Nursery Sites*

Guidelines for Determining Significance

According to the *County of San Diego Guidelines for Determining Significance – Biological Resources* (2010), a significant impact to wildlife movement or nursery sites would occur if the Project would:

- Prevent wildlife access to foraging habitat, breeding habitat, breeding habitat, water sources, or other areas necessary for their reproduction;
- Substantially interfere with connectivity between blocks of habitat, or potentially block or substantially interfere with local or regional wildlife corridor or linkage;
- Create artificial wildlife corridors that do not follow natural movements patterns;
- Increase noise and/or nighttime lighting in a wildlife corridor or linkage to levels proven to affect the behavior of the animal identified in a site specific analysis of wildlife movement;
- Not maintain adequate width for an existing wildlife corridor or linkage and/or further constrain an already narrow corridor through activities such as (but not limited to) reduction of corridor width, removal of available vegetative cover, placement of incompatible uses adjacent to it, and placement of barriers in the movement path; or
- Not maintain adequate visual continuity (i.e., long lines-of-sight) within wildlife corridors or linkages.

Analysis

Dense residential development occurs to the east upstream and to the north of the open space lot. The San Dieguito River ends approximately 400 feet to the northeast resulting in the eastern terminus of this branch of the river. Dense residential development also occurs to the south. Due to the narrow width of the San Dieguito River and the surrounding adjacent development this site does not serve as a wildlife corridor. Therefore, **no impact** to wildlife corridors and wildlife movement would occur.

2.2.3.4 *Local Policies, Ordinances and Adopted Plans*

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance – Biological Resources* (2010), a significant impact would occur if the Project would:

- Impact coastal sage scrub vegetation within lands outside of the MSCP in excess of the County's five-percent habitat loss threshold, or preclude connectivity between areas of high values, as defined by the Southern California Coastal Sage Scrub NCCP Guidelines.
- Preclude or prevent the preparation of the subregional NCCP.
- Impact any amount of wetlands or sensitive habitat lands as outlined in the RPO
- Not minimize and/or mitigate coastal sage scrub habitat loss in accordance with Section 4.3 of the NCCP Guidelines.
- Not conform with the goals and requirements, as outlined in any applicable Habitat Conservation Plan, Habitat Management Plan, Special Area Management Plan, Watershed Plan, or similar regional planning effort.
- Not minimize impacts to Biological Resources Core Areas (BRACs) within lands in the MSCP, as defined by the BMO.
- Not avoid impacts to MSCP narrow endemic species and would impact core populations of narrow endemics.
- Reduce the likelihood of survival and recover of listed species in the wild.
- Result in the killing of migratory birds or destruction of active migratory bird nests and/or eggs (MBTA).
- Result in the take of eagles, eagle eggs or any part of an eagle (Bald Eagle Protection Act

)Analysis

Coastal Sage Scrub

The Project site does not contain any coastal sage scrub habitat. Therefore, implementation of the Project would not impact coastal sage scrub vegetation or preclude connectivity between habitats of high value. Accordingly, no mitigation of any coastal sage scrub habitat loss would be required. **No impact** is identified.

Habitat Conservation Plans and NCCP Goals and Requirements

As identified above, the Project site is within a Take Authorized Area of the MSCP. The Project site is not located within or adjacent to a BRCA area. No MSCP narrow endemic species have been identified within the site or surrounding area. Furthermore, no federal or state listed species have been identified within the Project site or surrounding area. Accordingly, implementation of the Project would not impact any core populations nor reduce the likelihood of survival and recovery of these species.

No other Habitat Conservation Plans, Habitat Management Plans, Special Area Management Plan, Watershed Plan, or other similar regional planning effort is in place for the Project site. Implementation of the Project would not preclude or prevent the preparation of a subregional NCCP. In summary, **no impact** is identified.

County Resource Protection Ordinance

The County's Resource Protection Ordinance identifies wetlands as a sensitive habitat. Emergent wetlands do occur on the Project site; however, this area would be preserved onsite within an existing open space conservation easement and would not be directly impacted by implementation of the Project. The site does not support any other land identified as sensitive in the County's Resource Protection Ordinance. To preserve the integrity of this area from indirect impacts, the Project has been designed to include a 50 foot buffer from the wetland boundary in which no uses will be allowed. The buffer area will not require fuel modification and vegetation management. An additional 100 foot buffer is proposed to provide a fire safe setting for the project. Protections such as fencing and signage will also be included. **No impact** would occur because there are no direct impacts and indirect impacts are controlled with buffers provided for in the Project design.

Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act

As identified above, although no nests were observed, large trees located on the Project site could provide nesting habitat for avian species covered under the MBTA, including raptors. The Project proposes removal of the trees as part of the development. Therefore, there is a potential to disturb these species. Potential Impact to nesting birds has already been identified as Impact BI-2 and mitigation is required.

No golden eagles have been recorded in the Project area and no nesting sites are known within 4000 feet of the Project site. According to the biological letter report (DSEIR Appendix E), no eagle species have the potential to occur on or adjacent to the Project site. Thus the Project would not impact eagles and **no impact** is identified.

2.2.4 Cumulative Impact Analysis

Guidelines for Determining Significance

According to the *County of San Diego Guidelines for Determining Significance – Biological Resources* (2010), a significant cumulative impact would occur if the Project would:

- Have the potential to degrade the quality of the environment, substantially reduce the habitat of a wildlife species, cause a wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community.
- Have impact that are individually limited by cumulatively considerable.

Analysis

The cumulative impact analysis for biological resources considers projects within a 3-mile radius of the Project that impact a similar type of habitat or biological resources. A total of 23 cumulative projects were identified within the 3-mile radius. Of the 23 projects, two projects were identified as impacting the same type of biological resources as the Project. TM 5556 will result in impact to 17 acres of nonnative grassland. The project mitigated the impact through purchase of credit in an offsite approved conservation bank. The Black Mountain Ranch Addendum identified a 1.77 acre impact to nonnative grassland and mitigated the impact through up tier preservation of coastal sage scrub and native grassland. Combined, these two projects result in the loss of 18.77 acres of nonnative grassland. When the 0.3 acre impact to non-native grassland from the proposed Project is added to this, it represents a total loss of 19.07 acres. This does not represent a significant cumulative impact, as all the projects mitigate their impacts and there are region-wide habitat conservation planning efforts in place that preserve biological resources. Cumulative impacts would be **less than significant**.

2.2.5 Significance of Impacts Prior to Mitigation

The following significant impacts related to biological resources would occur with implementation of the Project:

- **Impact BI-1** Impact to 0.3 acre of non-native grassland offsite within the proposed access road footprint.
- **Impact BI-2** Potential impact to nesting birds covered under the MBTA due to removal of onsite trees during Project construction.

2.2.6 Mitigation

The SFVSP EIR identified several biological resources mitigation measures, as detailed in Section 2.2.1, above. The biological resources mitigation measures identified in the SFVSP EIR are not applicable to the project due to the project's specific location within the SFVSP or due to the resources that are on the project site. The following mitigation measures will be required as a condition of Project approval and are specific to the project site and the proposed project and represent the recommendations in the biological resources report prepared specifically for the project and included as Appendix E:

- **M-BI-1** Direct impact to 0.3 acre of offsite non-native grassland shall be mitigated at a 1:1 ratio in conformance with the MSCP and BMO through preservation of similar or higher value habitat. Mitigation shall occur at the Crestridge Mitigation Bank in Lakeside, California or any other land determined

acceptable by the Director of the Department of Planning & Development Services. Note that the mitigation ratio for non-native grassland is typically 0.5:1. A doubled ratio is required here since this area is located within a dedicated open space easement. Pursuant to the County Report Format and Content Requirements – Biological Resources, if existing dedicated biological open space easements are being vacated, the loss of preserved habitat should be mitigated at twice the required ratios because the original mitigation must be replaced and the current loss of habitat must be mitigated.

- **M-BI-2** If any construction work, including onsite tree removal, is proposed during the raptor breeding season (between January 1 and July 15), a qualified biologist shall conduct a nesting raptor survey no more than three days prior to scheduled operations to ensure that no nesting birds in the Project area would be impacted. 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 of 500 feet, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No Project construction shall be allowed to occur within the fenced zone until the young have fledged and will not be impacted by the Project. A copy of the survey shall be submitted to the Director of Planning & Development Services.

2.2.7 Conclusion

Construction of the Project access driveway would result in a direct impact to 0.3 acre of offsite non-native grassland. This impact would be mitigated to below a level of significance through the purchase of 0.3 acre of non-native grassland or higher value habitat at an approved mitigation bank or any other land determined acceptable by the Director of the Department of Planning & Development Services as required in M-BI-1. Implementation of the Project could impact nesting raptors and other MBTA species if any active nests are present during onsite construction activities. This potential impact would be mitigated to below a level of significance by requiring a nesting bird survey if construction activities are proposed between January 1 and July 15 per M-BI-2. No other impacts were identified. Project design features will preserve a 50 foot no-build buffer from the a wetland boundary, and also provides a 100 foot barrier for fire safety purposes. Fencing and signage will also be installed to limit the access to open space and buffers. With the incorporation of mitigation, impacts to biological resources will be reduced to below a level of significance.

RPO 50-foot buffer

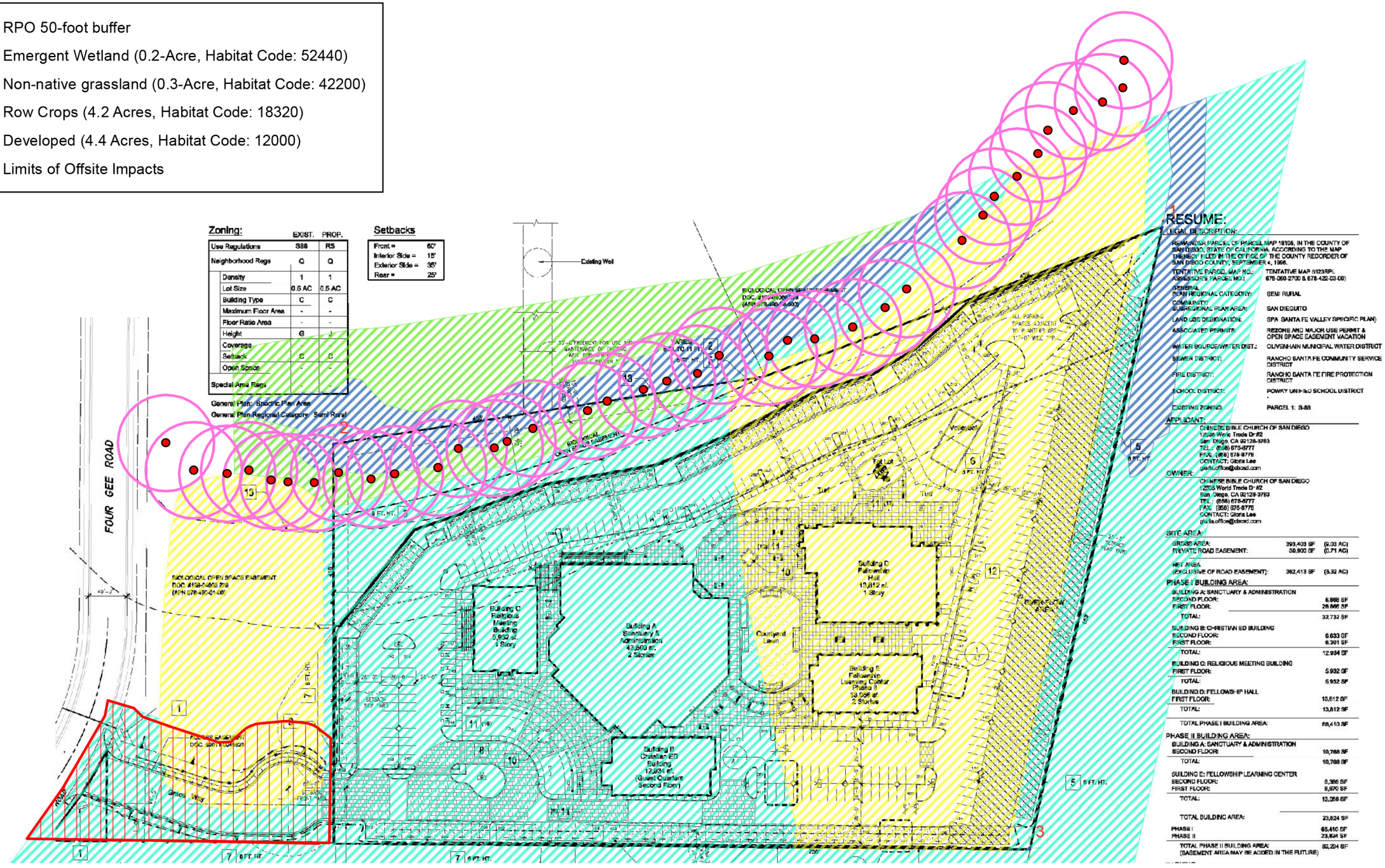
Emergent Wetland (0.2-Acre, Habitat Code: 52440)

Non-native grassland (0.3-Acre, Habitat Code: 42200)

Row Crops (4.2 Acres, Habitat Code: 18320)

Developed (4.4 Acres, Habitat Code: 12000)

Limits of Offsite Impacts



KLUTZ BIOLOGICAL CONSULTING

TRS CONSULTANTS

N

0 25 50 100 Feet

Biological Resources Map

Figure 2.2-1

Habitat/Vegetation Community	Existing (acres)	Onsite Impacts (acres)	Offsite Impacts	Mitigation Ratio	Mitigation Required (acres)
Emergent Wetland (Habitat Code: 52440)	0.2	**0**	**0**	**3:1**	**0**
Non-native Grassland (Habitat Code: 42200)	0.3	**0**	**0.3**	**1:1***	**0.3**
Row Crops (Habitat Code: 18320)	4.2	**4.2**	**0**	**NA**	**NA**
Developed Habitat (Habitat Code: 12000)	4.7	**4.4**	**0.3**	**NA**	**NA**
Total	9.4	**8.6**	**0.6**		**0.3**

* Normally mitigation for non-native grassland is at a ratio of 0.5:1. A 1:1 mitigation ratio will be applied for impacts to the offsite non-native grassland due to the construction of Grace Way since this area is located within a dedicated open space easement. Pursuant to the County Report Format and Content Requirements - Biological Resources, if existing dedicated biological open space easements are being vacated, the loss of preserved habitat should be mitigated at twice the required ratios because the original mitigation must be replaced and the current loss of habitat must be mitigated (County 2010).

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Habitat Impacts and Mitigation

Table 2.2-1

2.3 Cultural Resources and Tribal Cultural Resources

The assessment of the Project's potential to have an adverse effect on cultural and tribal cultural resources is based on technical studies prepared for the Project. The results of the analyses are presented below and are included as appendices to this DSEIR with confidential records and maps on file at the County of San Diego, Planning & Development Services and deposited with the South Coastal Information Center (SCIC).

- Appendix F: *Santa Fe Valley Chinese Church Project (Smith, 2010)* and *Changes to Project Description* (Smith, 2016)
- Appendix G: *Historic Resources Technical Report for the 16919 Four Gee Road Property* (Moomjian, 2012) and *MUP 10-037/Changes to Project Description* (Moomjian, 2016)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified that significant impacts to cultural resources would occur as a result of Project implementation. However, no resources were identified within the Project area of the Chinese Bible Church. The on-site structures at the time of the preparation of the SFVSP EIR had a construction date of less than 50 years, and as such were not considered historic at that time.

Comments received in response to the Notice of Preparation (NOP) include concerns regarding the historical significance of the existing onsite structures and the protection of open area of trees that are 50+ years old. These concerns are addressed in the attached reports and summarized in this section. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

2.3.1 Background

Cultural resources were addressed in the previously certified Santa Fe Valley Specific Plan EIR (1995). Significant impacts to cultural resources were identified due to the presence of 30 archaeological sites located within the larger Santa Fe Valley Specific Plan area. The Project site had been previously surveyed as part the Santa Fe Valley Specific Plan EIR (Ogden 1995) and no cultural resources were identified within the Project site.

2.3.2 Existing Conditions

2.3.2.1 *Environmental Setting*

Natural Environment

The Project area is within the central valley subregion that supports a range of habitats and biological communities. Habitats on the Project site include emergent wetland, non-native grassland, row crops and developed habitat.

Topography on the Project site varies from flat to gently sloping with a low hill in the west. Currently the hill is occupied by two single-family residences and two garages with interspersed landscaping.

A small north-south drainage is present within the eastern portion of the site. Elevations range between approximately 516 feet AMSL and 485 feet AMSL (Figure S.2). A large unnamed east-west marshy drainage runs along the northern edge of the Project site and eventually connects to the San Dieguito River approximately 1.7 miles to the north-northwest.

Cultural Environment

This section summarizes the existing cultural resources within the Project footprint. Cultural resources are the tangible or intangible remains or traces left by prehistoric or historical peoples who inhabited the San Diego region. Cultural resources can also include traditional cultural places, such as gathering areas, landmarks, and ethnographic locations (County of San Diego 2007a).

No archaeological or tribal cultural resources have been identified within the Project footprint; however, two potentially historic resources were identified on site. Archaeological sites and historic resources are located near the Project site and include temporary camps, housing and ancillary structures, and trash pits.

2.3.2.2 *Methodology*

The presence and significance of existing cultural resources associated with the Project was determined using the methodologies outlined below.

- Archaeological site record and archival research was conducted at the SCIC for the Project area and immediate vicinity (one mile radius). The site record and archival research consisted of reviews of archaeological site records and previous cultural studies.
- Various maps, including Project maps, United States Geological Survey (USGS) quadrangle maps, historic maps and prior reports were reviewed to identify cultural resources that had been previously recorded in the vicinity of the Project area.
- An intensive pedestrian field survey was conducted for the entire Project footprint which included transect spacing that ranged from one to three meters apart. Native American monitors were present during the survey.
- A request for a Sacred Lands File search was sent to the Native American Heritage Commission (NAHC) for their consideration and input.
- Historic evaluation of the onsite structures was conducted which included historical research, a site inspection and structures assessment, and oral interviews.

Records Search Results

An archaeological records search was conducted for the property by Brian F. Smith & Associates (BFSA) at the SCIC. Thirty-three cultural resource studies have been conducted within a one-mile radius of the Project site and 99 cultural resources have

been documented. No previously recorded cultural resources were identified within the Project site.

The majority of the recorded resources are prehistoric archaeological sites. Four sites are within close proximity to the Project. The closest recorded resource (SDI-12747) is a prehistoric artifact scatter located in an exposed cobble deposit. Artifacts observed during recordation consisted of debitage, cores, scrapers, hammerstones, a mano, and a metate fragment. The balance of additional sites near the Project include two (SDI-13010, SDI-13313) temporary camps and the third site (SDI-10493) includes prehistoric and historic components. The prehistoric features associated with SDI-10493 consist of seven bedrock milling features. Additionally, manos, cores, hammerstones, flakes, fire-affected rocks, and ceramics were also observed. Historic features associated with the site are described as concrete foundations and a wooden tank. Additionally a wide variety of colored glass including purple, clear pane, and aqua; metal, and burned wooden planks were also recorded. CA-SDI-13010 was recorded by Ogden Environmental in 1992, and subsequently destroyed by development. CA-SDI-13313 was tested by BFSA in 1995, and subsequently destroyed by development. The southern half of SDI-10493 is still in existence, but the northern half has been destroyed by development.

Archival Research

Extensive historic research was conducted by Scott A. Moomjian at various information repositories throughout San Diego County. Original architectural plans for the property were identified at the San Diego History Center (SDHC). The Residential Building Record was also obtained from the Assessor's Office.

An oral interview was conducted with Mr. Richard Cromwell III, who presently serves as the Trustee for the Golem Family Trust. Mr. Cromwell provided historic photographs of the Project site, which are included as an appendix of the Historic Resources Report (Appendix G). In addition, an oral interview was conducted with Mr. Roberto Reyes, the caretaker for the property for 38 years. Mr. Reyes also accompanied the historian to the site for observation of the exterior and interior of the two single-family residences and garages on the property.

General and specific information related to the architect and architecture of the buildings was developed through internet research and from the conducted research. Additionally a chain of title report, including grant deeds and a Notice of Completion, was prepared by California Lot Book, Inc.

Field Survey Results

Archaeological Survey

BFSA conducted an intensive pedestrian survey of the Project site on November 11, 2010. Transects spaced approximately one to three meters apart were employed in a north-to-south orientation across the Project site. The majority of the Project site is flat and covered with agricultural fields that obscure the ground surface. Areas lacking vegetation cover primarily along the eastern portion of the property were intensely surveyed to determine the presence of surface deposits and potential for subsurface

materials. Limitations of the archaeological survey included vegetation from agricultural use. No artifacts or features were identified during the archaeological field survey.

Mr. Clint Linton from Red Tail Monitoring and Research, Inc. (Kumeyaay) provided the Native American monitor during the survey of the Project which included Larry Sutton. No concerns were raised by the Mr. Sutton during the survey.

Historic Resources Survey

An extensive analysis of the Project was conducted by Scott A. Moomjian on August 12, 2010. Mr. Moomjian was accompanied on this site visit by Mr. Reyes who, as noted above, has worked as a caretaker for the property for 38 years. With the assistance of historic photographs of the property, the residential building record, and the direction of Mr. Reyes, Mr. Moomjian evaluated the exterior and interior condition and integrity of the two single-family residences and garages on the Project site.

Native American Consultation

A Sacred Lands file search was submitted to the Native American Heritage Commission (NAHC) on November 9, 2010 (and again on January 6, 2014) requesting identification of sacred sites or traditional use areas and a list of local Native American Tribes, bands, or individuals who may have information about the Project. Based upon the response from the NAHC, no known sacred sites were identified within the Project study area.

The Project includes a Specific Plan Amendment to the Santa Fe Valley Specific Plan, which triggers the requirement for Native American Consultation under Senate Bill (SB) 18. County Planning Staff initiated SB-18 Consultation and letters were sent to listed Tribes and organizations on January 22, 2014. No responses were received by the County.

2.3.2.3 *Applicable Plans and Policies*

State Regulations

California Register of Historical Resources

California Public Resources Code Section 5024.1 (a) establishes the California Register of Historical Resources (CRHR). Section 5024.1 (c–f) provides criteria for CRHR eligibility listing. The CRHR considers a resource as “historically significant” and qualifying as a historical resource if it:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States
- Is associated with the lives of persons important to local, California, or national history
- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values

- Has yielded, or has the potential to yield, information important to prehistory or history of the local area, California, or the nation.

These criteria do not preclude a lead agency from determining that a resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) and 5024.1.

California Environmental Quality Act (CEQA)

CEQA requires lead agencies to carefully consider the potential effects of a project on historical and unique archaeological resources. A "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant (California Public Resources Code, Section 5020.1 (j)).

Section 15064.5 of the CEQA Guidelines specifies criteria for determining the significance of impacts to archaeological and historical resources. Section 15064.5 defines a "historical resource" as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code 5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (14 CCR 4852) including the following:
    a. Is associated with events that have made a contribution to the broad patterns of California history and cultural heritage;
    b. Is associated with the lives of persons important in our past;
    c. Embodies the distinctive characteristics of a type, period, region or method construction, or represents the work of an important individual or possesses high artistic values; or
    d. Has yielded, or may be likely to yield, important information in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1

If a cultural resource does not meet the definition of an "historic resource "under CEQA Guidelines Section 15164.5, it must be reviewed under CEQA Statutes Section 21083.2(g) that defines the significance of an archaeological site in terms of uniqueness. A unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one of the following criteria:

1. Contains information needed to answer important scientific questions and there is a demonstrable public interest in that information.
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

A non-unique archaeological resource indicates an archaeological artifact, object, or site that does not meet the previously listed criteria. Impacts to non-unique archaeological resources receive no further consideration under CEQA, other than the recording of its existence by the lead agency if it so elects.

Human remains require special handling and must be treated with dignity. Procedures are provided in Section 15064.5(e) of the CEQA Guidelines, Section 5097.98 of the Public Resources Code and Section 87.429 of the County's Grading Ordinance. In the event of the discovery of human remains and/or funerary items, the following procedures, as outlined by the above statutes, regulations, and ordinances, shall be followed:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    a. The County Coroner must be contacted to determine that no investigation of the cause of death is required, and
    b. If the Coroner determines that the remains are Native American:
        i. The Coroner shall contact the NAHC within 24 hours.
        ii. The NAHC shall identify the person or persons it believes to be the most likely descended (MLD) from the deceased Native American.
        iii. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of,

with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code, Section 5097.98, or

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
   a. The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission;
   b. The descendent identified fails to make a recommendation; or
   c. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Similarly, Public Resources Code Section 5097.98 states that whenever the NAHC receives notification of Native American human remains from a County Coroner, the NAHC shall immediately notify the MLD. The MLD may, with permission from the owner of the land in which the human remains were found, inspect the site and recommend to the owner or the responsible party conducting the excavation work a means for treating and/or disposing of the human remains and any associated grave goods. The MLD is required to complete their site inspection and make their recommendation within 48 hours of their notification from the NAHC.

California Health and Safety Code

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code, Section 7050.5, requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County Coroner has examined the remains (Section 7050.5b). If the Coroner determines or has reason to believe the remains are those of a Native American, the Coroner must contact the NAHC within 24 hours (Section 7050.5c).

Local Regulations

County of San Diego Local Register of Historical Resources

The criteria for listing historical resources to the Local Register (Ordinance No. 9493) are consistent with those developed by the Office of Historic Preservation (OHP) for listing resources to the California Register of Historical Resources (California Register), but have been modified for local use in order to include a range of historical resources which specifically reflect the history and prehistory of San Diego County. Only resources that meet the criteria set out below may be listed or formally determined eligible for listing to the Local Register.

1. The resource is associated with events that have made a significant contribution to the broad patterns of San Diego County's history and cultural heritage;
2. The resource is associated with the lives of persons important to the history of San Diego County or its communities;
3. The resource embodies the distinctive characteristics of a type, period, San Diego County region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. The resource has yielded or may be likely to yield information important in prehistory or history.

County of San Diego General Plan — Conservation and Open Space Element

The following goals and policies identified in the County of San Diego General Plan (August 2011) Conservation and Open Space Element are applicable to the Project:

1. **Goal COS-7: Protection and Preservation of Archaeological Resources.** Protection and preservation of the County's important archaeological resources for their cultural importance to local communities, as well as their research and educational potential.
    a. **Policy COS-7.1: Archaeological Protection.** Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.
    b. **Policy COS-7.2: Open Space Easements.** Require development to avoid archaeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.
    c. **Policy COS-7.3: Archaeological Collections.** Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.
    d. **Policy COS-7.4: Consultation with Affected Communities.** Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.
    e. **Policy COS-7.5: Treatment of Human Remains.** Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State, and County Regulations.
    f. **Policy COS-7.6: Cultural Resource Data Management.** Coordinate with public agencies, tribes, and institutions in order to build and maintain a central database that includes a notation whether collections from each site are being curated, and if so, where, along with the nature and location of cultural resources throughout the County of San Diego.

2. **Goal COS-8: Protection and Conservation of the Historical Built Environment.** Protection, conservation, use, and enjoyment of the County's important historic resources.

    a. **Policy COS-8.1: Preservation and Adaptive Reuse.** Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.

    b. **Policy COS-8.2: Education and Interpretation.** Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.

Santa Fe Valley Specific Plan

The SFVSP identifies the following objective and policies related to cultural sites (archaeological and historical):

1. **Objective CO-5:** Protect and conserve significant cultural resource sites (archeological and historical) in the SPA.

    a. **Policy CO-5.1:** Sites identified as Significant-Mitigable through Avoidance/Preservation in the Cultural Resources Technical Report shall be placed in the Open Space I land use designation. These are sites SDI-532/4935A; SDi-4935B; SDi-316; SDi-149; SDi-12,684; and SDi-12,685H.

    b. **Policy CO-5.2:** Prior to or concurrently with approval of Final or Parcel Maps, issuance of grading permits or improvements plans in lieu of grading permits and prior to issuance of any other discretionary permits within the subject property, sites identified in Policy C0-5.1 shall be dedicated in permanent open space easements. The language of the easements shall describe permitted activities, if any, within the easement.

    c. **Policy CO-5.3:** Prior to conditional approval of discretionary permits, areas that have not been surveyed for cultural resources that are located in development areas must be surveyed by a qualified archaeologist.

    d. **Policy CO-5.4:** All untested or unevaluated cultural resource sites are considered as important resources until testing proves otherwise.

County of San Diego Resource Protection Ordinance (RPO)

The RPO requires that cultural resources be evaluated as part of the County's discretionary environmental review process for certain permit types. If cultural resources are found to be significant pursuant to the RPO, they must be preserved. The RPO prohibits development, trenching, grading, clearing, and grubbing, or any other activity or use that damages significant prehistoric or historic sites.

Pursuant to the Resource Protection Ordinance (RPO), significant prehistoric or historic sites are resources defined as those that provide information regarding important scientific research questions about prehistoric or historic activities that have scientific,

religious, or other ethnic value of local, regional, state, or national importance. Such locations shall include, but not be limited to:

1. Any prehistoric or historic district, site, interrelated collection of features or artifacts, building, structure, or object either:
    a. Formally determined eligible or listed in the National Register of Historic Places by the Keeper of the National Register; or
    b. To which the Historic Resource ("H" Designator) Special Area Regulations have been applied; or
2. One-of-a-kind, locally unique, or regionally unique cultural resources which contain a significant volume and range of data and materials; and
3. Any location of past or current sacred religious or ceremonial observances which is either:
    a. Protected under Public Law 95-341, the American Indian Religious Freedom Act or Public Resources Code §5097.9, such as burial(s), pictographs, petroglyphs, solstice observatory sites, sacred shrines, or religious ground figures; or
    b. Other formally designated and recognized sites which are of ritual, ceremonial, or sacred value to any prehistoric or historic ethnic group.

County of San Diego Grading Ordinance

The Grading Ordinance requires that projects involving grading, clearing, and/or removal of natural vegetation obtain a grading permit, unless the project meets one or more of the exemptions listed in Section 87.202 of the Grading Ordinance. The grading permit is discretionary and requires compliance with CEQA. In the event that human remains or Native American artifacts are encountered, Section 87.429 requires that grading operations be suspended in the affected area and the operator is required to inform the County Official. The County's Grading Ordinance requires the Project to comply with the requirements of Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.99.

Traditional Cultural Properties/Tribal Cultural Resources

Native American Heritage Values

Federal and state laws mandate that consideration be given to the concerns of contemporary Native Americans with regard to potentially ancestral human remains, associated funerary objects, and items of cultural patrimony. Consequently, an important element in assessing the significance of the study site has been to evaluate the likelihood that these classes of items are present in areas that would be affected by the Project.

Potentially relevant to prehistoric archaeological sites is the category termed Traditional Cultural Properties (TCP) in discussions of cultural resource management (CRM)

performed under federal auspices. According to Patricia L. Parker and Thomas F. King (1998), “Traditional” in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community's historically rooted beliefs, customs, and practices.

The County of San Diego Guidelines identifies that cultural resources can also include TCPs, such as gathering areas, landmarks, and ethnographic locations in addition to archaeological districts (2007). These guidelines incorporate both State and Federal definitions of TCPs. Generally, a TCP may consist of a single site, or group of associated archaeological sites (district; traditional cultural landscape), or an area of cultural/ethnographic importance.

The Traditional Tribal Cultural Places Bill of 2004 requires local governments to consult with Native American representatives during the Project planning process. The intent of this legislation is to encourage consultation and assist in the preservation of “Native American places of prehistoric, archaeological, cultural, spiritual, and ceremonial importance” (County of San Diego 2007). It further allows for tribal cultural places to be included in open space planning. State Assembly Bill 52, in effect as of July 1, 2015, introduces the Tribal Cultural Resource (TCR) as a class of cultural resource and additional considerations relating to Native American consultation into CEQA. As a general concept, a TCR is similar to the federally-defined TCP, however incorporates consideration of local and state significance and required mitigation under CEQA. A TCR may be considered significant if included in a local or state register of historical resources; or determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; or is a geographically defined cultural landscape that meets one or more of these criteria; or is a historical resource described in PRC §21084.1, a unique archaeological resources described in PRC Section 21083.2, or is a non-unique archaeological resource if it conforms with the above criteria.

In 1990 the NPS and Advisory Council for Historic Preservation introduced the term ‘TCP’ through National Register Bulletin 38 (Parker and King 1990). A TCP may be considered eligible based on “its association with cultural practices or beliefs of a living community that (a) are rooted in that community’s history, and (b) are important in maintaining the continuing cultural identity of the community” (Parker and King 1990:1). Strictly speaking, Traditional Cultural Properties are both tangible and intangible; they are anchored in space by cultural values related to community-based physically defined “property referents” (Parker and King 1990:3). On the other hand, TCPs are largely ideological, a characteristic that may present substantial problems in the process of delineating specific boundaries. Such a property’s extent is based on community conceptions of how the surrounding physical landscape interacts with existing cultural values. By its nature, a TCP need only be important to community members, and not the general outside population as a whole. In this way, a TCP boundary, as described by Bulletin 38, may be defined based on viewscape, encompassing topographic features, extent of archaeological district or use area, or a community’s sense of its own geographic limits. Regardless of why a TCP is of importance to a group of people,

outsider acceptance or rejection of this understanding is made inherently irrelevant by the relativistic nature of this concept.

2.3.3 Analysis of Project Effects and Determination as to Significance

The following discussion evaluates potential impacts to prehistoric and historic sites, as well as the potential disturbance of human remains resulting from the Project. In addition, tribal cultural resources are also evaluated and discussed. According to CEQA Guidelines Section 15126.4(b)(3), "public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature and require the consideration of preservation in place as the preferred manner of mitigation and data recovery, only if preservation is not feasible."

An analysis of each cultural site is provided below along with a determination as to the significance of the site, pursuant to Section 15064.5 of the CEQA Guidelines and the County RPO.

2.3.3.1 *Archaeological Sites*

Guidelines for the Determination of Significance

For the purposes of this DSEIR, any of the following will be considered a significant impact to prehistoric resources:

- The Project, as designed, causes a substantial adverse change in the significance of an archaeological resource as defined in Section15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site that contains or has the potential to contain information important to history or prehistory.
- The Project, as designed, disturbs any human remains, including those interred outside of formal cemeteries.
- Activities or uses damaging to significant cultural resources as defined by the County RPO are proposed and the Project fails to preserve those resources.

The significance guidelines listed above have been selected for the following reasons:

The first guideline is derived directly from CEQA. Section 21083.2 of the Public Resources Code and Section 15064.5 of the CEQA Guidelines recommend evaluating archaeological resources to determine whether or not a proposed action would have a significant effect on unique archaeological resources. The second guideline is included because human remains must be treated with dignity and respect and CEQA requires consultation with the "Most Likely Descendant" as identified by the NAHC for any project in which human remains have been identified. The third guideline was selected because cultural resources are protected under the RPO. Any project that would have an adverse impact (direct, indirect, and/or cumulative) on significant prehistoric resource as defined by these guidelines would be considered to have a significant impact on the environment.

The County RPO does not allow non-exempt activities or uses that could damage prehistoric resources on properties under County jurisdiction. The only exempt activity is scientific investigation. The Project is required to be in conformance with applicable County standards related to cultural resources, including the noted RPO criteria for prehistoric sites. Non-compliance would result in a project that is inconsistent with County standards and a significant impact would be identified.

Analysis

Although no archaeological resources were identified during the records search, literature review or Phase I cultural resource survey, the obscured ground surface encountered during the survey and the high frequency of archaeological resources surrounding the Project site indicate a potential for unidentified cultural resources to be present on the Project site. There is the potential that brushing and initial grading activities associated with construction of the Project could result in the discovery of previously unrecorded, potentially significant archaeological resources. This represents a **potentially significant impact** (**Impact CR-1**). Mitigation is required.

No known archaeological resources are present and the Project site is not known to be the location of past or current sacred religious or ceremonial observances. Therefore, no impact is identified under the RPO.

No evidence of human remains, including those interred outside of formal cemeteries, was discovered during the records search, literature review or site surveys for the Project. There is no indication that the Project site was used by Native Americans for religious, ritual, or other special activities and therefore impacts to Native American burial sites are not expected.

2.3.3.2 *Historic Sites*

Guideline for the Determination of Significance

For the purposes of this DSEIR, any of the following will be considered a significant impact to cultural resources:

- The project, as designed, causes a substantial adverse change in the significance of an historic resource as defined in Section 15064.5 of the State CEQA Guidelines. This shall include the destruction, disturbance or any alteration of characteristics or elements of a resource that cause it to be significant in a manner not consistent with the Secretary of Interior Standards.
- Activities or uses damaging to significant cultural resources as defined by the County RPO are proposed and the Project fails to preserve those resources.

The significance guidelines listed above have been selected for the following reasons:

Guideline one is derived directly from CEQA. Sections 21083.2 of the Public Resources Code and 15064.5 of the CEQA Guidelines recommend evaluating historical resources to determine whether or not a proposed action would have a significant effect on unique historical resources. Guideline two was selected because historic resources are protected under the RPO. Any project that would have an adverse impact (direct,

indirect, and/or cumulative) on significant historic resources as defined by these guidelines would be considered to have a significant impact.

The County RPO does not allow non-exempt activities or uses that could damage significant historic resources on properties under County jurisdiction. The only exempt activity is scientific investigation. The Project is required to be in conformance with applicable County standards related to cultural resources, including the noted RPO criteria for historic sites. Non-compliance would result in a project that is inconsistent with County standards.

Analysis

As a result of the historic resources survey, two historic resources were documented and evaluated for significance according to CEQA (Section15064.5) and the RPO criteria. These resources include a bunk house and a ranch house (P-37-032395). Each resource is summarized below along with a determination of significance. A detailed discussion of each resource can be found in the historic resources study (Appendix G).

Two (P-37-032395) historic resources within the Project area were evaluated for significance according to CEQA (Section 15064.5) and RPO criteria. The evaluation included archival research, oral histories, historic and architectural analysis. According to the evaluation, these resources are not significant according to CEQA and the RPO criteria because they (1) are not associated with events that have made a significant contribution to the broad patterns of California or San Diego County's history and cultural heritage, (2) are not associated with the lives of persons important to our past, including the history of San Diego County or its communities, (3) do not embody the distinctive characteristics of a type, period, region (San Diego County), or method of construction, or represents the work of an important creative individual, or possesses high artistic values, and (4) lack the potential to further answer questions related to understanding the history of the area. Since these resources are evaluated as not significant, any impacts incurred through the implementation of the Project will be less than significant.

Bunk House

The Bunk House served as a home for the long-time caretaker of the property. The structure is believed to have been originally built as "war-time housing" at another location in approximately 1948, and moved to its present location in 1952. The building is a one-story, Modern Contemporary modified single-family residence. It was originally rectangular in shape, but is today irregular in shape due to the modifications and alterations that have occurred over time. The residence features a living room, bedroom, kitchen, and bathroom. A small carport/storage shed is located west of the Bunk House.

The Bunk House features two additions. It is unknown when these improvements were made but they appear to have been constructed in two phases. The first addition is located along the east elevation of the original building, along a north-south axis. The

second addition is located at the northwest corner of the original building. Overall, the building as a whole is in fair condition.

Ranch House

The Ranch House is located in the center of the Project site and was formerly occupied by Howard and Arleen Golem. Designed and built in 1955, the building is a one-story, Modern Contemporary single-family residence. Along the west elevation is a detached, square-shaped garage. The roof is flat with tongue and groove ceiling. The exterior consists of board and batten siding.

The Ranch House features an irregularly shaped rectangular floor plan. The residence features an entrance hall, living room, dining room, den, four bedrooms, service pantry, kitchen, and three bathrooms. The original architectural plans indicate that when the house was designed, it was to feature three bedrooms; however, a fourth bedroom was created by the enclosure of the porch area along the northeast elevation.

The Ranch House features a moderately-pitched, front- and side-gabled roof with wide eave overhang, exposed roof rafters, and tar and gravel roofing material. The original roof was removed and replaced approximately 20 years ago. Some original windows in the home have been replaced with vinyl and a stained glass window was added approximately 10 years ago to replace an original window on the rear (north) elevation.

The main entry to the Ranch House is along the main (south) elevation. The original architectural plans and historic photographs indicate that when designed and built, the home was open with brick set in a “sand walk”. A projecting, flat corrugated metal roof, supported by square columns, was erected in front of the main entry to create a porch structure, and the brick was removed and replaced with tile. Underneath the porch structure, there is a wood paneled front door. Also along the southeast elevation is another wood paneled side door. Both of these doors are not original having been replaced approximately 20 years ago.

When originally designed and constructed, the Ranch House featured a recessed porch underneath the roof overhang which extended along the entire northeastern elevation. The porch area was enclosed approximately 12-15 years ago. Today, the former porch area is framed with non-original vertical paneled plywood with vinyl sliding windows, and a wood paneled door along its west side. Although a small porch area still exists, original windows in this area have been replaced with a vinyl and metal sliding glass door. The residence is in good condition.

The Project includes the removal of all of the structures from the Project site. An Historic Resources Analysis was undertaken to evaluate the potential historical and architectural significance of the Bunk House and Ranch House.

A number of criteria are used in identifying significant historic resources and are based upon criteria for inclusion in the San Diego County Local Register of Historical Resources, California Register of Historical Resources, CEQA, and the RPO. As described above, significance is assigned to districts, sites, buildings, structures, and objects that possess exceptional value or quality illustrating or interpreting the heritage

of San Diego County in history, architecture, archaeology, engineering or culture. In addition, the integrity of the structure must be assessed.

The San Diego County Local Register was modeled after the California Register. As such, a cultural resource is determined significant if the resource is listed in, or determined to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or the San Diego County Local Register. Any resource that is significant at the National or State level is by definition significant at the local level. However, the fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources; or is not included in a local register of historical resources; or is not identified in an historical resources survey does not preclude a lead agency from determining that a resource may be historical as defined in Public Resources Code Section 5020.1(j) or Section 5024.1.

California and Local Register Criteria

When evaluated within its historic context, a property must be shown to be significant for one or more of the four California or Local Register Criteria for Evaluation. The Criteria describes how properties are significant for their association with important events or persons, for their importance in design or construction, or for their information potential. In addition, a property must not only be shown to be significant under the California or Local Register criteria, but it also must have integrity.

Criterion A − Event: Neither the Bunk House nor the Ranch House qualifies for listing under Criterion A at either the local or state levels. Historical research failed to identify any important events associated with the buildings over the course of their existence that have made a significant contribution to the broad patterns of San Diego County's history and/or cultural heritage.

Criterion B – Person: Neither the Bunk House nor the Ranch House qualifies for listing under Criterion B at the local or state levels. Historical research failed to identify any important owners, tenants, and/or occupants associated with the buildings over the course of their existence to justify historical significance or importance to the history of San Diego County or its communities. No owners, tenants, or occupants affected the course of local, state, or national history. In particular, none of Howard G. Golem's contributions or achievements has been determined to be historically significant.

Criterion C −Design/Construction:

1. Embodying the Distinctive Characteristics of a Type, Period, or Method of Construction

   Neither the Bunk House nor the Ranch House qualifies for listing under Criterion C on the basis of their architecture at either the local, state, or national levels. In their current conditions, neither the Bunk House nor the Ranch House is considered a representative example of the Modern Contemporary architectural style, which occurred from approximately 1940-1980.

2. Representing the Work of a Master (National Register) and/or Important, Creative Individual (California Register)

The Bunk House does not qualify for listing under Criterion C at either the local, state, or national levels on the basis of its architect/builder. Historical research could not ascertain the identity of the architect and/or builder responsible for the design/construction of the building. The building does not, therefore, represent the work of a master and/or an important, creative individual. Further, the building does not exhibit style or quality and, as a result, does not represent the work of an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality.

The Ranch House was designed by Sim Bruce Richards in a Modern Contemporary architectural style in 1955. The home was built by James C. Fowler & Son that same year. Neither this firm, nor its principals have ever been regarded as master builders and/or important, creative individuals.

Sim Bruce Richards is regarded by the City of San Diego as a master architect. He is not, however, listed by the County of San Diego as a master architect. Nevertheless, historical research indicates that over the course of his career, Richards designed over 300 buildings and many of his works are still in existence today in the Point Loma and La Jolla communities. Historical research has identified several examples of Richards' work which have been considered architecturally significant. However, the Ranch House has not been identified, documented, or regarded as a noteworthy example of Richards' work.

3. Possessing High Artistic Values

   Neither the Bunk House nor the Ranch House qualifies for listing under Criterion C as a structure that possesses high artistic values. The buildings do not articulate a particular concept of design to the extent that an aesthetic ideal is expressed.

Criterion D − Information Potential: Neither the Bunk House nor the Ranch House qualify for listing under Criterion D: Information Potential as the property has not, and is not likely to, yield information important in terms of history or prehistory.

Integrity: In addition to determining the significance of a property under local or state criteria, a property must also must possess integrity. Resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. The local and state registers recognize seven aspects of integrity and neither the Bunk House nor the Ranch House meets all seven criteria (location, design, setting, materials and workmanship, feeling, and association). See Appendix G for the detailed analysis.

Mature Trees

During the NOP process, a commenter requested the protection of an open area of trees that are greater than 50 years old. Within the disturbed habitat on the Project site is an area of mature pine and eucalyptus trees that were planted as part of the landscaping for the residences on the site. There is no evidence that they would meet the criteria for preservation from either a cultural resources or biological resources perspective. Removal of the mature trees would not result in a cultural resources

impact. Please see Section 2.2 (Biological Resources) of this DSEIR for an analysis of these trees to provide habitat for raptors.

Consistency with General Plan

The Project's consistency with the applicable General Plan cultural resources goals and policies is analyzed in Table 2.3-1, Project Consistency with Applicable General Plan Goals and Policies. As shown in Table 2.3-1, the Project is consistent with the applicable General Plan goals and policies. Thus, no impact is identified related to General Plan consistency.

Consistency with SFVSP

The Project's consistency with the SFVSP's cultural resources objective and policy and policies is analyzed in Table 2.3-2, Project Consistency with Applicable SFVSP Policies. As shown in Table 2.3-2, the Project is consistent with the SFVSP's objectives and policies. Thus, no impact is identified related to SFVSP consistency.

RPO

Neither the Bunk House nor the Ranch House qualify under the RPO since they are not buildings that have formally been determined eligible for or listed in the National Register of Historic Places; have not been subject to the application of the Historic Resource ("H" Designator) Special Area Regulation; and are not one-of-a-kind, locally unique, or regionally unique cultural resources which contain a significant volume and range of data and materials. Therefore, no impact is identified under the RPO.

Summary of Analysis

In summary, historical research indicates that the Bunk House may have been built as war time housing in 1948, and moved to the Project site and present location in 1952. Over the years, it was subject to substantial modifications and alterations. The identity of the architect and/or builder is unknown. The Ranch House was designed by prominent architect Sim Bruce Richards and built by James C. Fowler & Son in 1955. Over the years, it was also modified and altered.

Neither the Bunk House nor the Ranch House are historically and/or architecturally significant. The buildings are not associated with any important events or individuals at the local or state levels; do not embody the distinctive characteristics of a type, period, or method of Modern Contemporary construction; do not represent the work of a master architect, craftsman, or builder, or of an important, creative individual; nor do they possess high artistic values.

As buildings which are not historically or architecturally significant under local or state significance criteria, they are not eligible for listing in the California Register of Historical Resources, the California Historic Resources inventory, or the San Diego County Local Register of Historic Resources. When evaluated for elements of integrity, the Bunk House does not possess any of the elements. The Ranch House retains location, materials, and workmanship, but does not possess design, setting, feeling, or association.

In summary, the Bunk House and Ranch House have not been determined to be historically and/or architecturally significant and, therefore, are not historical resources. Consequently, the Project's destruction, disturbance, or alteration of either building will not cause a substantial adverse change in the significance of historical resources. As such, a less than significant impact is identified and no mitigation is required.

2.3.3.3 *Tribal Cultural Resources*

Guidelines for the Determination of Significance

For the purposes of this DSEIR, any of the following will be considered a significant impact to tribal cultural resources:

- The Project, as designed, causes a substantial adverse change in the significance of a tribal cultural resource. This shall include the destruction or disturbance of a tribal cultural resource.
- Activities or uses damaging to tribal cultural resources as defined by the County RPO are proposed and the Project fails to preserve those resources.

The significance guidelines listed above have been selected for the following reasons:

The first guideline is selected because CEQA recommends evaluating tribal cultural resources to determine whether or not a proposed action would have a significant effect. The second guideline was selected because tribal cultural resources are protected under the RPO. Any project that would have an adverse impact (direct, indirect, and/or cumulative) on a significant tribal cultural resource as defined by these guidelines would be considered to have a significant impact on the environment.

Analysis

No tribal cultural resources were identified during the records search, literature review or Phase I cultural resource survey.

A Sacred Lands check and request for SB-18 consultation (January 6, 2014) was submitted to the Native American Heritage Commission (NAHC) who "failed to identify Native American cultural resources in the proposed project area". The NAHC provided a list of eight tribes (Barona, Jamul, Kwaaymii, Mesa Grande, Santa Ysabel San Pasqual, Sycuan, and Viejas) whom the County should contact. The County contacted all of the listed tribes on January 22, 2014, and no response was received. No known tribal cultural resources are present. Therefore, no impact is identified under CEQA or the RPO.

2.3.4 Cumulative Impact Analysis

According to CEQA, the importance of cultural resources comes from the research value and the information that they contain. Therefore the issue that must be explored in a cumulative analysis is the cumulative loss of that information. For sites considered less than significant, the information is preserved through recordation, test excavations and the preservation of their artifacts. Significant sites that are placed in open space easements avoid impacts to cultural resources and also preserve the data. Significant

sites that are not placed within open space easements preserve the information through recordation, test excavations and data recovery programs that would be presented in reports and filed with the County of San Diego and the South Coastal Information Center. The artifact collections from any potentially significant site would also be curated at the San Diego Archaeological Center or a culturally-affiliated Tribal curation facility, or alternatively would be repatriated to a culturally-affiliated Tribe.

No on-site significant cultural resources or tribal cultural resources were identified. Similarly, the residential structures located on the Project site have been thoroughly evaluated and determined not to be historically and/or architecturally significant. There is, however, an identified potential for impacts to subsurface deposits or features that are currently not identified or recorded. The Project's potentially significant impacts to cultural resources would be reduced below a level of significance through the implementation of an archaeological monitoring program by a County-approved archaeologist and a monitor representing the local Luiseño Tribes during earth-disturbing activities as described in Section 2.3.6, below.

The cumulative study area covers a 3-mile radius around the Project site. This area was selected as it is similar to the radius used in the original SFVSP EIR and this would have been the locality in which typical day use would have occurred. Of the 20 cumulative projects considered within a 3-mile radius of the Project site, two projects were identified as having the potential to impact unidentified cultural resources (see Figure 1-11 and Table 1-2). These projects include TM 5556/Starwood Santa Fe Valley and the Black Mountain Ranch Subarea Plan Addendum. Both of these projects will incorporate cultural resources monitoring during construction, similar to the Project. Thus, impacts to any undiscovered or buried potentially significant cultural resources located within the cumulative projects' boundaries would be reduced below a level of significance by similar measures. Thus, all archaeological impacts associated with the related cumulative projects are expected to be less than significant and/or fully mitigated.

Future development within the cumulative study area would be subject to similar analysis and mitigation requirements pursuant to CEQA and RPO. Based on the compliance of the Project and related projects within the cultural resources cumulative study area with CEQA and RPO, and implementation of the archaeological monitoring measures presented in Section 2.3.6, the Project's cumulative cultural resources impact would be **less than significant**.

2.3.5 Significance of Impacts Prior to Mitigation

The following potentially significant impacts could occur with Project implementation:

- **Impact CR-1** Potential to identify previously unrecorded archaeological resources during project earth-disturbing activities.

2.3.6 Mitigation

Implementation of the following mitigation measure will be required as a condition of Project approval to reduce Impact CR-1 to below a level of significance:

- **M-CR-1** To mitigate for potential impacts to undiscovered buried archaeological resources including human remains, an archaeological monitoring program and potential data recovery program shall be implemented pursuant to the County of San Diego Guidelines for Determining Significance for Cultural Resources and CEQA and shall include the following requirements:

  - Pre-Construction

    Pre-construction meeting to be attended by the Project Archaeologist and Luiseño Native American monitor to explain the monitoring requirements.

  - Construction
    - Monitoring. Both the Project Archaeologist and Luiseño Native American monitor are to be onsite during earth disturbing activities. The frequency and location of monitoring of native soils will be determined by the Project Archaeologist in consultation with the Luiseño Native American monitor. The Project Archaeologist and Luiseño Native American monitor shall also evaluate fill soils to determine that they are clean of cultural resources.

    - If cultural resources are identified:
      - Both the Project Archaeologist and Luiseño Native American monitor have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery.
      - The Project Archaeologist shall contact the County Archaeologist.
      - The Project Archaeologist in consultation with the County Archaeologist and Luiseño Native American shall determine the significance of discovered resources.
      - Culturally-affiliated Tribes shall be consulted should Tribal Cultural Resources be identified.
      - Construction activities will be allowed to resume after the County Archaeologist has concurred with the significance evaluation.
      - Isolates and non-significant deposits shall be minimally documented in the field. Should the isolates and non-significant deposits not be collected by the Project Archaeologist, the Luiseño Native American monitor may collect the cultural material for transfer to a Tribal curation facility or repatriation program.
      - If cultural resources are determined to be significant, a Research Design and Data Recovery Program shall be prepared by the Project Archaeologist in consultation with the Luiseño Native American monitor and approved by the County Archaeologist. The program shall include reasonable efforts to preserve (avoid) unique cultural resources or Sacred Sites; the capping of identified Sacred

Sites or unique cultural resources and placement of development over the cap if avoidance is infeasible; and data recovery for non-unique cultural resources. The preferred option is preservation (avoidance).
    - If tribal cultural resources are identified, consultation shall be conducted with culturally-affiliated tribes to determine the appropriate mitigation.

- Human Remains
    - The Property Owner or their representative shall contact the County Coroner and the PDS Staff Archaeologist.
    - Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin.
    - If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the Property Owner or their representative in order to determine proper treatment and disposition of the remains.
    - The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted.
    - Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered.

- Rough Grading
    - Upon completion of Rough Grading, a monitoring report shall be prepared identifying whether resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians, and any culturally-affiliated Tribe who requests a copy.

- Final Grading
    - A final report shall be prepared substantiating that earth-disturbing activities are completed and whether cultural resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians, and any culturally-affiliated Tribe who requests a copy.

    - Disposition of Cultural Material.
        - The final report shall include evidence that all prehistoric materials have been curated at a San Diego curation facility or Tribal curation

facility that meets federal standards per 36 CFR Part 79. Alternatively, the prehistoric materials may be repatriated to a culturally-affiliated Tribe.

- The final report shall include evidence that all historic materials have been curated at a San Diego curation facility that meets federal standards per 36 CFR Part 79.

2.3.7 Conclusion

The Project may have significant impacts if unidentified artifact deposits are uncovered or unearthed during on- or off-site construction (Impact CR-1). Implementation of an archaeological monitoring program (M-CR-1) would ensure that no significant impacts to prehistoric or historic resources or human remains would occur as a result of Project development, thereby also ensuring compliance with CEQA and the *County of San Diego Report Significance Guidelines - Cultural Resources* (December 5, 2007).

Implementation of this mitigation measure would reduce the potentially significant impacts to **less than significant** levels because the mitigation measure would ensure that relevant information contained in the archaeological record, which is important in the understanding of prehistory and history, would be preserved.

The existing structures (Ranch House and Bunk House) on the Project site are not significant and removal of the structures would not cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5 of the State CEQA Guidelines. Therefore, the potential impact to historic resources would be **less than significant**.

Goal/Policy	Project Consistency
Goal COS-7: Protection and Preservation of Archaeological Resources. Protection and preservation of the County's important archaeological resources for their cultural importance to local communities, as well as their research and educational potential.	No important archaeological resources were identified on the project site. Mitigation measure M-CR-1 would be implemented to reduce impacts to any unidentified archaeological resources to below a level of significance. The Proposed Project is consistent with Goal COS-7.
Policy COS-7.1: Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.	No important archaeological resources were identified on the project site. Mitigation measure M-CR-1 would be implemented to reduce impacts to any unidentified archaeological resources to below a level of significance. The Proposed Project is consistent with Policy COS-7.1.
Policy COS-7.2: Open Space Easements. Require development to avoid archaeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.	No archaeological resources were identified on the project site. Mitigation measure M-CR-1 would be implemented to reduce impacts to any unidentified archaeological resources to below a level of significance. The Proposed Project is consistent with Policy COS-7.2.
Policy COS-7.3: Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.	Per mitigation measure M-CR-1, If cultural resources (Native American)) are identified during earth-disturbing activities, consultation with the Native American monitor shall be conducted to determine the appropriate manner in which to preserve the collections. This will ensure that any archaeological resources would be preserved in a culturally appropriate manner. The Proposed Project is consistent with Policy COS-7.3.

Goal/Policy	Project Consistency
Policy COS-7.4: Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.	The County contacted representatives from the following local tribes on January 22, 2014: Barona, Jamul, Kwaaymii, Mesa Grande, Santa Ysabel San Pasqual, Sycuan, and Viejas). No responses or requests for tribal consultation were received in response to the County's outreach. The Proposed Project is consistent with Policy COS-7.4.
Policy COS-7.5: Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State, and County Regulations.	No evidence of human remains, including those interred outside of formal cemeteries, was discovered during the records search, literature review or site surveys for the Proposed Project. There is no indication that the Project Site was used by Native Americans for religious, ritual, or other special activities. If human remains are identified during project grading, the disposition and handling of any human remains will be conducted in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State, and County Regulations, as identified in mitigation measure M-CR-1. The Proposed Project is consistent with Policy COS-7.5.
Policy COS-7.6: Cultural Resource Data Management. Coordinate with public agencies, tribes, and institutions in order to build and maintain a central database that includes a notation whether collections from each site are being curated, and if so, where, along with the nature and location of cultural resources throughout the County of San Diego.	Mitigation measures M-CR-1 includes a requirement for curation at a San Diego curation facility or Tribal curation facility that meets federal standards per 36 CFR Part 79. Alternatively, the prehistoric materials may be repatriated to a culturally-affiliated Tribe. A final report would detail the curation or repatriation. In addition, a copy of the final report will be provided to the SCIC for data management. The Proposed Project is consistent with Policy COS-7.6.

Goal/Policy	Project Consistency
Goal COS-8: Protection and Conservation of the Historical Built Environment. Protection, conservation, use, and enjoyment of the County's important historic resources.	The Project site does not contain any resources which were determined to be an important historic resource. Therefore, protection and conservation of the two single family residences and associated garages is not required. The Proposed Project is consistent with Goal COS-8.
Policy COS-8.1: Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historic resources as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.	The Project site does not contain any important historic resources. They are not determined to be significant resources; therefore, neither preservation nor adaptive reuse is required. The Proposed Project is consistent with Policy COS-8.1.
Policy COS-8.2: Education and Interpretation. Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.	As noted in Section 2.6.2.3, the project site did not have any important owners, tenants, and/or occupants associated with the buildings over the course of their existence to justify historical significance or importance to the history of San Diego County or its communities. No owners, tenants, or occupants affected the course of local, state, or national history. In particular, none of Howard G. Golem's contributions or achievements has been determined to be historically significant. In addition, the onsite structures were not determined significant; therefore an education and interpretation program is not required. The Proposed Project is consistent with Policy COS-8.2.

Objective/Policy	Project Consistency
Objective CO-5: Protect and conserve significant cultural resource sites (archeological and historical) in the SPA.	Based upon the analysis in Section 2.6.3, the Project site does not support any significant archaeological or historical resources. The Proposed Project is consistent with Objective CO-5.
Policy CO-5.1: Sites identified as Significant-Mitigable through Avoidance/ Preservation in the Cultural Resources Technical Report shall be placed in the Open Space I land use designation. These are sites SDI-532/4935A; SDi-4935B; SDi-316; SDi-149; SDi-12,684; and SDi-12,685H.	None of the sites identified under this policy are located within the Project site. Therefore there is no requirement for an open space area onsite to preserve cultural resources. The Proposed Project would not preclude the preservation of these site. The Proposed Project is consistent with Policy CO-5.1.
Policy CO-5.2: Prior to or concurrently with approval of Final or Parcel Maps, issuance of grading permits or improvements plans in lieu of grading permits and prior to issuance of any other discretionary permits within the subject property, sites identified in Policy CO-5.1 shall be dedicated in permanent open space easements. The language of the easements shall describe permitted activities, if any, within the easement.	None of the sites identified in Policy CO-5.2 are located within the Project site. Therefore there is no requirement for an open space area onsite to preserve cultural resources. The Proposed Project would not preclude the preservation of these sites. The Proposed Project is consistent with Policy CO-5.2.
Policy CO-5.3: Prior to conditional approval of discretionary permits, areas that have not been surveyed for cultural resources that are located in development areas must be surveyed by a qualified archaeologist.	The Project site was surveyed by a County approved archaeologist. The results are summarized in the archeological report included as Appendix F of this SEIR. The Proposed Project is consistent with Policy CO-5.3.
Policy CO-5.4: All untested or unevaluated cultural resource sites are considered as important resources until testing proves otherwise.	The Project site was surveyed by a County approved archaeologist. The results are summarized in the archeological report included as Appendix F of this SEIR. No important cultural resources were identified on the project site. The Proposed Project is consistent with Policy CO-5.4.

2.4 Hazards – Fire Safety and Hazardous Chemicals

The assessment of the Project's potential to have an adverse effect related to hazards and fire safety is based on technical studies prepared for the Project. The results of the analysis are presented below and are included in appendices of this DSEIR.

- Appendix H: *Fire Protection Plan Chinese Bible Church of San Diego* (Robin Church and Firewise 2000, 2015, 2018) and MUP 10-037 Changes to Project Description (Firewise 2000, 2016)
- Appendix I: *Phase I Environmental Site Assessment* (Coast 2 Coast Environmental, Inc., 2016)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-00) was also reviewed. The SFVSP EIR did not specifically analyze hazards or hazardous materials; however, consideration was given to fire safety under the category Public Services and Utilities (Section 4.13). The SFVSP EIR identified significant impacts related to the provision of fire protection facilities.

One comment was received related to hazards during the Notice of Preparation (NOP). This comment addressed the potential for fires from the commercial kitchen. This concern is addressed in this section. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A.

2.4.1 Background

The previously certified Santa Fe Valley Specific Plan EIR (1995) did not specifically analyze hazards or hazardous materials; however, consideration was given to fire safety under the category Public Services and Utilities (Section 4.13). Significant and mitigable impacts to Public Services and Utilities were identified in the previous EIR. The previous EIR included the following mitigation measure:

- Mitigation Measure 10A required the subdividers to obtain a "will serve" letter from the appropriate fire agency and develop a fire management plan.

Mitigation Measure 10A is still applicable to the Project and a Project Facility Availability Form for fire service from the Rancho Santa Fe Fire Protection District (RSFFPD) has been secured for the Project (Appendix P of the DSEIR). Additionally a Fire Protection Plan (FPP), which serves as the fire management plan identified in Mitigation Measure 10A, has been prepared for the Project and included as Appendix H of the DSEIR.

Changes Requiring New Analysis

Since certification of the Santa Fe Valley Specific Plan EIR in 1995, the RSFFPD has mapped all areas within its boundary, including the Project site, as a Very High Fire Hazard Severity Zone. Therefore this following analysis is provided to analyze the Project in light of the recent mapping by RSFFPD. The analysis also discusses the results of an updated Phase I Environmental Site Assessment.

2.4.2 Existing Conditions

This section provides an overview of site condition and federal, state and local regulations related to fire hazards and hazardous materials.

2.4.2.1 *Site Conditions*

Land Use, Topography and Climate

The site is composed of residentially developed and agricultural lands with the exception of a small area of open space in the northwestern corner. The site has residential development to the north, south and east, and a fire station to the west.

The County is divided into five climate zones from the coast to the desert (Climates of San Diego County, Agricultural Relationships, University of California, Agricultural Extension Service, and U.S. Weather Bureau). These climate zones are determined by several factors: proximity to the ocean, terrain, elevation, and latitude. Using the Köppen system, the metropolitan areas of Southern California have a Mediterranean climate, characterized by mild, sometimes wet winters and warm, very dry summers. The Mediterranean climate includes all coastal areas, valleys and foothills. Annual precipitation amounts increase gradually from the coast to the mountain crests, then drop dramatically into the deserts. Most precipitation comes from winter storms between November and March. The Project site is located within the coastal climate zone. Average rainfall is 13 inches per year (Western Regional Climate Center).

The topography of the Project site is gently sloping with the local topographic gradient tending to the north toward Jason Creek, a seasonal creek paralleling the north border of the site. Regionally the topographic gradient tends to the west-southwest. Site elevation ranges from approximately 485 AMSL on the north end of the Project site to 516 feet AMSL on the south end of the site.

Vegetation, Fuel Loads and Fire History

The entire Project site, with the exception of the open space limit in the northwest corner, will be developed as part of the Project. The open space contains emergent wetlands and non-native grassland. The non-native grassland may develop into a shrub community through time. The site is surrounded by development to the south, east and southwest. Offsite fuel threat from the north and northwest are primarily additional emergent wetlands and non-native grassland.

According to CalFire maps, the Project site is located within a State Responsibility Area and a high fire hazard severity zone with the adjacent areas being mapped as very high, moderate and urban/developed. The RSFFPD has declared all area within its service boundary as Very High Fire Hazard Severity Zone by adopting a more stringent ordinance (District Ordinance 2011-001). RSFFPD's Very High Fire Hazard Severity Zone designation applies to all areas, regardless if they are adjacent to developed areas. The fire history of the site and surrounding area (approximately two- mile radius) as documented by CalFire and San Diego Geographic Information Source (SanGIS) Data Warehouse was reviewed. The assessment includes most fires greater than 10 acres in size, however not all historic fires may be documented. A total of 12

documented fires have burned in the Project vicinity between the years 1919 and 2010. The Project site has burned two times during that period, in 1943 and 1981. The Witch Fire of 2007 came within 200 feet of the western property line of the Project site.

Fire Protection Services

The Project is located within the RSFFPD. The closest fire station to the Project site is Fire Station No. 2, which is located directly across Four Gee Road from the Project site. The fire companies assigned at Station No. 2 respond to emergencies in the communities of 4S Ranch, Santa Fe Valley and Bernardo Lakes Estates, Bernardo Point and Summit of Rancho Bernardo. Travel time from Fire Station No. 2 to the Project site is approximately two minutes.

Fire Station No. 2 is also a regional training facility. The facility houses a 4-story training tower with three burn rooms, three underground vaults simulating confined-space rescue incidents, an extrication area where firefighters practice cutting cars apart to free victims of traffic collisions, three roof props to simulate ventilation techniques, a 33,000 gallon drafting pit, and a splash wall. The facility also holds an on-site classroom.

Historical Land Use

The Project site consists of two parcels, one of which is undeveloped and the other of which contains an occupied single-family residence with an attached two-car garage, a caretaker's cottage, and a carport/work space. Historically, the site has been utilized for agricultural operations from at least 1947 to 1949. The property was utilized as a residence and cattle ranch in the 1950s through 1997. An organic farming operation cultivated row crops on the east side of the Property from 2006 to 2011.

2.4.2.2 *Federal Regulations and Standards*

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984, establishes a framework for national programs to achieve environmentally sound management of both hazardous and non-hazardous wastes. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. RCRA also promotes resource recovery techniques. The Hazardous Waste Management subchapter of the RCRA deals with a variety of issues regarding the management of hazardous materials including the export of hazardous waste, State programs, inspections of hazardous waste disposal facilities, enforcement, and the identification and listing of hazardous waste.

Uniform Fire Code

The Uniform Fire Code (UFC) is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The UFC regulates the use, handling and storage requirements for hazardous materials at fixed facilities. The UFC and the Uniform Building Code use a hazard classification system to determine what protective

measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the UFC employs a permit system based on hazard classification.

Chemical Accident Prevention Provisions

The Chemical Accident Prevention Provisions are listed under Part 68 of the Code of Federal Regulations and set forth the list of regulated substances and thresholds, the petition process for adding or deleting substances to the list of regulated substances, the requirements for owners or operators of stationary sources concerning the prevention of accidental releases, and the State accidental release prevention programs approved under Section 112(r).

2.4.2.3 *State Regulations and Standards*

California Code of Regulations

Title 24 of the California Code of Regulations contains several International Codes that address fire safety including the International Fire Code, International Building Code. Additional safety regulations adopted by the California Building Standards Commission include the Uniform Mechanical Code, and Uniform Plumbing Code, which are also part of the California Code of Regulations.

California Code of Regulations Title 14 (SRA Fire Safe Regulations) contains regulations that establish minimum wildfire protection standards in conjunction with building construction and development in the State Responsibility Area (SRA). Over 90 percent of the unincorporated area of the County is located within the SRA. The County has authority to approve subdivisions and issue building permits and, therefore, is the "inspection authority" authorized in Title 14 "SRA Fire Safe Regulations". However, since the state Board of Forestry and Fire Protection certified the County Fire Code and Consolidated Fire Code under 14 CCR Section 1270.03, the County Fire Code and Consolidated Fire Code apply in lieu of the SRA Fire Safe Regulations.

California Code of Regulations Title 19 (State Fire Marshal) contains regulations that have been developed by the State Fire Marshal for the purpose of establishing additional fire protection for group occupancies, such as places of assembly, schools, high rise buildings, hospitals and organized camps.

California Health and Safety Code

The County of San Diego Department of Environmental Health (DEH) Hazardous Materials Division is responsible for the implementation of the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Program (CalARP) in San Diego County, both of which are found in the California Health and Safety Code, Chapter 6.95. The HMBP and CalARP Program provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, a HMBP or Risk Management Plan (RMP) is required pursuant to the regulation.

The Hazardous Waste Control Act regulates the generation, treatment, storage and disposal of hazardous waste. Hazardous Waste is any material or substance that is discarded, relinquished, disposed or burned, or for which there is no intended use or reuse, and the material or substance causes or significantly contributes to an increase in mortality or illness; or the material or substance poses a substantial present or potential hazard to human health or the environment. These materials or substances include: spent solvents and paints (oil and latex), used oil, used oil filters, used acids and corrosives, and unwanted or expired products (pesticides, aerosol cans, cleaners, etc.). If the original material or substance is labeled danger, warning, toxic, caution, poison, flammable, corrosive or reactive, the waste is very likely to be hazardous.

2.4.2.4 *Local Regulations and Standards*

County of San Diego Building and Fire Codes

Following the October 2003 and fall 2007 wildfires in San Diego, assessments were made of damaged and destroyed homes in an effort to identify areas where codes could be strengthened in order to enhance the chances of a structure surviving a wildfire. As a result, in February 2008, the County amended the Fire Code and Building Code to include strengthened ignition-resistive construction requirements, modifying the previous two-tiered system and requiring “enhanced” standards for all new construction.

County Consolidated Fire Code

The County Consolidated Code is based on the County Fire Code and incorporates local fire district fire codes as ratified by the Board of Supervisors into a single document. The County Consolidated Fire Code includes notations where the local fire district(s) requirements differ from the County Fire Code. The County Consolidated Fire Code is the current fire regulations approved by the Board of Supervisors that apply in the various fire districts. The County Consolidated Fire Code has been certified by the California Board of Forestry and Fire Protection for use in lieu of “SRA Fire Safe Regulations” in CCR title 14.

General Plan Safety Element

The Safety Element provides information to facilitate the inclusion of “safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards.” The Safety Element contains information about topic areas including, but not limited to, wildfires and hazardous materials.

The following policies identified in the County of San Diego General Plan (August 2011) Safety Element are applicable to the Project:

1. **Goal S-3: Minimized Fire Hazards.** Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards.

a. **Policy S-3.1: Defensible Development.** Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.

b. **Policy S-3.3: Minimize Flammable Vegetation.** Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation within a development.

c. **Policy S-3.4: Service Availability.** Plan for development where fire and emergency services are available or planned.

d. **Policy S-3.5: Access Roads.** Require development to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.

e. **Policy S-3.6: Fire Protection Measures.** Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire. Mitigation measures include, but are not limited to, the use of ignition resistant materials, multiple ingress and egress routes, and fire protection systems.

f. **Policy S-3.7: Fire Resistant Construction.** Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire threat areas.

2. **Goal S-4: Managed Fuel Loads.** Managed fuel loads, including ornamental and combustible vegetation.

    a. **Policy S-4.1: Fuel Management Programs.** Support programs consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.

3. **Goal S-11: Controlled Hazardous Material Exposure.** Limited human and environmental exposure to hazardous materials that pose a threat to human lives or environmental resources.

    a. **Policy S-11.3: Hazards-Sensitive Uses.** Require that land uses using hazardous materials be located and designed to ensure sensitive uses, such as schools, hospitals, day care centers, and residential neighborhoods, are protected. Similarly, avoid locating sensitive uses near established hazardous materials users or High Impact Industrial areas where incompatibilities would result.

2.4.3 Analysis of Project Effects and Determination as to Significance

2.4.3.1 *Compliance with Applicable Fire Codes*

Guideline for the Determination of Significance

A significant fire hazards impacts would occur if:

- The project cannot demonstrate compliance with all applicable fire codes.

Guideline Source

This guideline is from *The County of San Diego's Guidelines for Determining Significance and Report Format and Content Requirements Wildland Fire and Fire Protection* (August 2010).

Analysis

All projects located within the RSFFPD are required by law to comply with all applicable fire protection and construction-related local regulations and standards, including District Ordinance 2011-01, County of San Diego Ordinances 10146-10148, and the Consolidated Fire Code, County Ordinance 10172.

Fuel Management

The San Diego County Consolidated Fire Code and the RSFFPD Fire Code require management of flammable vegetation within 100 feet of structures. The main entrance roadway, Grace Way, requires 30 feet of fuel management from the improved surface. The purpose of this zone is to provide the necessary defensible space for fire suppression and to reduce the radiant heat and convective heat that would result from a fire.

The minimum fuel management zone adjacent to open space is 100 feet. All of the proposed buildings are a minimum of 100 feet from the on-site or off-site open space. A 150-foot buffer (50-foot no build buffer and 100-foot fire safety buffer) from the EW habitat offsite was also examined and fire safety measures within that area were reviewed and confirmed by the fire safety specialist (Appendix H). Also, the Landscape Concept Plan (Figure 1-7) shows that the fuel management zone will be composed of hardscape primarily in the form of parking with landscaping. The fuel management zone is almost four times the largest anticipated flame length of 28 feet. The balance of the Project is adjacent to development. Therefore, the Project is in compliance with the Consolidated Fire Code and RSFFPD Fire Code for fuel management.

Water Availability/Flow

The Project site is located within the OMWD. Due to the Project being located within a hazardous fire area, the main capacity for the Project shall be 2,500 gallons per minute at 20 psi residual pressure in conformance with the Consolidated Fire Code, the District Fire Code, and the letter from the District dated December 30, 2015 (Appendix A of the FPP). Fire hydrants would be installed at locations acceptable to the District and within 300 feet to all parts of buildings. The location of the hydrants would be identified during the Construction Drawing Phase of the Project. The design of the water supply system

shall be reviewed and approved by the District prior to installation. The water supply system shall be installed prior to bring flammable building materials onsite. As detailed further in Section 3.1.7, Utilities/Service Systems, the OMWD indicated that they have or will have adequate facilities with sufficient capacity to serve the Project. Therefore, the Project would have sufficient water supplies available and impacts would be **less than significant**.

Access

As described above, the Project provides access via Grace Way which will be improved to a width of 44 feet. This is 20 feet wider than the minimum required. The internal loop road allows for fire truck access to within 150 feet of all portions of the building when a truck is parked perpendicular to parked cars, as required by Section 503 of the Consolidated Fire Code. In addition, all of the buildings will have approved automatic sprinkler systems. Per the FPP, the access road, Grace Way and internal loop will be constructed and maintained in conformance with Section 503 of the Consolidated Fire Code, County Ordinance 10148, and RSFFPD Ordinance 2014-01A. Additionally, a lighted directory map, meeting current Fire District Standards will be installed in a pre-approved location to assist the Fire Department with locating buildings in the event of an emergency. The Project provides an approved primary access and all roads and driveways proposed as part of the Project meet San Diego County, RSFFPD, and Consolidated Fire Code requirements.

Fire Hazards from the Commercial Kitchen

Chapter 6, Building Services and Systems, of the California Fire Code addresses installation, operation, and maintenance of commercial kitchen equipment, among other systems. Section 609 addresses commercial kitchen hoods installed for grease vapors. Inspection and cleaning frequency of the commercial cooking system is outlined in Table 609.3.3.1. Cleaning records are required to be completed and automatic fire-extinguishing systems shall be installed and in operation as required by Section 904.11.6, along with the provision of a fire extinguisher. Section 609 also stipulates that commercial kitchen exhaust hoods shall comply with the California Mechanical Code as well. Section 610 addresses the storage of commercial kitchen cooking oil. Adherence to these requirements would ensure risks related to kitchen fires are minimized and, should such fires occur, proper fire-extinguishing systems are operational. Impacts resulting from kitchen fires would be **less than significant**.

2.4.3.2 *Fire Protection Plan Consistency*

Guideline for the Determination of Significance

A significant fire hazards impacts would occur if:

- A comprehensive Fire Protection Plan has been accepted, and the Project is inconsistent with its recommendations.

Guideline Source

This guideline is from The *County of San Diego's Guidelines for Determining Significance* and *Report Format and Content Requirements Wildland Fire and Fire Protection* (August 2010).

Analysis

A FPP was prepared by the applicant and approved by the RSFFPD Fire Marshal and the San Diego County Planning and Development Services pursuant to Article 86, Section 8601 of the 2001 California Fire Code. The complete FPP is included as Appendix H of the DSEIR. Key points of the FPP are summarized below.

Fuel Management Zones and Fire Behavior Modeling

Several factors were taken into consideration when determining the fuel management zones including topography, degree of exposure, parcel size, and proximity to biological open space. Fire modeling was performed using Behave Plus 4.0 for three types of weather conditions, a Santa Ana weather condition, a peak weather condition and a summer weather condition. Weather data for the Santa Ana, peak and summer conditions were determined by the Standard Weather Parameters for the Coastal Zone from the County of San Diego Guidelines For Determining Significance and Report Format and Content Requirements for Wildland Fire and Fire Protection (County 2010). Modeling was performed for non-native grassland and, as a conservative estimate if the grassland converts to a shrub community, coastal sage scrub. Model results estimate flame length and rate of spread. The rate of spread is measured in chains per hour (ch/h) and is defined as the speed with which the fire is moving away from the site of origin. Wind, moisture, and slope drive the fire. The flaming zone, or fire head, moves away from the origin quickly with great intensity.

Fire Behavior for a Santa Ana Condition

A Santa Ana weather condition is potentially the worst weather for fire. Santa Ana's typically occur from September to May. The fall Santa Ana can create extremely dangerous fire conditions because they are associated with high temperatures, high winds coming from the north/northeast and low humidity. They also occur after long periods of no rain when the vegetation is in a drought stress condition. The soft shrubs that compose habitats such as coastal sage scrub are semi-drought deciduous and have typically lost the majority of their foliage by the end of summer.

Santa Ana winds result in a wind driven fire. These winds typically come from the northeast that are warm dry winds that result from air spilling over high elevations and moving downhill. These are gravity winds that typically follow the ground. When gravity winds hit an obstacle they can either split around the obstacle and continue or follow the object to the top and then launch over the top resulting in an area behind the obstacle with normal wind conditions. The primary topographic feature near the site is the San Dieguito River with a generally northeast to southwest trending path upstream and adjacent to the Project site. The fork of the river that the Project is located on ends upstream to the east approximately 400 feet and is a narrow swath surrounded by

development. The adjacent development would inhibit a Santa Ana wind driven fire from getting a large run on the Project site from wildland fuels.

The model results for the Santa Ana condition produced flame-lengths of up to approximately 17 feet in height for grassland and 26 feet for coastal sage scrub. The rate of spread is 275 chains per hour (ch/h) for grassland and 88 ch/h for coastal sage scrub.

Fire Behavior for Peak Conditions

Peak conditions are the extreme conditions during a Santa Ana event. The peak winds represent the gusts that occur during a Santa Ana. The fire behavior would be essentially the same as during a Santa Ana, however the gusts could significantly increase the rate of spread and the distance that fire brands travel during the time that they are occurring. The model results produced flame-lengths of up to approximately 19 feet in height for grassland and 28 feet for coastal sage scrub. The rate of spread is 374 ch/h for grassland and 107 ch/h for coastal sage scrub.

Fire Behavior for Normal Weather Condition

Normal weather conditions consist of an onshore flow from the southwest. This condition has a lower temperature and higher humidity than a Santa Ana condition. A fire under normal conditions is typically a fuel driven fire, however wind will also contribute to the rate of spread. The Project site has a limited exposure to wildland fuels. Modeling was performed using the summer weather conditions. The model results produced flame-lengths of up to approximately 16 feet in height for grassland and 25 feet for coastal sage scrub. The rate of spread is 237 ch/h for grassland and 80 ch/h for coastal sage scrub.

Fire Behavior Modeling Summary

As shown by the modeling, the greatest anticipated flame length is from the vegetation burning during a Peak Santa Ana fire. The resulting flame length is 28 feet. The flame lengths for other modeled conditions are less than 28 feet. Whereas a shrub fire will have greater flame lengths a grassland fire will have a much faster rate of spread due to the fast ignition of the fine fuels. The model is an estimate of the flame lengths that can be anticipated. Actual fire behavior can be more or less intensive.

Fuel Management, Landscaping, and Maintenance Design Considerations

As per the FPP for the Project, the following fuel management, landscaping and maintenance Project design features will be implemented:

1. All fuel management and landscaping shall be in conformance with Section 4704.4 of the Consolidated Fire Code and RSFFPD Ordinance 2014-01A. Additionally Section 4707.4 as adopted by the Rancho Santa Fe Fire Protection District requires that the Project submit Landscape Plans to be reviewed and approved by the District. The Rancho Santa Fe Fire District is the only fire district to have a professional urban forester on staff to monitor fuel management and landscaping. All landscaping must be installed prior to final inspection and certificate of occupancy.

2. All of the plants used for landscaping must be listed on the Wildland/Urban Interface Development plant palette included as Appendix D of the Fire Protection Plan (Appendix H of the DSEIR). No plants on the Undesirable Plant List or Invasive Species Plant List shall be planted as per Appendix E of the Fire Protection Plan (Appendix H of the DSEIR).
3. Vegetation maintenance shall be the responsibility of the Chinese Bible Church of San Diego, its successors or assignees, or owner as designated with the County Tax Assessor. The following maintenance activities shall be performed:
    - Conduct annual or more frequent if necessary maintenance to reduce fuel volumes, remove dead and detached material, and maintain in healthy succulent condition;
    - Maintain irrigation in a working condition;
    - Mature trees greater than 18 feet shall be limbed up to a minimum of six feet above the ground;
    - No tree limbs within 10 feet of chimneys or dead limbs overhanging structures or roadways;
    - Trees adjacent to or overhanging roadways, driveways, or other emergency access paths shall be maintained with a minimum height clearance of 13 feet and six inches.
    - Palm trees to be maintained in conformance with the Rancho Santa Fe Fire District Policy included as Appendix F of the Fire Protection Plan (Appendix H of the DSEIR).
    - Perform additional measures that may be required by the Fire District.

Access

The Project's main access point is from Four Gee Road at the proposed Grace Way. The proposed improved width is 44 feet, which is wider than the minimum required of 24 feet. The intersection of Four Gee Road and Grace Way is the first location from which a car may turn left or right to leave the area. The Project does not provide nor is it required to provide secondary access because the Project meets design requirements for single access as provide in the County of San Diego Consolidated Fire Code.

The internal loop road allows for fire truck access to within 150 feet of all portions of the building when a truck is parked perpendicular to parked cars as required by Section 503 of the Consolidated Fire Code. In addition, all of the buildings will have approved automatic sprinkler systems.

Access Road Design Considerations

As per the FPP for the Project, the following Project design features will be implemented related to fire access road design:

- The access road, Grace Way and internal loop shall be constructed in conformance with Section 503 of the Consolidated Fire Code, County Ordinance 10148, and District Ordinance 2014-01A.
- Per Section 503 of the Consolidated Fire Code, fire apparatus access roads shall be provided for every facility, building, or portion of building and shall extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. A fire code official may increase the 150 foot minimum when the building is equipped throughout with an approved automatic sprinkler system installed in accordance with sections 903.3.1.1, 903.3.1.2 or 903.3.1.3.
- All other portions of Section 503 of the Consolidated Fire Code apply including but not limited to: dimensions, vertical clearance, grade, surface and imposed loads. The first layer of asphalt must be in place and serviceable prior to delivery of combustible materials to the site.
- To assist emergency personnel to find a building, a lighted directory map, meeting current Fire District Standards shall be installed in a pre-approved location.
- Fire lanes shall be marked and fire alarms installed.

Ignition Resistant Construction and Fire Protection Systems

Due to the location of the Project in a very high fire hazard severity zone, a range of "fire safe" construction measures are proposed below that control the materials, design, and safety systems used in the building.

As per the FPP for the Project, the following Project design features will be implemented related to construction:

- The Project shall be required to use construction methods for exterior wildfire exposure per Section 4910.1 of the County Ordinance 10148, County Fire Code.
- The construction methods for exterior wildfire exposure in a wildland-urban interface fire area shall be as provided in Chapter 7A of the County Building Code.
- The Project shall also comply with District Ordinance 2014-01A.
- The Project shall install an automatic fire protection system sprinklers as appropriate to the use of each building in conformance with the requirements of for Group 'E' occupancies as identified by NFPA 13, the State, District and the County Codes.

Emergency Response

The Project is located within the service area of Rancho Santa Fe Fire Protection District. The nearest fire station to the Project site is located directly across from Grace Way, the Project entrance. Under most circumstances, there would be exceptional response time from Fire Station No. 2 to the Project site. However, regularly scheduled

services and facility uses may result in large volumes of vehicles entering and exiting the Project during a consolidated period of time. Due to the fact that the driveway for Fire Station No. 2 is located directly across from Grace Way, the Project entrance, and there is no feasible way to relocate the entrance location, there is a potential for the traffic to result in delays to emergency vehicle response from the fire station, resulting in a **significant impact (Impact HZ-1)**. Mitigation is required.

Fire Fuel Assessment

With the exception of non-native grassland in the northwest corner, the entire Project site will be developed, including the 100-foot fuel management zone around buildings. Only District-approved plants will be included in the Project, as identified above. Adjacent to the Project site is development to the south, east and southwest. The only adjacent fuel threats are the emergent wetlands and non-native grasslands to the north and northwest, respectively.

As stated above, the greatest anticipated flame length is 28 feet resulting from the vegetation burning during a Peak Santa Ana fire. Because the terrain leading to the Project site is a gentle slope and developed on all sides, except a narrow swath 400 feet to the east, a Santa Ana wind driven fire would not be able to get a large run on the Project site due to lack of sufficient wildland fuels. As provided above, the fuel management zone is almost four times the largest anticipated flame length.

The wildlands and non-native fuels on and adjacent to the Project site would not expose people or structures to a significant risk of loss, injury, or death as a result of wildland fires.

Summary of Wildland Fire Impact Discussion

The Project is designed in conformance and meets or exceeds all applicable codes and standards. With incorporation of the aforementioned design measures for fuel management, landscaping, and maintenance, access road design, and construction, the Project would not expose people or structures to a significant risk of loss, injury, or death as a result of wildland fires. However, due to the Project's location across from Fire Station No. 2, large volumes of vehicles entering and exiting the Project site could result in traffic delays to emergency vehicles exiting Fire Station No. 2. Due to this potential, impacts related to emergency response time would be considered significant and require mitigation.

2.4.3.3 *Consistency with Emergency Response Objectives in County General Plan*

Guidelines for the Determination of Significance

A significant fire hazards impacts would occur if:

- The project does not meet the emergency response objectives identified in the Safety Element of the County General Plan or offer feasible alternative that offer comparable emergency response objectives.

Guideline Source

This guideline is from The County of San Diego's Guidelines for Determining Significance and Report Format and Content Requirements Wildland Fire and Fire Protection (August 2010).

Analysis

The Safety Element of the County General Plan identifies travel time standards for the closest fires station based upon regional categories and/or land use designation. The General Plan regional category for the site is Semi Rural and has a land use designation of SPA (Santa Fe Valley Specific Plan).

Based upon a Semi-Rural Residential Category, the Project should be within a 10 minute travel time from the closest fire station. The closest fire station to the Project is RSFFPD Station No. 2, which is located at 16930 Four Gee Road, immediately across the street from the Project site. Estimated response times from Station No. 2 to the Project site is less than two minutes, which is in compliance with the Safety Element of the County General Plan. Therefore impacts are **less than significant**.

Further, a Project Facility Availability Form for fire service from RSFFPD was prepared for the Project in December 2015. RSFFPD indicated that the expected travel time to the Project site would be less than 2 minutes.

2.4.3.4 *Hazardous Substance Handling*

Guideline for the Determination of Significance

A significant hazardous materials impact would occur if:

- The project is a business, operation, or facility that proposes to handle hazardous substances in excess of the threshold quantities listed in Chapter 6.95 of the Health and Safety Code, generate hazardous waste regulated under Chapter 6.5 of the Health and Safety Code, and/or store hazardous substances in underground storage tanks regulated under Chapter 6.7 of the Health and Safety Code and the project will not be able to comply with applicable hazardous substance regulations; or
- The project is a business, operation, or facility that would handle regulated substances subject to CalARP RMP requirements that in the event of a release could adversely affect children's health due to the presence of a school or day care within one-quarter mile of the facility.

Guideline Source

This guideline is from The County of San Diego's Guidelines for Determining Significance and Report Format and Content Requirements Hazardous Materials and Existing Contamination (July 2007).

Analysis

There is a potential for accidental upset of fuels, lubricants or various other liquids needed to operate construction equipment on the site. These materials include diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Direct impacts from accidental spills of small amounts of hazardous materials from construction equipment during construction could occur in the case of accidental spill or upset. However, existing federal and state standards are in place for the handling, storage and transport of these materials. These include, but are not limited to, the federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations), California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads, the International Fire Code, the Resource Conservation and Recovery Act of 1976 as amended by the Hazardous and Solid Waste Amendments of 1984, California's Hazardous Waste Control Law, the California Fire Code, California Health and Safety Code Hazardous Materials Release Response Plans and Inventory, the California Integrated Waste Management Act, regulations developed by California OSHA, and the state Hazardous Waste Control Act.

Operationally, future uses proposed within the Project area are limited to a church and café. These types of land uses are not typically characteristic of generating, releasing, or using large amounts of hazardous materials. Industrial uses are not proposed as part of the Project. The only hazardous materials anticipated for use and disposal associated with the completed Project are routinely used commercial products such as cleaners, paint, solvents, batteries, and garden maintenance products. As stated above, household hazardous waste programs that are part of the Integrated Waste Management Plan of the County of San Diego address the use, handling, and disposal of these products.

Therefore, the Project would not handle or store hazardous substances in excess of those permitted by hazardous substance regulations. Impacts would be **less than significant**.

The closest school or day care facility is located just under one-quarter mile south of the Project site. While Del Norte High School is located within one-quarter mile of the Project site, the Project would not handle regulated substances subject to CalARP RMP requirements. Impacts would be **less than significant**.

2.4.3.5 *Existing Onsite Contamination*

Guideline for the Determination of Significance

A significant hazardous materials impact would occur if:

- The project is located on or within one-quarter mile from a site identified in one of the regulatory databases compiled pursuant to Government Code Section 65962.519 or is otherwise known to have been the subject of a release of hazardous substances, and as a result the project may result in a significant hazard to the public or the environment;

- The project proposes structure(s) for human occupancy and/or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill (excluding burnsites) and as a result, the project would create a significant hazard to the public or the environment;
- The project is proposed on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash); and as a result, the project would create a significant hazard to the public or the environment;
- The project is proposed on or within 1,000 feet of a FUDS and it has been determined that it is probable that munitions or other hazards are located onsite that could represent a significant hazard to the public or the environment;
- The project could result in human or environmental exposure to soils or groundwater that exceed U.S. Environmental Protection Agency (USEPA) Region 9 Primary Remediation Goals, Cal/EPA California Human Health Screening Levels (CHHSLs), or Primary State or Federal Maximum Contaminant Levels (MCLs) for applicable contaminants and the exposure would represent a hazard to the public or the environment; or
- The project will involve the demolition of commercial, industrial or residential structures that may contain asbestos-containing materials (ACM), lead-based paint (LBP) and/or other hazardous materials and as a result, the project would represent a significant hazard to the public or the environment.

Guideline Source

This guideline is from The County of San Diego's Guidelines for Determining Significance and Report Format and Content Requirements Hazardous Materials and Existing Contamination (July 2007).

Analysis

Hazardous Materials Sites

A search of environmental records conducted by Environmental Data Resources, Inc. (EDR) did not find listings for the Property on the federal National Priority List Liens database, Comprehensive Environmental Response, Compensation and Liability Information System liens database, State Deed Restriction Listing or State Environmental Liens Listing. The Property does appear on the Hazardous Materials Management Division database for the presence of two permitted above ground storage fuel tanks for its on-site organic farming operation between 2006 and 2011. The County Department of Agriculture conducted a close out inspection in January 2012 and noted that hazardous materials were not observed on site.

One neighboring site (Proposed Salviati Community/Bernardo Lakes Dev. Prop. 1) appeared on the EnviroStore & County Site Assessment & Mitigation databases. These listings date to 2000 and address a concern in the Santa Fe Valley area concerning methane. The County of San Diego Board of Supervisors issued an ordinance concerning methane after it was found beneath completed homes in the area and

appears to have been a partial cause of an explosion while digging a trench for a stormwater drain. The environmental site assessment concluded that this site does not represent an imminent threat to the Project site.

Three additional sites within 1/8 to 1/2 mile of the Project site appear on the California Department of Toxic Substance Control (DTSC)'s EnviroStor and School Evaluation databases. The two school sites nearest the Project site were evaluated for past use of agricultural chemicals and issues of concern were not found. Agricultural chemicals were reportedly found at the third school located 0.45 mile from the Project site but DTSC did not require further action beyond the preliminary assessment. No evidence was found during the environmental site assessment that indicated these neighboring sites adversely impacted the Project site. The environmental site assessment concluded that these sites do not represent an imminent threat to the Project site.

In summary, the Project site is not located on or within one-quarter mile of a site identified in any regulatory database compiled pursuant to Government Code Section 65962.519. Impacts would be **less than significant**.

Landfills

No open, abandoned, or closed landfills exist within 1,000 feet of the Project site. The Project would not create a significant hazard to the public or the environment due to the construction of structures for human occupancy or linear excavation. **No impact would occur**.

Burn Ash

The Project site is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash. No indication of such burn areas was identified during the site reconnaissance during preparation of the environmental site assessment. **No impact would occur**.

Formerly Used Defense Sites

The Project site is not located on or within 1,000 feet of a formerly used defense site. No associated munitions or other hazards are located on the Project site. **No impact would occur**.

Contaminated Soils and Groundwater

As identified above, the Project site was utilized for agricultural operations in the 1940s. Records documenting what crops were planted or whether pesticides and herbicides were used were not located during the environmental site assessment. Visitors to the Project site, including children within any play areas, could be exposed to unidentified pesticides and/or herbicides in areas of exposed soil. This represents a **potentially significant impact (Impact HZ-2a)**. Mitigation is required.

The potential also exists for human or environmental exposure to contaminated soils if such soils are transported off site. This also represents a **potentially significant impact (Impact HZ-2b)**. Mitigation is required.

The site reconnaissance conducted during the environmental site assessment did not identify any additional hazardous materials or areas of concern.

Asbestos and Lead

A limited visual asbestos survey of the buildings located on the Project site was conducted to assess if the buildings contain significant sources of ACM. Friable or damaged, nonfriable building materials likely to contain ACM were not found on the Project site. Potential ACM observed to generally be in good condition included drywall systems, resilient flooring, and roofing materials. Insulation materials were not visible in either residence, but if they exist, they are also a potential ACM. The Project proposes demolition of the existing structures. Demolition activity could disturb ACM. This represents a **potentially significant impact (Impact HZ-3)**. Mitigation is required.

As the buildings on the Project site were constructed in the 1950s and 1960s, it is possible that lead-based paint was used on the buildings. Lead-based paint was effectively banned for residential purposes as of 1978. While painted surfaces appeared to be intact and surfaces with cracked, chipped and peeling paint were not observed, demolition of the existing structures could disturb lead-based paint. This represents a **potentially significant impact (Impact HZ-4)**. Mitigation is required.

2.4.4 Cumulative Impact Analysis

All projects proposed for development in the County are required to conform to the San Diego County Consolidated Fire Code, as revised October 28, 2011. The Code includes substantial fire safety measures designed to minimize fire risk associated with development. When projects conform to the San Diego County Consolidated Fire Code, they minimize their vulnerability and potential to contribute to fire risks.

The Project meets RSFFPD requirements for fire protection. The Project conforms to the County's Consolidated Fire Code and local fire district fire safety requirements, including fuel management, landscaping, and maintenance, access road design, fire safe construction measures, water supply availability and fire hydrant design. Due to proposed signalization and Project design features, the Project would not contribute to any delay in emergency response time, service ratios or other performance objectives for fire protection. The Project, when considered with the other projects in the area with a fire safety impact, does not have a cumulatively considerable impact. Guidelines are not exceeded. Impacts are not significant. No mitigation will be necessary.

For hazardous materials, impacts are generally site specific and addressed on a site-by-site basis. Of the 20 cumulative projects identified in Table 1-2, one project was identified as having a potential for impacts related to fire safety. TPM 21229, which is still under environmental review, identified a potential hazard impact related to fire safety.

Implementation of the Project would have a potentially significant impact to emergency response and contaminated soils, and would have the potential for the presence of asbestos and lead. Mitigation in the form of signalization of the intersection at Four Gee Road and Grace Way (M-HZ-1), soil sampling and remediation (M-HZ-2), and a survey for ACM and lead-based paint which would include management of the contaminants

(M-HZ-3, M-HZ-4) would be made conditions of approval which would reduce impacts to less than significant. The Project would not have an impact related to fire safety. With the requirement of the mitigation measures identified in section 2.4.6 below, the Project would not contribute to any cumulative impacts related to hazards or hazardous materials. Cumulative impacts would be **less than significant**.

2.4.5 Significance of Impacts Prior to Mitigation

The following significant impacts related to hazards would occur with implementation of the Proposed Project:

- **Impact HZ-1** There is a potential for project traffic to result in delays to emergency vehicle response from the fire station.
- **Impact HZ-2** There is the potential for human or environmental exposure to soils contaminated from pesticide and/or herbicides in areas of exposed soil.
- **Impact HZ-3** Demolition activities could result in the disturbance of asbestos-containing materials
- **Impact HZ-4** Demolition activities could result in the disturbance of materials containing lead-based paint.

2.4.6 Mitigation

Implementation of the following mitigation measures will be required as a condition of project approval to reduce hazards/fire safety impacts to below a level of significance:

- **M-HZ-1** In order to reduce the potential for delays to emergency vehicle response from Fire Station No. 2, the intersection of Four Gee Road and Grace Way shall be signalized. This signal shall be capable of being controlled from Fire Station No. 2, which is located directly across from Grace Way. The purpose is to allow fire station personnel to control traffic so that emergency vehicles can safely exit the fire station unimpeded in an emergency. The signal at the intersection of Camino Del Sur and Four Gee Road shall be connected to this control system so that fire personnel can coordinate signal changes between the two intersections, which are in close proximity to one another. The ability to coordinate the intersection signals will prevent delays in response time as a result of church-related activities. Additionally, road striping “Do Not Block” shall be painted in front of the Fire Station entrance. These measures will be completed prior to occupancy of the facilities.
- **M-HZ-2a** If the redevelopment plans include areas of exposed soil where visitors may congregate, soil sampling for pesticides, herbicides, and metals shall be completed. If finished areas where people will congregate are paved or covered with an impermeable surface, sampling would not be necessary.

- **M-HZ-2b** If soil is to be transported from the Project site during redevelopment, sampling shall be conducted to confirm if the soil is a hazardous waste due to historic agricultural chemical use.
- **M-HZ-3** A survey for ACM shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during demolition.
- **M-HZ-4** A survey for lead-based paint shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during demolition.

2.4.7 Conclusion

Due to the fact that that the driveway for Fire Station No. 2 is located directly across from Grace Way, the Project entrance, there is a potential for the traffic to result in potentially significant delays to emergency vehicle response from the fire station. Signalizing the intersection of Four Gee Road and Grace Way, and allowing Fire Station No. 2 personnel to control signalization of that intersection and the intersection of Camino Del Sur and Four Gee Road, will prevent delays in response time as a result of church related activities. Painting “Do Not Block” in front of the Fire Station entrance will further reduce potential delays to emergency vehicle response. This mitigation measure was identified in cooperation with the Rancho Santa Fe Fire Protection District. Design measures outlined above will provide fire protection in compliance with current fire codes and will provide an added measure of safety for the Project. Further, these improvements were reviewed and included in the Traffic Impact Analysis discussed in Chapter 3.1.6, Traffic, of this DSEIR. Taken together, these measures fully mitigate Project impacts related to fire hazards (emergency response).

Impacts related to hazardous materials were determined to be less than significant with the exception of potentially contaminated soils and the presence of ACM and lead-based paint. Previous agricultural use could have resulted in the use of pesticides and/or herbicides. Areas of exposed soils could expose site visitors to these chemicals, if present. In addition, if such soils are hauled off site during Project construction, such materials could impact humans or the environment. Mitigation confirming the presence of such chemicals via soil sampling would reduce these impacts to below a level of significance. As demolition of the on-site structures is proposed, incorporation of mitigation requiring tests to properly classify and dispose of such materials would ensure that impacts are reduced to less than significant levels.

In summary, all impacts would be reduced to below a level of significance with the incorporation of mitigation.

2.5 Noise

The assessment of the Project's potential to have an adverse effect related to noise is based on the technical study and addendum prepared for the Project. The results of the analysis presented below are included as an appendix to the DSEIR.

- Appendix J: *Acoustical Analysis Report, Santa Fe Valley Bible Church of San Diego* (Eilar Associates, 2017)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFSVP EIR identified potentially significant impacts related to noise, specifically relating to future commercial uses within the Santa Fe Valley Specific Plan area and also the potential for noise conflicts between a proposed sewer treatment plant and existing residential uses. These impacts and the mitigation identified in the SFVSP EIR are further detailed in Section 2.5.1, below.

Comments received in response to the Notice of Preparation included:

- Noise from church activities and special events;
- Church bell;
- Noise impact to adjacent open space;
- Noise impact to offsite residents;
- Vehicular noise

These concerns are addressed in the attached report and summarized in this section. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

2.5.1 Background

The SFVSP EIR identified potentially significant impacts related to noise, specifically relating to future commercial uses within the Santa Fe Valley Specific Plan area and also the potential for noise conflicts between a proposed sewer treatment plant and existing residential uses. The following mitigation measures were identified in the certified EIR and impacts were reduced to below a level of significance:

- As part of Major Use Permit approval for the neighborhood commercial site, a site-specific noise analysis will be required for each commercial land use as they are proposed to ensure compliance with the County noise ordinance.
- A site-specific noise analysis would be required for the proposed sewage treatment plant to ensure compliance with the County noise ordinance.

According to the EIR, if the businesses and sewage treatment plant were designed and operated in compliance with the County noise ordinance, noise impacts would be fully mitigated.

While the Project is not a sewage treatment plant or a neighborhood commercial site, an acoustical report was still prepared to consider the existing and future noise environment and identifies potential impacts to the Project site.

Changes Requiring New Analysis

This subchapter describes the existing noise environment within the Project site and vicinity and evaluates potential impacts (including cumulative impacts) and mitigation measures related to implementation of the Project. An Acoustical Analysis Report was prepared for the Project by Jonathan Brothers of Eilar Associates, Inc. (2017). Mr. Brothers is on the County of San Diego CEQA Consultant List for Privately Initiated Project in the Noise subject area. The complete report is included as DSEIR Appendix J.

2.5.2 Existing Conditions

2.5.2.1 *Noise Descriptors*

Noise has been defined as "unwanted sound." Sound becomes "unwanted" when it interferes with normal activities, causes actual physical harm, or has adverse effects on health.

Sound level values discussed in this subchapter are expressed in terms of decibels (dB). Sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA), which are adjusted to approximate the hearing sensitivity of humans. Time-averaged noise levels are referred to as "equivalent sound level" (L_{EQ}), which represents the average sound level over a given sample period. Unless a different time period is specified, L_{EQ} refers to a period of one hour.

The Community Noise Equivalent Level (CNEL) is the average of the intensity of sound, with corrections made for time of day, and then averaged over 24 hours. The corrections are made to actual sound levels to account for increased human sensitivity to sound during the evening and night hours, when there is a decrease in the overall amount and loudness of noise generated, as compared to daytime hours. During these hours, sounds seem louder and are weighted accordingly. The time of day corrections require the addition of 5 dB to sound levels in the evening from 7:00 PM to 10:00 PM and the additional of 10 dB to sound levels at night from 10:00 PM to 7:00 AM.

2.5.2.2 *Existing Noise Sources*

The primary noise source in the vicinity of the Project site includes automobile and truck traffic noise from Camino Del Sur/Camino Del Norte, Rancho Bernardo Road and Four Gee Road. Current traffic volumes are based on information from the San Diego Association of Governments (SANDAG) Series 12 Transportation Forecast Information Center. Future traffic volume research was conducted through the San Diego County General Plan Update – Circulation Element Road Network and Framework – San Dieguito Area. Traffic estimates from the traffic study (KOA 2017) were also considered in this analysis.

Camino Del Norte is a four-lane, two-way Prime Arterial running east-west to the south of the Project site. The posted speed limit is 45 MPH. According to SANDAG, the traffic volume as of 2008 was approximately 11,900 Average Daily Traffic (ADT). The current traffic volume is approximately 20,071 (KOA 2017). The 2017 traffic Average Daily Traffic (ADT) was used for this noise analysis.

Beyond Rancho Bernardo Road, Camino Del Norte becomes Camino Del Sur, a County of San Diego maintained road. Camino Del Sur is a four-lane, two-way Major Arterial running east-west to the south of the Project site. The posted speed limit is 45 MPH. According to SANDAG, the traffic volume as of 2008 in the vicinity of the Project site was approximately 16,900 ADT. The current traffic volume is approximately 25,523 ADT (KOA 2017). The 2017 traffic volume was used for this noise analysis.

Rancho Bernardo Road is a four-lane, two-way Major Road running east-west to the east of the Project site. The posted speed limit is 50 MPH. According to SANDAG, the traffic volume as of 2008 was approximately 8,800 ADT. No average daily traffic volumes were provided for Rancho Bernardo Road in the traffic study.

Four Gee Road is a two-lane, two-way non-circulation element roadway in the vicinity of the Project site. The posted speed limit is 25 MPH. No traffic information was listed by SANDAG. The current weekday traffic volume is approximately 3,088 ADT (KOA 2017).

2.5.2.3 *Existing Ambient Noise Levels*

An on-site inspection and traffic noise measurements were made on November 17, 2011. A “one-hour" equivalent measurement was made approximately 25 feet from the Four Gee Road centerline at the entrance to the Project site. Traffic volumes for Four Gee Road were recorded for automobiles, medium-size trucks, and large trucks during the measurement period. After a continuous 10-minute sound level measurement, no changes in the L_{EQ} were observable and results were recorded. The measured noise level was 61.2 dBA L_{EQ}.

2.5.2.4 *Existing Noise-Sensitive Land Uses*

The Project site is currently zoned Specific Plan (S88).Properties to the north and west are also zoned S88. Properties to the south are zoned AR-1 in the City of San Diego and properties to the east are zoned RS in the County of San Diego. Residential uses are considered to be noise-sensitive land uses.

2.5.2.5 *Regulatory Framework*

State Regulations and Standards

California Noise Control Act

The California Health and Safety Code 46000-46080 finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and

rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

Local Regulations and Standards

The County of San Diego addresses two separate types of noise sources, mobile and stationary. In the context of the noise analysis, transportation (mobile) noise levels associated with the Project are regulated by goals and policies in the Noise Element of the County General Plan. County Noise Ordinance Sections 36.404 and 36.409 govern operational (stationary) and construction noise levels, respectively.

Offsite impacts generally focus on transportation-related noise associated with increases in project-related vehicular activity. Noise level increases and impacts attributable to development of a project are estimated by comparing the "with project" ADT to the "without project" ADT (refer to Section 3.1.6, Traffic, of this DSEIR).

County of San Diego General Plan, Noise Element

The Noise Element of the County of San Diego General Plan establishes limitations on sound levels to be received by noise sensitive land uses (NSLUs). New development may cause an existing NSLU to be affected by noise caused by the new development, or it may create or locate a NSLU in such a place that it is affected by noise. The Noise Element identifies airports and traffic on public roadways as the major sources of noise. The Noise Element states that an acoustical study is required if it appears that a NSLU would be subject to noise levels of CNEL equal to 60 decibels (A) or greater. If that study confirms that greater than 60 dB CNEL would be experienced, modifications that reduce the exterior noise level to less than 60 dB CNEL and the interior noise levels to below 45 dB CNEL must be made to the development. The Noise Element includes special provisions for interior noise levels in rooms that are usually occupied only a part of the day, such as a church.

The following are applicable policies from the Noise Element:

- **N-1.1 Noise Compatibility Guidelines.** Use the Noise Compatibility Guidelines and the Noise Standards presented in the Noise Element as a guide in determining the acceptability of exterior and interior noise for proposed land uses.
- **N-1.2 Noise Management Strategies.** Require the following strategies as higher priorities than construction of conventional noise barriers where noise abatement is necessary:
    - Avoid placement of noise sensitive uses within noisy areas
    - Increase setbacks between noise generators and noise sensitive uses
    - Orient buildings such that the noise sensitive portions of a project are shielded from noise sources
    - Use sound-attenuating architectural design and building features

- Employ technologies when appropriate that reduce noise generation (i.e., alternative pavement materials on roadways)

- **N-1.3 Sound Walls.** Discourage the use of noise walls. In areas where the use of noise walls cannot be avoided, evaluate and require where feasible, a combination of walls and earthen berms and require the use of vegetation or other visual screening methods to soften the visual appearance of the wall.
- **N-1.4 Adjacent Jurisdiction Noise Standards.** Incorporate the noise standards of an adjacent jurisdiction into the evaluation of a proposed project when it has the potential to impact the noise environment of that jurisdiction.
- **N-2.1 Development Impacts to Noise Sensitive Land Uses**. Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation for sensitive uses in compliance with the noise standards listed in the Noise Element.
- **N-2.2 Balconies and Patios.** Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.
- **N-4.1 Traffic Noise.** Require that projects proposing General Plan Amendments (GPAs) that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.
- **N-6.4 Hours of Construction.** Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

County of San Diego Noise Ordinance

Section 36.404 of the County Noise Ordinance provides performance standards and noise control guidelines for determining and mitigating non-transportation (stationary) noise source impact to residential properties. The purpose of the Noise Ordinance is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health and welfare, or degrade the quality of life.

According to County stationary source exterior noise standards, no person shall operate any source of sound at any location within the County or allow the creation of any noise on a property that causes the noise level to exceed the exterior noise standards at the property boundary. The Noise Ordinance sets an exterior noise limit for residential uses adjacent to the property of 50 dBA L_{EQ} for daytime hours of 7:00 AM to 10:00 PM and 45 dBA L_{EQ} during the noise-sensitive nighttime hours of 10:00 PM to 7:00 AM.

Section 36.409 of the Noise Ordinance controls construction equipment noise and establishes a 75 dBA L_{EQ} standard between 7:00 AM and 7:00 PM, Monday through Saturday at the boundary line of the property where noise source is being generated or any occupied property where noise is received during construction. Excluding emergency work, the County sets a threshold for construction equipment of 75 dBA averaged over a period of eight hours from 7:00 AM to 7:00 PM.

Section 36.410 controls impulsive noise. Impulsive noise is defined as a single noise event, or a series of single noise events, which causes a high peak noise level of short duration (one second or less), measured at a specific location (e.g., gun shot, explosion, or a noise generated by construction equipment). According to this section, no generation of noise in excess of 82 dBA shall occur at occupied residential properties when measured at the property boundary or any surrounding property boundary. This noise cannot occur for more than 25 percent of the minutes in the measurement period. Measurements shall be made over a minimum of one hour, during which a measurement shall be taken every minute from a fixed location.

Santa Fe Valley Specific Plan

The Santa Fe Valley Specific Plan does not identify any specific objectives, goals or policies related to noise.

City of San Diego Municipal Code

According to the City of San Diego Municipal Code, hourly average noise level at a property with a single-family residential use should not exceed 50 dBA between the hours of 7:00 AM and 7:00 PM, 45 dBA between the hours of 7:00 PM and 10:00 PM, or 40 dBA between the hours of 10:00 PM and 7:00 AM. Properties adjacent to the proposed Project site are located within the City of San Diego and are therefore subject to the City's Municipal Code standards.

2.5.3 Analysis of Project Effects and Determination as to Significance

2.5.3.1 *Noise Sensitive Land Uses Affected by Airborne Noise*

Guidelines for Determining Significance

A significant direct noise impact would occur if implementation of the Project would:

- Expose exterior on- or off-site, existing or reasonably foreseeable future noise sensitive land uses to noise (including road noise) in excess of 60 dBA CNEL for single-family residential uses, 65 dBA CNEL for multi-family residential uses, or an increase of 10 dBA CNEL or more over existing noise levels (if that noise level is less than 50 CNEL).
- Expose interior on- or off-site existing or reasonably foreseeable future noise sensitive land uses to noise in excess of 45 dBA CNEL. For rooms that are usually occupied only a part of the day, the indoor one-hour average sound level should not exceed 50 dBA CNEL.

Guidelines Source

The above guidelines are based on the *County's Guidelines for Determining Significance – Noise (January 27, 2009)* as amended by the 2011 General Plan.

Methodology

The future (2050) traffic volumes for Camino Del Sur/Camino Del Norte and Four Gee Road were obtained from the traffic noise study prepared by KOA Corporation. The future traffic volume of Camino Del Norte is expected to increase to 25,490 ADT by the year 2050. The future traffic volume of Camino Del Sur is expected to increase to 32,414 ADT by the year 2050. The future traffic volume of Four Gee Road is expected to increase to 3,922 ADT by the year 2050. According to the SANDAG Series 12 Transportation Forecast Information Center the future traffic volume of Rancho Bernardo Road is expected to increase to 20,700 ADT by the year 2050.

According to the traffic study (KOA 2017), the Project contributes the most amount of traffic on Four Gee Road and Camino Del Norte. Sunday church services will generate the greatest amount of traffic, creating 2,758 additional ADT on Four Gee Road and an additional 2,520 ADT on Camino Del Norte.

In order to determine whether any direct noise impacts would be experienced at off-site receivers, the existing traffic scenario was compared to the increase in volumes shown in the existing plus Project traffic scenario. Sunday church services would generate the greatest amount of traffic, creating 2,775 additional ADT on Sundays, including 925 total trips during the peak hour.

A traffic noise model was generated with the near term traffic estimates, both with and without the Project, to determine the noise impact of the additional trips on Four Gee Road and Camino Del Norte during peak hour conditions.

A traffic noise model was also generated for future (2050) traffic estimates with the Project to compare the existing Sunday traffic impacts to the future Sunday traffic estimates with Project related traffic to determine the noise impact of the additional trips on Four Gee Road and Camino Del Sur. Traffic CNEL impacts were determined for Sunday traffic projections with and without the Project at the same receivers identified previously.

Analysis

On-Site Exterior Analysis

The County of San Diego Noise Element states that planned outdoor useable areas must adhere to an exterior noise limit of 65 CNEL for noise sensitive land uses such as places of worship.

Current traffic CNEL noise levels on the Project site are presented in Figure 2.5-1, Current Traffic CNEL Contours and Noise Measurement Location. As shown in Figure 2.5-1, the Project site is located between the current 50 and 55 CNEL contours. With the addition of future traffic to area roadways from ambient growth, the future CNEL contour is expected to lie along the southeastern corner of the Project site.

Project structures are expected to lie between the 50 and 60 CNEL contours. The CNEL on the Project site will remain below the 60 CNEL level (Figure 2.5-2, Future Traffic CNEL Contours and Noise Measurement Location). Therefore, all facades and outdoor use areas on the Project site would have noise levels below 65 dBA CNEL and impacts would be **less than significant**.

On-Site Interior Analysis

The County of San Diego requires places of worship to be designed in order to attenuate, control, and maintain interior noise levels to below 45 dBA in noise-sensitive spaces. Current exterior building construction, which proposes plastered wall surfaces, is generally expected to achieve at least 15 dB of exterior-to-interior noise attenuation, with windows opened. Therefore, proposed building structures exposed to exterior noise levels greater than 60 CNEL could be subject to interior noise levels exceeding the 45 dBA CNEL noise limits for noise-sensitive spaces.

As shown in Figure 2.5-2, Future Traffic CNEL Contours and Noise Measurement Locations, without mitigation or proposed structures, the future traffic 60 CNEL contour is expected to lie along the southeastern corner of the Project site. Project structures would lie between the 50 and 60 CNEL contours. As no proposed building facades are expected to be exposed to noise levels exceeding 60 CNEL, interior noise levels should not exceed 45 dBA for any buildings in the development including proposed guest quarters. Therefore, impacts would be **less than significant**.

Off-Site Exterior Analysis

As shown in Table 2.5-1, Weekend Traffic Noise Impacts at Worst Case Receivers, the maximum increase in noise levels was found to be approximately 2 dB at Receivers 1 and 2. As a direct noise impact is defined by the County of San Diego Noise Report Format and Content Requirements as a doubling of existing sound energy, or an increase of 3 dB, the Project would not generate direct noise impacts. Exterior noise levels to off-site residences would be **less than significant**.

2.5.3.2 *Project-Generated Airborne Noise*

Guideline for Determining Significance

A significant direct noise impact would occur if implementation of the Project would:

- Generate non-construction noise that exceeds the standard listed in the San Diego County Code, Section 36.404, Sound Level Limits, at all property lines.

Guideline Source

The above guidelines are based on the *County's Guidelines for Determining Significance – Noise* (January 27, 2009).

Methodology

This Project includes the installation of rooftop mechanical equipment for building heating and cooling. The nearest noise sensitive receivers are residential properties, for which the most restrictive noise limit during hours of operation is 45 dBA in the nighttime hours of 10:00 PM. to 7:00 AM. Residences located to the south of the

property are within the City of San Diego. The most restrictive limit during hours of operation is 40 dBA during this same timeframe. Based upon County standards, noise levels from these units should not exceed 45 dBA at neighboring residential property lines.

Noise modeling was conducted using the manufacturer information for the proposed heating, ventilation, and air conditioning (HVAC) units. Figure 2.5-3, Rooftop Mechanical Equipment and Receiver Locations, shows the proposed HVAC unit locations and the nearest residential receptors.

To approximate noise levels of activities taking place in the outdoor areas, measurements provided in the *Handbook of Acoustical Measurements and Noise Control* for noise levels of speech for males and females in a variety of vocal efforts (i.e., casual, normal, raised, loud, and shouting) were consulted. The noise analysis incorporated measurements of loud voices, which would approximate primarily normal and occasional shouting. The *Handbook* states that, at a distance of 3.28 feet, an average male will generate a noise level of 75 dBA when speaking with a loud voice, and a female will generate a noise level of 71 dBA when speaking with a loud voice. For this analysis, outdoor events were anticipated to include a group of approximately 500 guests (250 loud male voices and 250 loud female voices) divided across the courtyard area.

In order to estimate the noise level of the anticipated church bell, a noise measurement was performed of a church bell in Escondido, California. The measured church bell plays a melody every day at noon for approximately two minutes. The measurement was performed across the street from the church, at a distance of approximately 120 feet. Over a one-minute period during which there were no cars driving near the sound level meter, and the church bell was ringing steadily, an average noise level of 61.8 dBA was measured. As the bell was only ringing for a two-minute period and was creating no noise for the remainder of the hour, the hourly average noise level of the church bell was calculated to be 47.0 dBA.

Analysis

HVAC Equipment Noise

The Project includes the installation of rooftop HVAC units on all five proposed buildings. Building B will have a three-foot high parapet wall around the roof, which was considered in the noise modeling for the HVAC equipment. Table 2.5-2, Calculated Noise Impacts of Rooftop Mechanical Equipment, lists noise levels in dBA at nearby receivers.

As shown in Table 2.5-2, the highest exterior noise level was calculated to be 43.9 dBA at Receiver R-1 located at the site's north property line. Receivers R-3 and R-4 are levels were also calculated to be below 45 dBA. This is below the most restrictive County noise limit of 45 dBA. Receiver R-2 at the site's south property line was calculated to be 39.2 dBA, which is below the most restrictive City noise limit of 40 dBA. Thus noise levels are not expected to exceed the County or City of San Diego nighttime

noise limits of 45 and 40 dBA, respectively, at any surrounding property line. Therefore, impacts would be **less than significant.**

Church Events

When completed, the church would include a maximum of 1,500 seats. The largest group gathering (1,500 maximum) would be the weekly Sunday morning worship, which will take place in the sanctuary. Typical sound transmission loss and distance attenuation is expected to be sufficient to bring noise from indoor church services into compliance with the County of San Diego daytime noise regulations at residential receivers.

The facility will also have a number of outdoor use areas including a courtyard, a tot lot, and other play areas. There are currently no planned major outdoor events or uses; however, any future events would likely take place during the daytime hours. Any future events would be required to comply with the County and City noise limit of 50 dBA, enforced by both the County of San Diego and the City of San Diego, at all surrounding residential property lines.

Events were considered to include a group of guests gathering around the courtyard area. In order to model the noise from many spread out sources, an area source was used, which divides all of the sound power along the surface of a plane. A typical event may include up to 500 guests, and therefore, a Cadna model was created with 250 loud male voices and 250 loud female voices, divided across the courtyard area. Each noise source was calculated as speaking for 40 percent of every hour, which is considered conservative estimate to account for pauses within speech as well as breaks for listening.

The results of the analysis to approximate noise levels of outdoor activities are presented in Table 2.5-3, Calculated Noise Impacts of Church Events. A graphical representation of event noise contours and receiver locations is provided as Figure 2.5-4, Event Noise Contours and Receiver Locations. As shown in Table 2.5-3, the highest calculated exterior noise level was 50.0 dBA at the south property line. This meets the County and City noise limit of 50 dBA. Therefore, impacts would be **less than significant**.

If any outdoor events are proposed to include more than 500 people or extend after the hours of 7:00 PM, there may be a **significant impact (Impact N-1)**. Mitigation is required.

No audio or public address system was included in this analysis, as it is currently unknown if or where such a system would be implemented. According to the Project applicant, if an outdoor audio system is to be used, the church would use updated sound equipment that directs sound to designated areas. The church would also have speakers face exterior buildings to help contain the sound in the areas around the buildings and would not exceed maximum sound levels at the property lines. This would minimize noise impacts. However, noise could exceed County and City of San Diego limits, and there could be a **significant impact (Impact N-1).** Mitigation is required.

Church Bell

The proposed Sanctuary building is anticipated to include a church bell. The exact specifications and operation schedule of the bell have not yet been determined. It is anticipated that the church bell will only operate during daytime hours, and would therefore be required to meet the County and City single family residential hourly-average noise limit of 50 dBA.

For a worst case analysis, the noise from the proposed church bell can be rounded up to 65.0 dBA, which is more than a doubling of the sound power of the measured church bell. The nearest residential receiver is located approximately 300 feet from the proposed bell location. At this distance, if the bell were to ring for a period of five minutes out of an hour, the hourly average noise level is calculated to be 46.2 dBA. This level is in compliance with the 50 dBA daytime noise limit at residential properties. Therefore, impacts would be **less than significant**.

2.5.3.3 *Construction Noise Levels*

Guideline for Determining Significance

A significant direct noise impact would occur if project implementation would:

- Generate construction noise that exceeds the standards listed in the San Diego County Code, Section 36.409, Sound Level Limitations on Construction Equipment.

Guideline Source

The above guidelines are based on the *County's Guidelines for Determining Significance – Noise* (January 27, 2009).

Methodology

The noise levels of anticipated construction equipment to be used during construction were reviewed and compared with applicable noise thresholds.

Analysis

Temporary construction noise limits for noise sensitive receivers are designated within the San Diego County Code of Regulatory Ordinance (Noise Ordinance) Sections 36.408 and 36.409 which states that noise from temporary construction activity should not exceed an average sound level of 75 dBA for an 8-hour period between 7:00 AM to 7:00 PM at the property lines of noise sensitive receivers.

Noise sensitive receivers are defined as "any property which is developed and used either in part or in whole for residential purposes." The property lines to the south are zoned AR-1 in the City of San Diego and properties to the east are zoned RS in the County of San Diego, and include residences, and are therefore considered noise sensitive receivers. The property lines to the north and west are both zoned S-88 and are not developed or used for residential purposes. These areas are preserved in perpetuity as biological open space and would not be developed. Therefore they are excluded from this analysis.

Construction equipment anticipated to be used on the Project site includes a cement mixer, crane, dozer, excavator, forklift, generator, grader, loader/backhoe, paver, roller, water truck and welder. As shown in Table 2.5-4, Typical Construction Equipment Noise Levels, noise levels at 50 feet from this equipment ranges from 65 to 75 dBA, depending on the type of equipment. A graphical representation of the source and receiver locations is shown in Figure 2.5-5, Construction Noise Source and Worst-Case Receiver Locations. Temporary construction noise levels at neighboring properties north and south are shown in Table 2.5-5, Temporary Construction Nosie Levels at Neighboring Properties to the North and South.

As a Project design feature, and consistent with the construction equipment section of the Noise Ordinance, construction activities would be limited to hours of 7:00 AM to 7:00 PM, Monday through Saturday (except legal holidays). There will be no construction activity on Sunday. Fences and gates will be installed as a control feature to limit after-hours access to the construction site. In addition, the following best management practices would occur:

1. Turn off equipment when not in use.
2. Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured, to prevent rattling and banging.
3. Use equipment with effective mufflers.
4. Minimize the use of backup alarms.
5. Equipment staging areas should be placed at locations away from noise-sensitive (occupied) receivers.

These general recommendations, in addition to limiting construction equipment operation to the allowable hours detailed in the County of San Diego Noise Ordinance, will assist in maintaining the comfort of neighboring sensitive receivers during the construction of this site. Impacts will be **less than significant**.

2.5.3.4 *Impulsive Noise*

Guideline for Determining Significance

A significant direct noise impact would occur if project implementation would:

- Generate impulsive noise that exceeds the standards listed in the San Diego County Code, Section 36.410, Sound Level Limitations on Impulsive Noise.

Guideline Source

The above guideline is based on the County's Guidelines for Determining Significance – Noise (January 27, 2009).

Analysis

Activities that would occur at the Project site are not anticipated to cause a high peak noise level of short duration. In addition, there is no anticipated need for impulsive

construction activity on site. Therefore, this noise source has not been included in this analysis. **No impact** would occur.

2.5.3.5 *Ground-Borne Vibration/Noise*

Guidelines for Determining Significance

A significant vibration impact would occur if the Project would:

- Subject residences to:
    - Ongoing ground-borne vibration levels of 0.0040 inches per second (in/sec) root mean square (rms) from frequent events, or 0.010 in/sec rms for occasional or infrequent events, and/or
    - Ongoing ground-borne noise level of 35 dBA re micro Pascals for frequent events or 43 dBA re micro Pascals for occasional or infrequent events.
- Subject residences to vibration from isolated events (e.g., blasting) with peak particle velocity (PPV) exceeding one in/sec. Non-transportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 in/sec.

Guidelines Source

The above guidelines are based on the *County's Guidelines for Determining Significance – Noise* (January 27, 2009).

Analysis

Ground-borne vibration and ground-borne noise are typically related to materials handling and blasting or associated with specific types of projects or facilities, such as transportation corridors, railroads, and extractive industries. The Project is a church and would not be characterized as a use that would generate ground-borne vibration or noise. Blasting will not be required for the Project and earthwork activities will be limited. Therefore impacts will be **less than significant.**

2.5.4 Cumulative Impact Analysis

Guideline for Determining Significance

A significant cumulative impact would occur if project implementation would:

- Considerably contribute to a cumulative scenario that would result in the exposure of any on- or off-site, existing or reasonably foreseeable future noise sensitive land use to: (1) an increase of 10 dB (CNEL) over pre-existing noise levels or less than 50 dB CNEL resulting in a combined exterior noise level of 60 dB CNEL or greater, (2) an increase of 3 dB CNEL in existing plus project plus cumulative conditions if that total is above 60 dB CNEL. A "cumulatively considerable" project contribution to an identified significant cumulative noise impact would occur if the project would contribute more than a one dB increase.

Guideline Source

The above guidelines are based on the *County's Guidelines for Determining Significance – Noise* (January 27, 2009).

Methodology

A Traffic Noise Model was generated to compare the existing Sunday traffic impacts to the near term cumulative Sunday traffic estimates with the Project related traffic to determine the noise impact of the additional trips on Four Gee Road and Camino Del Sur.

Analysis

No projects in the Project vicinity are expected to be under construction at the same time as the Project. Therefore, cumulative construction-related impacts would be **less than significant**.

For operational impacts, traffic CNEL impacts were determined for weekend traffic projections with and without the Project at the same receivers evaluated above. The results of this analysis can be seen below in Table 2.5-6, Cumulative Weekend Traffic CNEL Impacts at Worst Case Receivers.

As shown, the maximum increase in traffic noise level was found to be approximately 3 dB at Receivers 1, 2 and 3. A cumulatively significant noise impact is defined by the County of San Diego Noise Report Format and Content Requirements as a doubling of existing sound energy, or an increase of 3 dB; however, as the nearest affected receivers are multi-family properties, and as resulting noise levels are still below the 65 CNEL threshold for multi-family properties contained within the Noise Element to the General Plan, it has been determined that no cumulatively considerable noise impacts will be caused by the Project. No mitigation is deemed necessary to attenuate Project-generated traffic noise. Impacts would be **less than significant**.

2.5.5 Significance of Impacts Prior to Mitigation

The following significant impact related to noise would occur with implementation of the Project:

Impact N-1 If any outdoor events are proposed that include more than 500 people, or extend after the hours of 7:00 PM, the County and City noise limits could be exceeded.

2.5.6 Mitigation

The following mitigation measure shall be implemented as a condition of Project approval. The mitigation measure was modified to clarify the circumstances under which it would apply:

M-N-1 If any outdoor event is proposed that will involve the use of an outdoor audio system and that includes more than 500 people, or if any outdoor event will extend past 7 PM, the noise impacts of the specific event must include design features and mitigation measures to comply with the applicable noise regulations. Such measures would include, but are not limited to:

- Locating events to maximize attenuation from intervening buildings and topography
- Limiting the time of the event and cease all substantial noise generating activities by 10 PM.
- Limiting the number of attendees not to exceed 500 people to minimize impacts to off-site receptors.
- Associated outdoor audio equipment shall be directed away from the occupied neighbors. Audio equipment would be directed in designated areas, facing towards the center of the site and/or using intervening structures to screen and shield associated noise sources.
- The audio system will be tested prior to the event and the system will be adjusted to that noise does not exceed County of San Diego noise limits. Results will be provided to the County of San Diego 30 days prior to the event to allow for review.

2.5.7 Design Features

The following design feature and noise measure shall be implemented as a condition of Project approval:

- **PDF1** Church bell operations shall be limited to operate during daytime hours and shall comply with the one hour average sound level limit of 50 dBA at the project property line.

- **PDF2** Construction activities would be limited to hours of 7:00 AM to 7:00 PM, Monday through Saturday (except legal holidays). There will be no construction activity on Sunday. Fences and gates will be installed as a control feature to limit after-hours access to the construction site. In addition, the following best management practices would occur:

    1. Turn off equipment when not in use.

    2. Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured, to prevent rattling and banging.

    3. Use equipment with effective mufflers.

    4. Minimize the use of backup alarms.

    5. Equipment staging areas should be placed at locations away from noise-sensitive (occupied) receivers.

- **PDF3** Overflow parking lot will be closed at 6 PM except for special events. Barriers and signage will be used to restrict access. Announcements will be made 30 minutes prior to closing to aid in timely closures.

2.5.8 Conclusion

A noise study was prepared for the Project and considered transportation noise levels, operational noise, and construction noise. As the proposed structures lie outside of the 60 CNEL contour, outdoor use areas will be exposed to noise levels below 65 CNEL, and interior noise levels should not exceed 45 CNEL for any buildings in the Project footprint. Therefore, the analysis concluded that Project-level impacts related to noise sensitive land uses affected by airborne noise for both on- and off-site receptors with exterior and interior spaces would be less than significant.

Project-generated airborne noise was analyzed in terms of proposed mechanical HVAC equipment, church services, and noise generated from a church bell. Due to distance separation of the Project site and off-site sensitive receptors and according to noise calculations, impacts were determined to be less than significant.

If outdoor events are proposed to include more than 500 guests or extend past 7 PM, County and City noise limits could be exceeded. Per M-N-1, the noise impacts of the specific event shall be evaluated and reviewed by the County to determine design features and mitigation measures required to ensure compliance with all applicable noise regulations such that impacts would be less than significant.

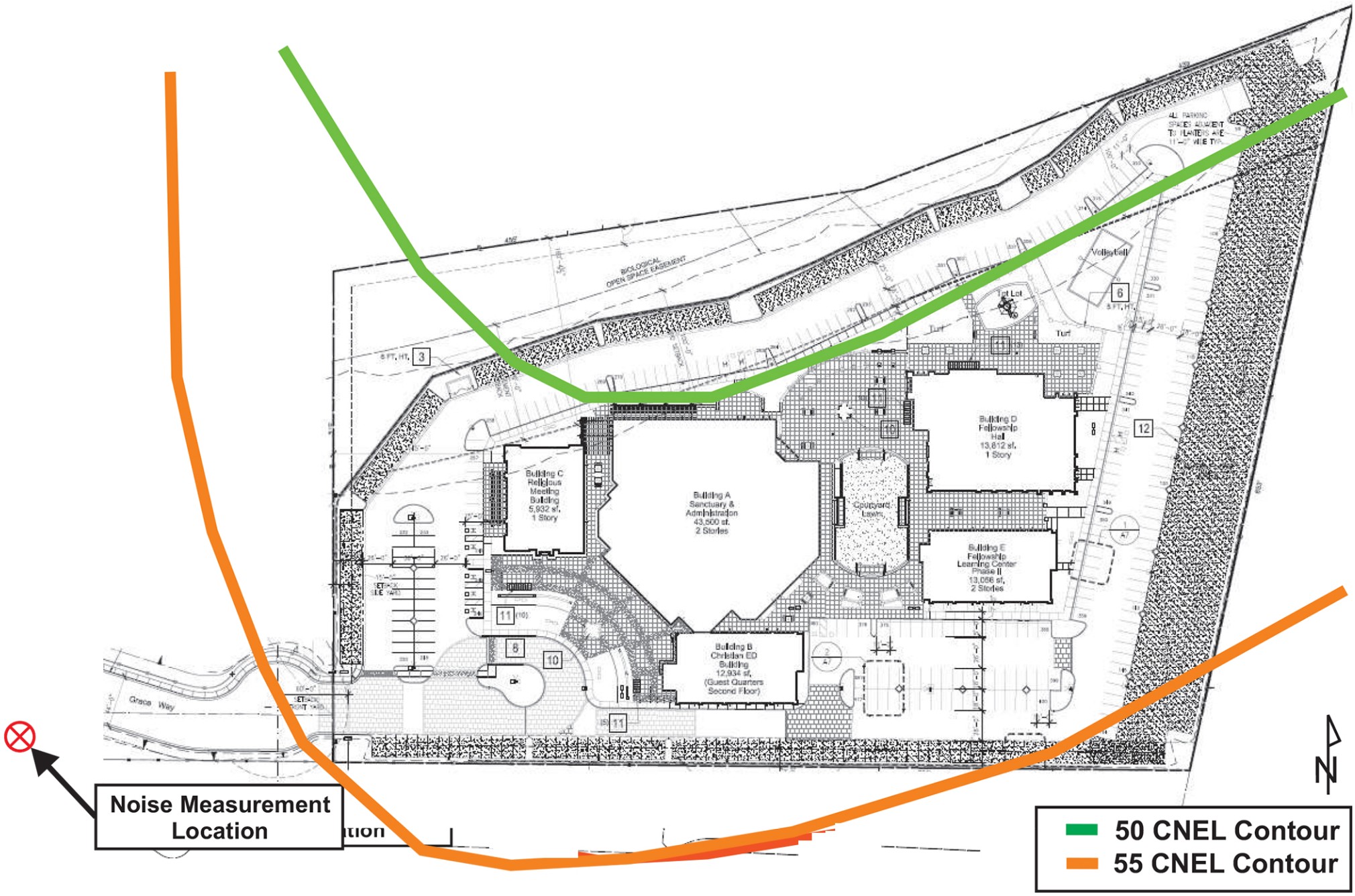
If an outdoor audio system is to be used, the church would use updated sound equipment that directs sound to designated areas. The church would also have speakers face exterior buildings to help contain the sound in the areas around the buildings and would not exceed maximum sound levels at the property lines. Noise levels of the system will be tested and the system adjusted as needed to assure it meets County and City of San Diego requirements. This would minimize noise impacts and ensure that impacts related to use of an outdoor audio system would be less than significant.

Noise from use of the overflow parking lot will be controlled by closing the lot by 6 PM except in the case of special events. Barriers, signage, and announcements will be used to enforce this limitation.

Temporary construction noise was calculated to determine the impact this activity will have on surrounding residential properties. Current proposed construction activities are expected to meet County of San Diego noise regulations for temporary construction noise during all phases of construction. General good practice measures should also be followed, including reasonable maintenance of equipment, conservative planning of simultaneous equipment operation, and using equipment with effective mufflers. Equipment operation must also be limited to the allowable hours of operation set by the County of San Diego. With these recommendations, it is expected that construction equipment noise levels will be at or below an average eight-hour equivalent noise level of 75 dBA, in compliance with County of San Diego regulations and impacts would be less than significant.

No cumulative construction or operational impacts are anticipated because no projects in the area are anticipated to be under construction at the same time as the Project.

In summary, noise impacts were determined to be less than significant or mitigated to below a level of significance.

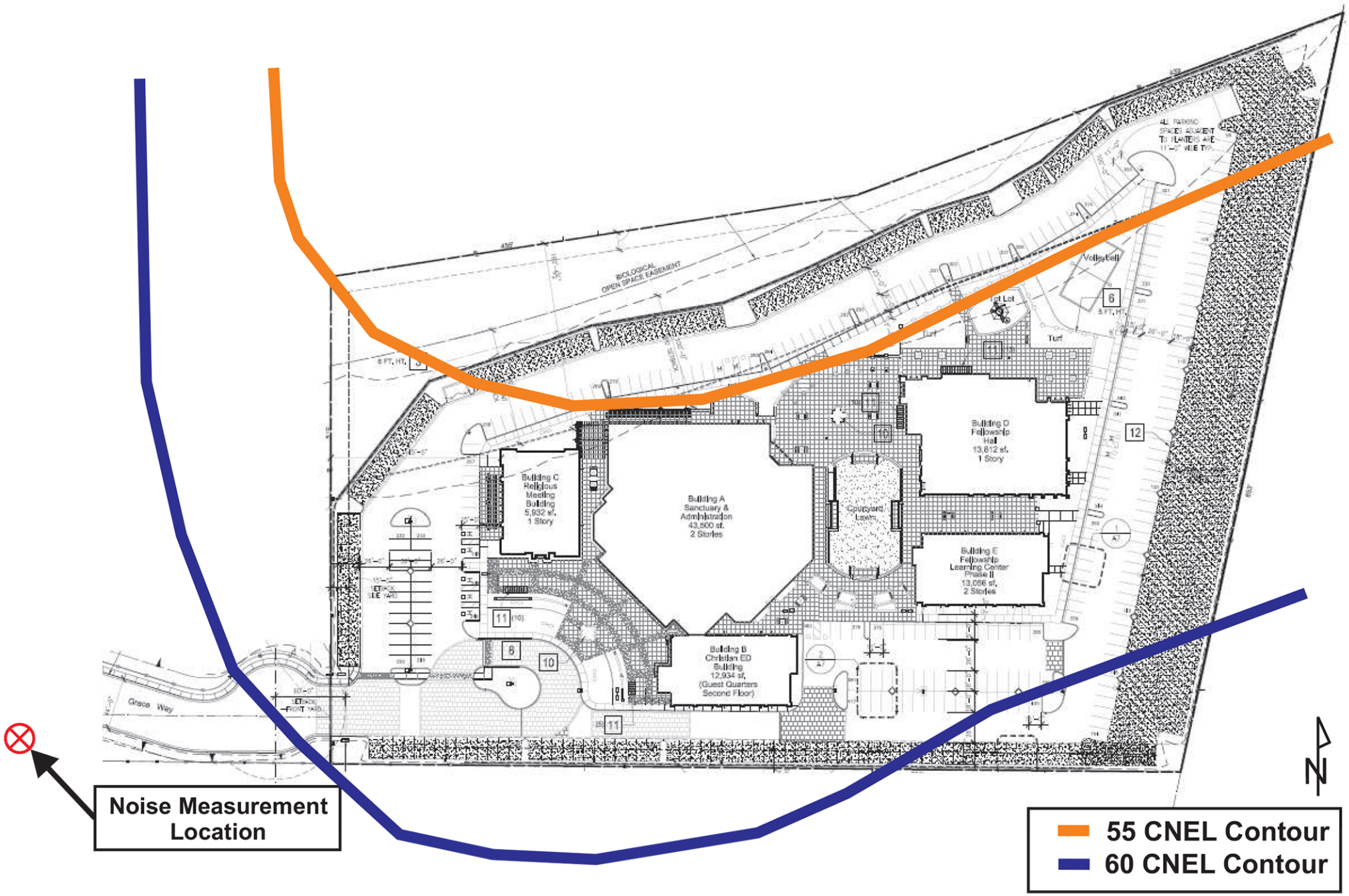


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Current Traffic CNEL Contours and Noise Measurement Locations

Figure 2.5-1



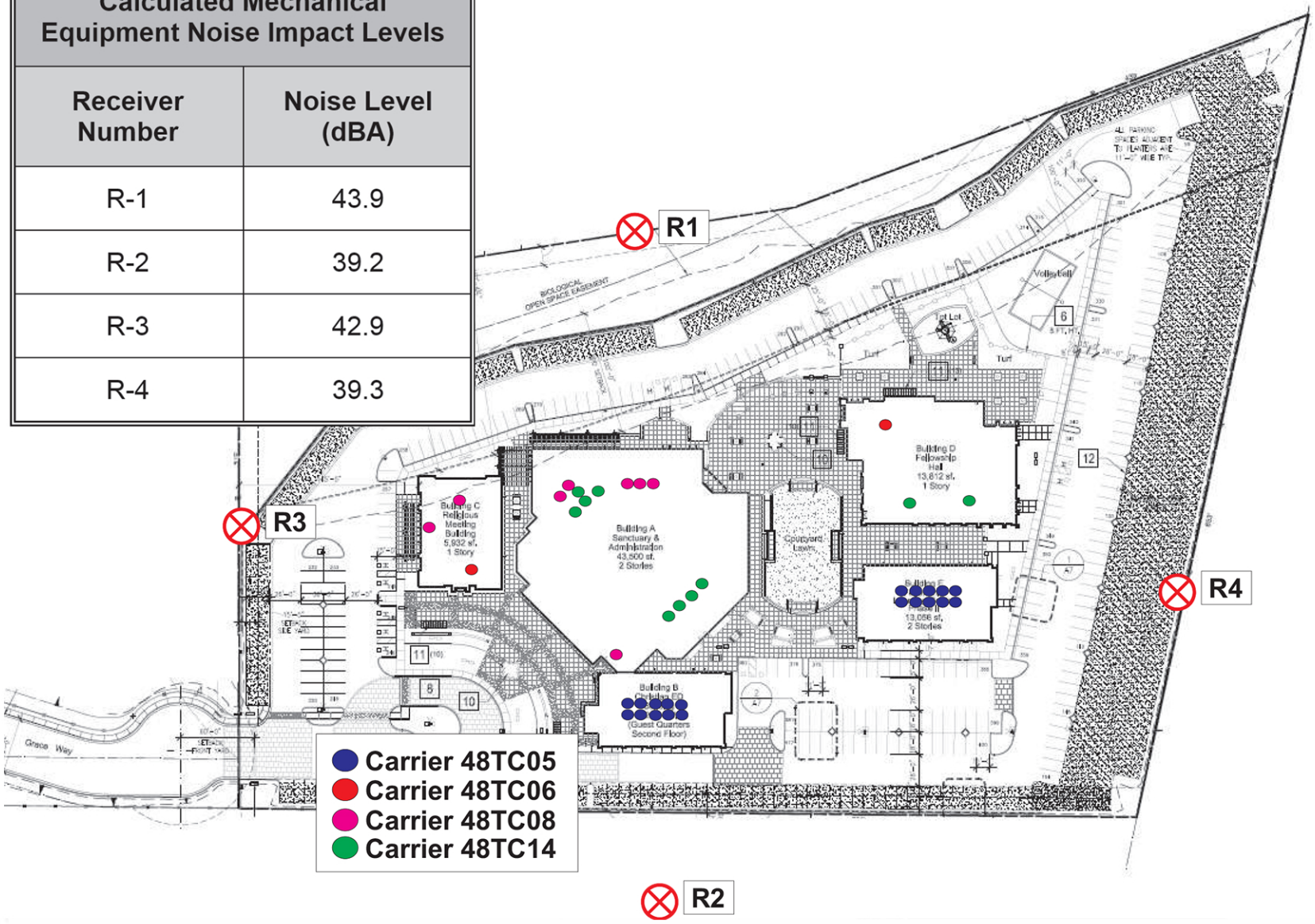
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Future Traffic CNEL Contours and Noise Measurement Locations

Figure 2.5-2

Calculated Mechanical Equipment Noise Impact Levels	
Receiver Number	**Noise Level (dBA)**
R-1	43.9
R-2	39.2
R-3	42.9
R-4	39.3



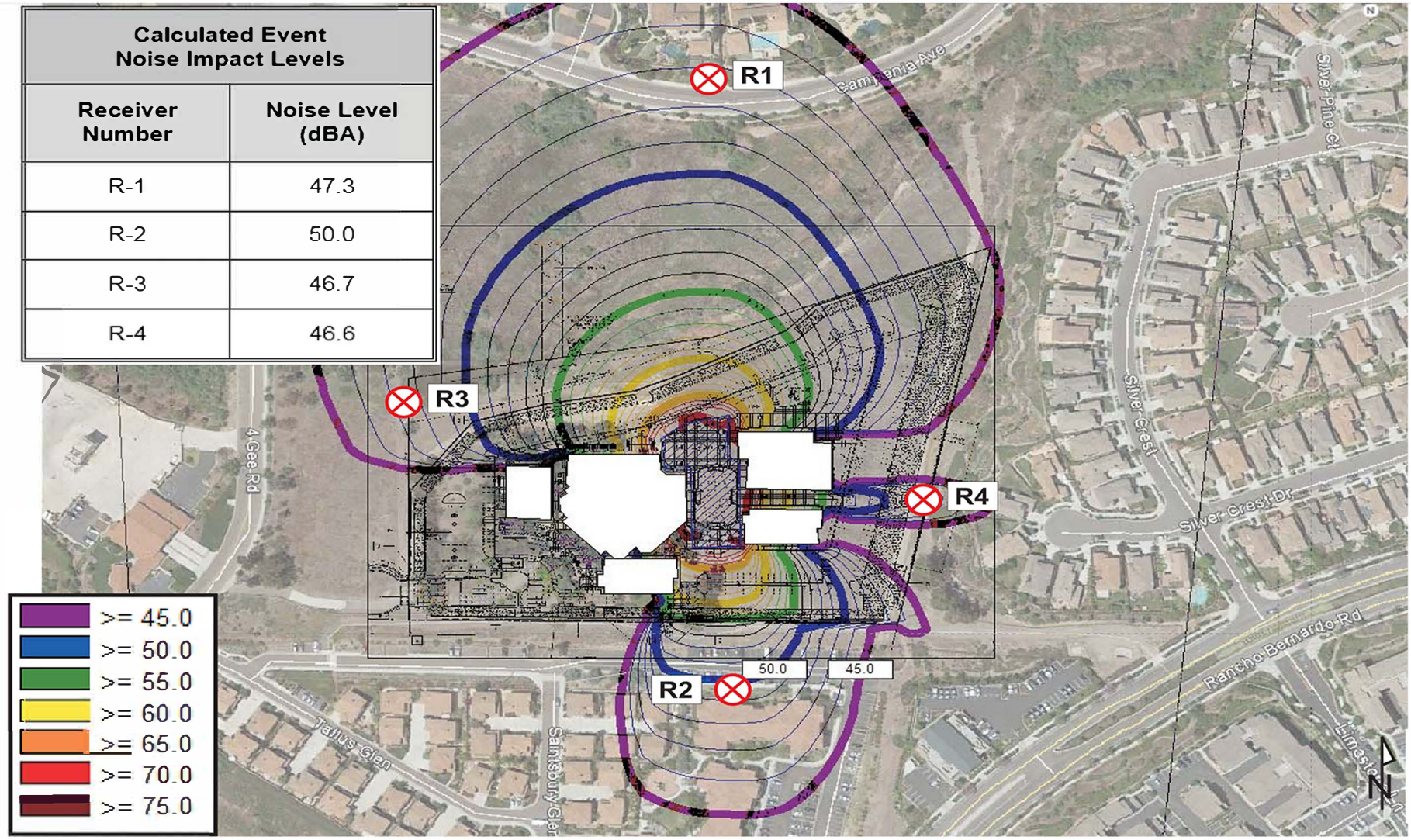
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Rooftop Mechanical Equipment and Receiver Locations

Figure 2.5-3

Calculated Event Noise Impact Levels	
Receiver Number	Noise Level (dBA)
R-1	47.3
R-2	50.0
R-3	46.7
R-4	46.6

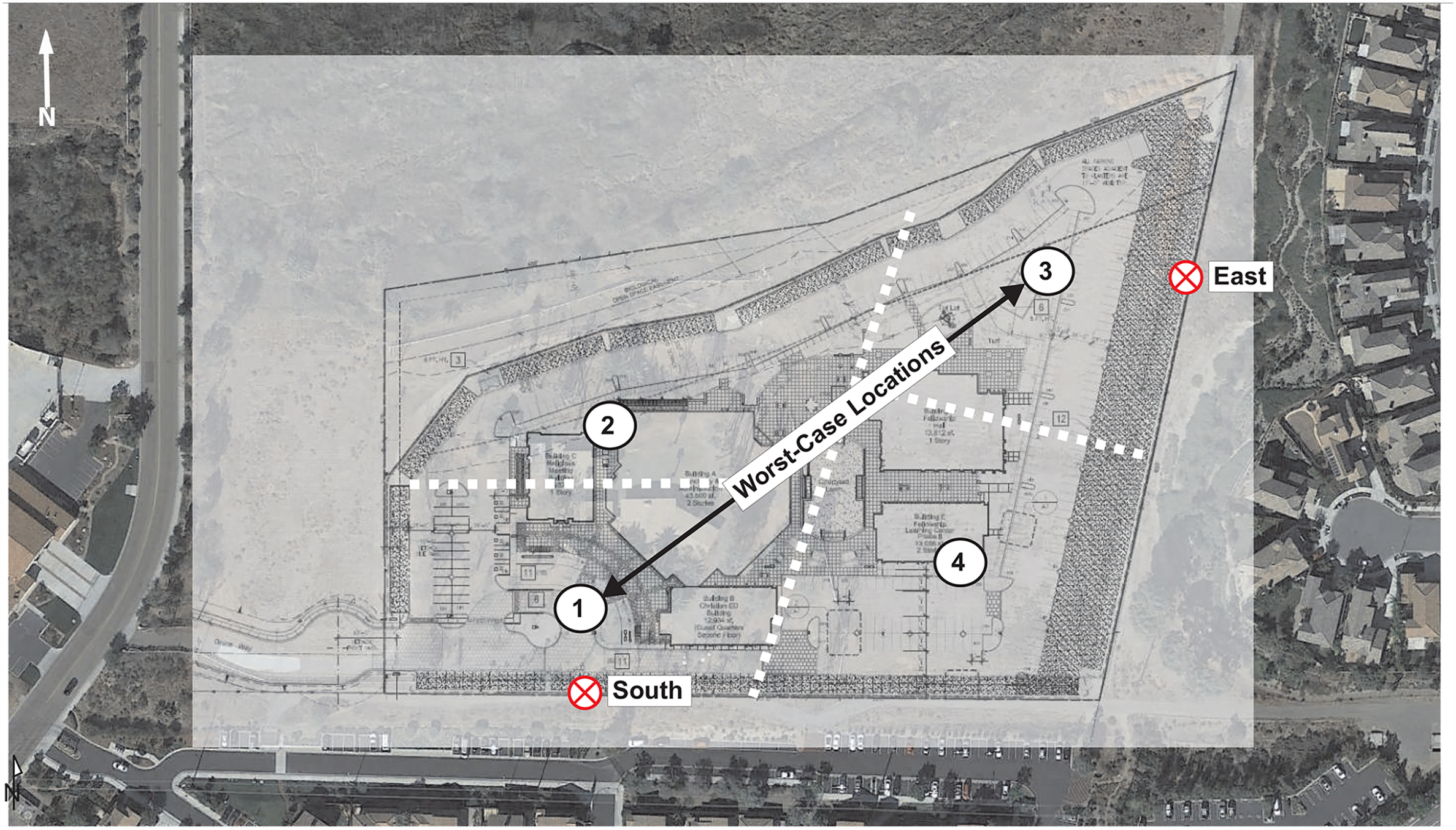


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Event Noise Contours and Receiver Locations

Figure 2.5-4



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Construction Noise Sources and Worst-Case Receiver Locations

Figure 2.5-5

Receiver	Weekend Hour Traffic Noise Level (CNEL)		Increase of Traffic Noise Level (dB)
	Without Proposed Project	With Proposed Project	
Receiver 1	60	62	2
Receiver 2	59	61	2
Receiver 3	60	61	1

Source: Eilar Associates 2017

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Weekend Traffic Noise at Worst Case Receivers

Table 2.5-1

Receiver Number - Location	Approximate Distance to Nearest Equipment (feet)	Noise Limit (dBA)	Exterior Noise Impact (dBA)
R-1 - North Property Line	200	45	43.9
R-2 - South Property Line	200	40	39.2
R-3 - East Property Line	225	45	42.9
R-4 - West Property Line	175	45	39.3

Source: Eilar Associates 2017

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Calculated Noise Impacts of Rooftop Mechanical Equipment

Table 2.5-2

Receiver Number - Location	Approximate Distance to Courtyard (feet)	Noise Limit (dBA)	Exterior Noise Impact (dBA)
R-1 - North Property Line	600	50	47.3
R-2 - South Property Line)	250	50	50.0
R-3 - East Property Line	250	50	46.7
R-4 - West Property Line	250	50	46.6

Source: Eilar Associates 2017

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Calculated Noise Impacts of Church Events

Table 2.5-3

Equipment Description	Duty Cycle (%)	Noise Level at 50 feet (dBA)
Grader	40	70
Dozer	40	71
Backhoe/Loader	40	65
Water Truck	40	77
Excavator	40	69
Generator	50	57
Concrete Mixer	40	75
Paver	50	71
Roller	20	69
Crane	16	73
Forklift	40	74
Welder	40	69

[1] Unless noted otherwise, noise levels from DEFRA Construction Noise Level Database (see reference).

[2] Eilar Associates, Inc. noise measurement data.

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Typical Construction Equipment Noise Levels

Table 2.5-4

Phase	Equipment Used	8-Hour Average Noise Level (dBA)	
		South Property Line	East Property Line
Grading	Grader, Dozer, Backhoe/ Loader, Water Truck	69.7	65.6
Trenching	Excavator, Backhoe/ Loader, Other General Industrial Equipment[1]	62.6	58.5
Paving	Backhoe/Loader, Concrete Mixer, Paver, Roller	68.3	64.1
Building Construction	Crane, Generator, Backhoe/ Loader, Forklift, Welder	67.4	63.3

[1] Noise levels generated by "Other General Industrial Equipment" were approximated through the inclusion of an additional backhoe and a generator in calculations.

Source: Eilar Associates 2017

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Temporary Construction Noise Levels at Neighboring Properties to North and South

Table 2.5-5

Receiver	Sunday Traffic Impacts (CNEL)		Increase of Traffic Noise Level (dB)
	Existing	Existing + Cumulative + Proposed Project	
Receiver 1	60	63	3
Receiver 2	59	62	3
Receiver 3	60	63	3

Source: Eilar Associates 2017

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Cumulative Weekend Traffic CNEL Impacts at Worst Case Receivers

Table 2.5-6

CHAPTER 3.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

3.1 Effects Found Not Significant as Part of the DSEIR Process

3.1.1 Air Quality

The assessment of the Project's potential to have an adverse effect related to air quality is based on the technical study prepared for the Project. The results of the analysis presented below are included as an appendix to the DSEIR.

- Appendix K: *Air Quality Assessment for the Chinese Bible Church of San Diego* (Scientific Resources Associated, 2016a) and *Chinese Bible Church Revision to Project Description* (Scientific Resources Associates, 2016b)

The air quality assessment for the Project assumed that a preschool/kindergarten would be developed as part of the Project; however the design has since been changed to remove the preschool/kindergarten component. This change results in a reduction of trips and associated vehicular emissions. The report memorandum addresses this change and notes that the findings of the originally prepared air report are a conservative evaluation of potential impacts to air quality (Scientific Resources Associates, 2016b)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed to identify previously identified impacts and associated mitigation requirements. The SFVSP EIR identified potentially significant impacts related to air quality, specifically relating to construction emissions and vehicular emissions. Please see Section 3.1.1.1, below, for more information on the SFVSP EIR air quality analysis.

Comments received in response to the Notice of Preparation included:

- Air quality impacts related to vehicles finding parking
- Odors from church kitchen
- Construction impacts

These concerns are addressed in the attached report and summarized in this section. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

3.1.1.1 *Background*

Previous EIR Analysis

Air quality impacts were addressed in the SFVSP EIR. The EIR provided information related to air quality monitoring based on data from the Escondido station and analyzed construction and operational emissions as well as consistency with applicable regional air quality plans. Estimated emissions from construction activities exceeded thresholds for particulate matter with an aerodynamic diameter less than 10 microns (PM_{10}) and oxides of nitrogen (NOx) and impacts were determined to be significant. Operationally, the EIR also noted that due to emissions associated with an increase in area traffic

resulting from the buildout of cumulative projects in the Project area, it was likely that carbon monoxide (CO) standards would be exceeded. All other air quality impact were determined to be less than significant.

Mitigation measures aimed at reducing significant PM_{10} and NOx emissions from fugitive dust and exhaust emissions resulting from construction activities (6A) and operational vehicular emissions of CO (6B) were identified in the Candidate CEQA Findings contained within the previous Final EIR and would be applicable to the Project:

- Mitigation Measure 6A required that prior to issuance of a grading permit and approval of improvement plans pursuant to all Tentative Maps in the SFVSP, the subdivider shall submit and have approved by the Director of Public Works, a construction dust abatement and management plan. This plan shall include all required measures contained in San Diego County Air Pollution Control District (SDAPCD) Nuisance/Dust Control Rule #51, and other applicable measures deemed necessary to meet these requirements. In addition, said plan shall include the following standards which exceed standard dust control requirements of the SDAPCD:
    - Sufficient water shall be applied to all graded areas to maintain minimum soil moisture content of four percent in the upper six inch soil stratum. Other equally effective dust palliatives may be substituted if drought conditions limit water availability.
    - Permanent landscaping shall be established within 90 days of the completion of grading, or the graded area shall be hydroseeded with an Interim groundcover plant mix immediately after grading, to minimize wind erosion, and irrigate as necessary to sustain groundcover vegetation.
    - All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods as appropriate.
    - All site grading, excavation, and travel on unpaved surfaces shall be terminated when hourly average wind speed exceeds 25 miles per hour.
    - Low pollutant emitting grading equipment shall be used.
    - Electrical grading equipment shall be used if feasible.
    - Caterpillar prechamber diesel engines or equivalent shall be used, together with proper maintenance and operation of vehicles to reduce emissions.
    - The Department of Public Works shall periodically monitor construction activities to ensure compliance with the dust control measures identified in the approved construction dust abatement and management plan.
- Mitigation Measure 6B required provision of a shuttle service between the resort, golf course, and regional transit services to reduce vehicle emissions by promoting the use of alternative transportation methods.

The mitigation measures identified above are applicable to the Project and implementation of these measures will be required as a condition of Project approval.

Changes Requiring New Analysis

Since certification of the SFVSP EIR, health impacts of particulate matter less than 2.5 microns in diameter [$PM_{2.5}$] have become better understood and this pollutant has been added to the list of criteria air pollutants. Even more recently, the issue of climate change/greenhouse gases has been incorporated into impact analysis requirements (refer to DSEIR Section 3.1.2, Greenhouse Gases). Therefore, a new air quality analysis has been prepared based on the March 19, 2007 *County of San Diego Guidelines for Determining Significance* and *Report Format and Content Requirements, Air Quality*. An air quality report was prepared for the Project by Valorie Thompson, on behalf of Eilar Associates. The complete report is included as Appendix J to this DSEIR.

3.1.1.2 *Existing Conditions*

Regional Meteorology/Climatology

The Project site is located in the San Diego Air Basin (SDAB). The Project area has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The average annual temperature in the Escondido area (the nearest climatic monitoring station where temperature data are measured) is 61.6 ºF, with an average maximum temperature of 75.9 ºF and an average minimum temperature of 47.4 ºF. The highest temperatures occur in July and August, when the average maximum temperatures are 88.2 ºF. The lowest temperatures occur in January, when the average minimum temperature is 37.1 ºF. The average annual precipitation is 17.46 inches. Most precipitation occurs from November through April. The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds and maintains clear skies for much of the year.

The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality. Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone, commonly known as smog.

Regulatory Setting

Federal Regulations and Standards

Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants identified by the United States Environmental Protection Agency (USEPA) to be of concern with respect

to health and welfare of the general public. The USEPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several pollutants (called "criteria" pollutants). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The California Air Resources Board (CARB) has established the generally more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants identified in the CAA through the California Clean Air Act (CCAA) of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. The NAAQS and CAAQS are presented in Table 3.1-1, Ambient Air Quality Standards. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. On April 15, 2004, the SDAB was designated a basic nonattainment area for the 8-hour NAAQS for ozone (O_3). The SDAB was subsequently designated as a moderate nonattainment area for the 2008 8-hour O_3 NAAQS. In December 2016 an update to the regional air quality strategy (RAQS) and Eight-Hour Ozone Attainment Plan and Reasonably Available Control Technology Demonstration to attain the state O_3 standards in San Diego County was approved by Air Pollution Control Board.

State Regulations and Standards

California Air Resources Board

The CARB, a branch of the California EPA, is the state regulatory agency responsible for coordination of State and local air pollution control programs with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The CARB is responsible for the development, adoption, and enforcement of the state's motor vehicle emissions program, as well as the adoption of the CAAQS. The CARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS. CARB produces a major portion of the SIP for pollution sources that are state-wide in scope (e.g., motor vehicles), consisting of the emissions standards for vehicular sources set by the CARB, and the attainment plans including the rules adopted by the local air districts and approved by the CARB.

CARB also monitors air quality. The CARB has establishes and maintains, in conjunction with local air pollution control agencies, a network of sampling stations known as the State and Local Air Monitoring Station network. These stations monitor the pollutant levels in the ambient air around the monitoring station. CARB is also responsible for setting emission standards for motor vehicles, consumer products, small utility engines, and off-road vehicles. The CARB is additionally responsible, in conjunction with the local air districts, for developing and maintaining the Assembly Bill

2588 Air Toxic "Hot Spots" program and for regulating toxic air contaminants (TAC) in general.

Local Regulations and Standards

San Diego Air Pollution Control District

An Air Pollution Control District (APCD) is a local or regional agency with authority to regulate stationary, indirect, and area sources of air pollution (e.g., power plants, highway construction, and housing developments) within a given area, and governed by a district air pollution control board composed of elected County supervisors of the counties that the individual APCD covers. In the County of San Diego, protection and regulation of air quality is the responsibility of the SDAPCD. The federal and state standards have been adopted by the SDAPCD for assessing local air quality conditions. Air districts, such as the SDAPCD, have the primary responsibility for control of air pollution from all sources other than emissions from motor vehicles, which are the responsibility of the CARB and USEPA as identified above. Under federal and state law, air districts are required to adopt and enforce rules and regulations to achieve the NAAQS and CAAQS, and enforce applicable federal and state laws. Since the passage of the CCAA and the CAA and Amendments, this role has been expanded to include the implementation of transportation control measures, and indirect source control programs to reduce mobile source emissions.

Regional Air Quality Plans

As previously stated, a nonattainment designation means that a primary NAAQS or CAAQS has been exceeded in a given area. For each nonattainment area within the state, the CCAA has specified air quality management strategies that must be adopted by the agency responsible for the nonattainment area. Each area must prepare and adopt an air quality management plan or RAQS, which identifies programs for attaining the CAAQS and NAAQS for all criteria pollutants. At present, no attainment plan for $PM_{2.5}$ or PM_{10} is required by the state regulations.

The attainment plan for O_3 must demonstrate a five-percent-per-year reduction of O_3 precursors, including NOx and volatile organic compounds (VOCs). In cases where this reduction rate is not feasible, alternative strategies must be identified, and every feasible control measure implemented. The San Diego County RAQS for the SDAB was initially adopted in 1991 and subsequently revised, most recently in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O_3. In addition, the SDAPCD relies on the State Implementation Plan (SIP), which includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. The SIP is required under the CAA for areas that are out of attainment of air quality standards. The latest SIP update was submitted by the CARB to the USEPA in 2007 and was approved in 2012. The latest revisions were submitted by the CARB to the USEPA in 2011. The RAQS and SIP accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on sources to attain the standards. The County of San Diego RAQS relies on information from the San Diego Association of Governments (SANDAG) including the SANDAG Transportation Control Measures (TCM) Plan, as well as information regarding projected growth in the County,

to identify strategies for the reduction of stationary source emissions through regulatory controls. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development that is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the general plan and SANDAG's growth projections, the project may be in conflict with the RAQS and SIP, and may have a potentially significant impact on air quality.

SDAPCD Rules and Regulations

As discussed above, state law provides that local air districts such as the SDAPCD have primary responsibility for controlling emissions from non-mobile (stationary) sources. The stationary source control measures identified in the RAQS and SIP have been developed by the SDAPCD into regulations through a formal rulemaking process. Rules are developed to set limits on the amount of emissions from various types of sources and/or by requiring specific emission control technologies (ECTs). Following rule adoption, a permit system is used to impose controls on new and modified stationary sources and to ensure compliance with regulations by prescribing specific operating conditions or equipment on a source. Of particular difficulty in San Diego County is ensuring that new or modified sources do not interfere with attainment or maintenance of the established air quality standards for O_3. Since O_3 is a secondary pollutant (i.e., O_3 is not directly emitted, but results from complex chemical reactions in the atmosphere from precursor pollutants), control of its precursors is required. Therefore, control of emissions of VOCs and NOx, the O_3 precursors, is essential.

Rule 51 – Public Nuisance[3]

SDAPCD Rule 51 and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health or safety of the public. Projects required to obtain permits from the SDAPCD, typically industrial and some commercial projects, are evaluated by SDAPCD staff for potential odor nuisance and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

Rule 54 – Dust and Fumes[4]

SDAPCD Rule 54 prohibits discharge of dust or fumes, including lead and lead compounds, in any one hour in excess of maximum weights stated in the text of the rule.

[3] http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R50-1-51.pdf
[4] http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R54.pdf

Rule 55 – Fugitive Dust Control[5]

Applicable to any commercial construction or demolition activity capable of generating fugitive dust emissions, SDAPCD Rule 55 prohibits the discharge of visible dust emissions during construction and demolition beyond the property line for a combined three minutes in any 60-minute period. Rule 55 also requires minimization of visible roadway dust through track-out/carry-out and erosion control measures and the removal of such dust at the end of each work day or every 24 hours, whichever is more frequent.

Rule 67.0.1 – Architectural Coatings[6]

This rule sets limits of the VOC content of architectural coatings. Per Rule 67.0.1, VOCs are limited to 150 grams per liter (g/l) for exterior paints and 100 g/l for interior paints.

Rule 1200 – Toxic Air Contaminants, New Source Review[7]

Rule 1200 establishes acceptable risk levels and emission control requirements for new and modified facilities that may emit additional toxic air contaminants (TACs). Under Rule 1200, permits to operate may not be issued when emissions of TACs result in an incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology (T-BACT), or an incremental cancer risk greater than 10 in 1 million with application of T-BACT, or a health hazard index (chronic and acute) greater than one. The human health risk analysis is based on the time, duration and exposures expected. T-BACT is determined on a case-by-case basis; however, examples of T-BACT include diesel particulate filters, catalytic converters and selective catalytic reduction technology.

San Diego County Grading, Clearing and Watercourses Ordinance

Section 87.428, Dust Control Measures, requires all clearing and grading to be carried out with dust control measures adequate to prevent creation of a nuisance to persons or public or private property. Clearing, grading or improvement plans shall require that measures such as the following be undertaken to achieve this result: watering, application of surfactants, shrouding, control of vehicle speeds, paving of access areas, or other operational or technological measures to reduce dispersion of dust. These project design measures are to be incorporated into all earth disturbing activities to minimize the amount of particulate matter emissions from construction.

San Diego County Zoning Ordinance

Section 6218 requires all commercial and industrial uses “be operated as not to emit matter causing unpleasant odors which is perceptible by the average person at or beyond any lot line of the lot containing said uses.” Section 6318 goes on to further provide specific dilution standards that must be met “at or beyond any lot line of the lot containing the uses.”

[5] http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R55.pdf
[6] http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Prohibitions/APCD_R67-0-1.pdf
[7] http://www.sdapcd.org/content/dam/sdc/apcd/PDF/Rules_and_Regulations/Toxic_Air_Cotaminants/APCD_R1200.pdf

Background Air Quality

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the NAAQS and CAAQS. The nearest ambient monitoring station to the Project site is the Escondido monitoring station, which measures O_3, PM_{10}, $PM_{2.5}$, CO, and nitrogen dioxide (NO_2). Because the Escondido monitoring station is located in an area where there is some traffic congestion, it is likely that pollutant concentrations measured at this monitoring station are higher than concentrations that would be observed or measured in the Project area, and would thus provide a conservative estimate of background ambient air quality.

Ambient concentrations of pollutants between 2012 and 2014 are presented in Table 3.1-2, Ambient Background Concentrations. As shown, the 8-hour federal ozone standard was exceeded at the Escondido monitoring station five times in 2014. The standard was not exceeded in 2012 or 2013. The Escondido monitoring station has also measured exceedances of the 24-hour NAAQS for $PM_{2.5}$. The Escondido monitoring station has measured exceedances of the CAAQS for ozone and PM_{10} during the period from 2012 to 2014. The data from the monitoring station indicates that air quality is in attainment of all other standards.

Criteria Air Pollutants

The following specific descriptions of health effects for each of the criteria air pollutants associated with Project construction and operations are based on information from USEPA (2007) and CARB (2001).

Ozone: O_3 is considered a photochemical oxidant, which is a chemical that is formed when VOCs and NOx, both by-products of combustion, react in the presence of ultraviolet light. O_3 is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to O_3.

Carbon Monoxide: CO is a product of combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

Nitrogen Dioxide: NO_2 is also a by-product of fuel combustion, and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitric oxide (NO) with oxygen. NO_2 is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO_2 can also increase the risk of respiratory illness.

Respirable Particulate Matter and Fine Particulate Matter: Respirable particulate matter, or PM_{10}, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or $PM_{2.5}$, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in this size range has been

determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM_{10} and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations and windblown dust. PM_{10} and $PM_{2.5}$ can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. $PM_{2.5}$ has the potential to lodge deeper in the lungs than PM_{10}.

Sulfur dioxide: Sulfur dioxide (SO_2) is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO_2 are found near large industrial sources. SO_2 is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO_2 can cause respiratory illness and aggravate existing cardiovascular disease.

Lead: Lead (Pb) in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of Pb emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure. Pb is also classified as a probable human carcinogen.

Sulfates: Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure to humans at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide: Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the CAAQS would result in exposure to a very disagreeable odor. In 1984, a CARB committee concluded that the ambient standard for H_2S is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride: Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness and headaches. Long-term exposure to vinyl

chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of cancer in humans.

Toxic Air Contaminants: A toxic air contaminant is an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects. Toxic air contaminants include more than 700 chemical compounds that have been determined to have potential adverse health impacts. The emission of a toxic chemical does not automatically create a health hazard. Other factors, such as the amount of the chemical, its toxicity, how it's released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health.

3.1.1.3 *Analysis of Project Effects and Determination as to Significance*

Conformance to the RAQS

Guidelines for the Determination of Significance

The Project would have a potentially significant environmental impact if it would:

- Conflict with or obstruct the implementation of the San Diego RAQS and/or applicable portion of the SIP.

Guideline Source

This guideline is taken from the *County of San Diego Guidelines for Determining Significance – Air Quality* (March 19, 2007).

Methodology

The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O_3. In addition, the SDAPCD relies on the SIP, which includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and the CARB, and the emissions and reduction strategies related to mobile sources are considered in the RAQS and SIP.

The RAQS relies on information from CARB and SANDAG, including projected growth in the County, mobile, area and all other source emissions in order to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As such, and as identified above, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development that is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is not consistent with the County of San Diego General Plan and SANDAG's growth projections, the project would be in conflict with the RAQS and SIP, and may have a potentially significant impact on air quality. This

situation would warrant further analysis to determine if the Project and the surrounding projects exceed the growth projections used in the RAQS for the specific sub-regional area.

Analysis

The site is currently zoned as S88, planned in the SFVSP as a Low Medium residential area with 1 dwelling unit to 1 to 1.9 acres. The site was rezoned in 1998 to half-acre lots with unlimited floor area ratios and lot coverage. The Project would require a major use permit to allow for the construction and operation of the proposed church facility.

The Project is not proposing housing on site that would be more dense than anticipated in the General Plan. The Project is also not creating new jobs that would increase vehicle miles traveled; rather, the Project's employment is moving from the church's existing location. The Project does not extend infrastructure to previously undeveloped areas, nor is the Project of such magnitude (either in terms of employment or services provided) that it would result in substantial numbers of people relocating to the area to access the Project. The Project does not induce growth within the SFVSP Area. Therefore, the Project would not exceed SANDAG's population, housing, or employment projections for the Specific Plan Area.

Adjacent to the SFVSP, six churches were planned in the 4S Ranch Village. To date, none have been built to provide local access to places of worship. The Project would be consistent with the 4S Ranch Specific Plan by providing this use adjacent to the 4S Ranch Village. The County's General Plan includes general civic uses, and promotes the siting of civic uses near Villages. The Project meets the needs of the community, and will provide a civic use for the local residents. Because it provides a civic use that meets the needs of the community adjacent to the Village, vehicle miles traveled would be reduced by the Project because church members would not be required to drive out of the area to attend church. Because the Project would help reduce vehicle miles traveled by providing a civic use within the Village, the Project is consistent with the General Plan.

In addition, because the Project involves moving existing church uses spread across three locations to the Project site, a portion of the emissions associated with vehicles traveling to the church already exist within the SDAB and are not new emissions. Based on the analysis presented in the Greenhouse Gas Analysis (RECON 2017), the annual vehicle miles traveled from the point of origin to the Project location would decrease slightly from the vehicle miles traveled from the point of origin to the existing church locations. Based on this calculation, the reduction in annual vehicle miles traveled would result in a slight reduction in the emissions of ozone precursors within the SDAB.

The Project is consistent with current land uses and provides a civic use adjacent to the Village. Therefore, the Project is consistent with the RAQS and SIP.

As part of its attainment planning process, the SDAPCD proposes and adopts rules and regulations to control air pollutants to demonstrate further progress toward attainment as part of the RAQS and SIP. The Project also will comply with any applicable rules and regulations that have been adopted as part of the RAQS and SIP by the SDAPCD.

In addition, as discussed in greater detail below in Section 3.1.2.2, Project-generated construction and operational emissions would not exceed applicable San Diego County screening level thresholds for criteria air pollutants and therefore would not result in adverse air quality impacts. For these reasons, impacts are **less than significant**.

Conformance to Federal and State Ambient Air Quality Standards

Guidelines for the Determination of Significance

The Project would have a potentially significant environmental impact if it would:

- Result in emissions that would violate any air quality standards or contribute substantially to an existing or projected air quality violation, as follows:
    - Ozone Precursors: result in emissions that exceed 250 pounds per day (lbs/day) of NOx or 75 lbs/day of VOCs
    - Carbon Monoxide: result in emissions of CO of 550 lbs/day and, when totaled with the ambient concentrations, would exceed a 1-hour concentration of 20 parts per million (ppm) or an 8-hour average of 9 ppm
    - Fine Particulate Matter: result in emissions of $PM_{2.5}$ that exceed 55 lbs/day
    - Particulate Matter: result in emissions of PM_{10} that exceed 100 lbs/day and increase the ambient PM_{10} concentration by five micrograms per cubic meter or greater at the maximum exposed individual.

Guideline Source

This guideline is taken from the *County of San Diego Guidelines for Determining Significance – Air Quality* (2007).

Methodology

To determine whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, Project emissions are evaluated based on the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). The County of San Diego has also adopted the South Coast Air Quality Management District's (SCAQMD) screening threshold of 55 lbs/day or 10 tons/year as a significance threshold for $PM_{2.5}$. The screening thresholds are presented in Table 3.1-3, Screening Level Thresholds for Air Quality Impact Analysis. Emissions from the construction phase of the Project were estimated using the CalEEMod Model, Version 2013.2.2 (ENVIRON 2013).

CalEEMod relies on the total area of the site and estimates site disturbance based on the maximum acres that can be graded given the construction equipment input in an 8-hour day. To account for standard dust control measures within the CalEEMod Model, it was assumed that watering active grading areas three times a day would reduce particulate matter emissions by 61 percent. This watering requirement is identified as a design feature for the Project. Architectural coatings would also be required to meet the requirements of SDAPCD Rule 67.0, which limits VOC content to 150 g/l for exterior

paints and 100 g/l for interior paints. This rule was taken into account in the CalEEMod Model as well.

In addition to the two design features listed above, the following best management practices were assumed to be implemented during Project construction:

- Dust control during equipment loading and unloading
- Application of water three times daily to unpaved roads
- Reduction of speeds to 15 MPH on unpaved roads
- Use of a construction fleet that uses CARB certified Tier III or IV equipment. It should be noted that even with the assumption that the construction fleet is represented by the average fleet for the years 2016 to 2018, the impact would not exceed the County's threshold of 10 in a million, when more stringent standards will apply. The average fleet does include equipment that is rated to Tier II and Tier III. Actual construction is projected after 2018, and as time progresses, more of the construction equipment in the fleet will meet more stringent standards.

Operationally, Project-generated traffic was analyzed in the Project's traffic impact study (KOA Corporation 2017). According to the traffic study, under buildout conditions the weekday trip generation would be 914 average daily traffic (ADT). The Sunday trip generation would be 2,775 ADT. Based on these trip generation figures, operational emissions were also estimated using CalEEMod Model, Version 2013.2.2 (ENVIRON 2013), assuming an operational year of 2016 for Phase 1 and 2018 for Phase 2. These assumptions are conservative because emissions from vehicles decrease with time due to increasingly stringent emission standards.

For analysis of the formation of CO hotspots, the Caltrans Intelligent Transportation Systems (ITS) Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998) was followed to determine whether a CO hotspot was likely to form due to Project-generated traffic. In accordance with the Protocol, CO hotspots are typically evaluated when (a) the level of service (LOS) of an intersection or roadway decreases to LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, commercial developments, schools, hospitals, etc. are located in the vicinity of the affected intersection or roadway segment.

Analysis

Construction Impacts

The Project would be constructed in two phases. The first phase includes a 1,000 seat main sanctuary and ancillary facilities. The second phase would expand the main sanctuary to 1,500 seats, with construction of additional classrooms, offices, recreation facilities, café, bookstore, and kitchen. For the purpose of estimating emissions from construction, it was assumed that the main grading activities would occur during Phase 1 of construction, and that Phase 2 would involve only fine grading activities.

Emissions of pollutants such as fugitive dust and heavy-duty equipment exhaust that are generated during construction are generally highest near the construction site.

Construction emission calculations were based on the construction phases as well as equipment and crew requirements identified for the Project by the Project developer and construction contractors. Table 3.1-4, Construction Phases and Equipment/Crew Requirements, summarizes the equipment assumed for each construction phase.

Construction impacts would be potentially significant if they exceed the quantitative screening-level thresholds for attainment pollutants (NO_2, SO_2, and CO), and would result in a significant impact if they exceed the screening-level thresholds for nonattainment pollutants (O_3 precursors and PM_{10} and $PM_{2.5}$). Tables 3.1-5a, Maximum Daily Estimated Construction Emissions, Phase I, and 3.1-5b, Maximum Daily Estimated Construction Emissions, Phase 2, provide a summary of the construction emission estimates. As shown, maximum simultaneous emissions are projected to be below the screening level thresholds for all criteria pollutants.

- Phase 1 and Phase 2 NOx emissions would be 96.27 lbs/day and 48.60 lbs/day, respectively. This is below the screening threshold of 250 lbs/day.
- Phase 1 and Phase 2 VOC emissions would be 20.81 lbs/day and 4.60 lbs/day, respectively. This is below the screening threshold of 75 lbs/day.
- Phase 1 and Phase 2 CO emissions would be 63.84 lbs/day and 31.10 lbs/day, respectively. This is below the screening threshold of 550 lbs/day.
- Phase 1 and Phase 2 PM_{10} emissions would be 10.22 lbs/day and 4.47 lbs/day, respectively. This is below the screening threshold of 100 lbs/day.
- Phase 1 and Phase 2 $PM_{2.5}$ emissions would be 7.28 lbs/day and 3.24 lbs/day, respectively. This is below the screening threshold of 55 lbs/day.
- Phase 1 and Phase 2 sulfur oxides (SOx) emissions would be 0.08 lbs/day and 0.04 lbs/day, respectively. This is below the screening threshold of 250 lbs/day.

In summary, construction emissions would not exceed any screening level thresholds and impacts would be **less than significant**.

Operational Impacts

The primary operational impacts associated with the Project would be mobile-source emissions associated with Project-generated traffic. Additional emissions would be associated with area sources such as consumer products and landscaping equipment and energy use.

The results of the emissions calculations, in lbs/day and tons/year, are summarized in Table 3.1-6, Total Operational Emissions, for buildout conditions, along with emissions associated with area sources and energy use, and a comparison with the County of San Diego significance criteria. These calculations assume excessive idling would not occur while finding parking, as a total of 417 off-street parking spaces would be provided, 42 more than required by the County of San Diego Zoning Ordinance, and an adjacent DG lot would be available to accommodate overflow parking.

Operational impacts would be potentially significant if they exceed the quantitative screening-level thresholds for attainment pollutants (NO_2, SO_2, and CO), and would result in a significant impact if they exceed the screening-level thresholds for nonattainment pollutants (O_3 precursors and PM). As shown in Table 3.1-6, maximum emissions associated with the Project are below the County's screening level thresholds for all pollutants.

- Operational NOx emissions would be 15.81 lbs/day. This is below the screening threshold of 250 lbs/day. VOC emissions would be 10.75 lbs/day. This is below the screening threshold of 75 lbs/day.
- Operational CO emissions are estimated to be 77.17 lbs/day. This is below the screening threshold of 550 lbs/day**.**
- Operational PM_{10} emissions would be 11.20 lb/day. This is below the screening threshold of 100 lbs/day.
- Operational $PM_{2.5}$ emissions would be 3.14 lbs/day. This is below the screening threshold of 55 lbs/day.
- Operational SOx emissions would be 0.17 lbs/day. This is below the screening threshold of 250 lbs/day.

In summary, operational air quality emissions would not exceed any screening thresholds and therefore impacts would be **less than significant**.

CO Hotspot Analysis

Projects that generate traffic may result in the formation of locally high concentrations of CO, known as CO hotspots at intersections affected by the Project. Intersections with high levels of peak-hour traffic and long idling times have the potential to result in CO hotspots. A CO hotspot analysis was conducted based on approved methodologies and Project-specific traffic data.

The Traffic Impact Study (KOA Corporation, 2017) evaluated ten intersections in the Project vicinity to evaluate the level of service for existing, existing plus Project, near-term, and buildout conditions. It determined that project-level impacts were not significant. The Project would contribute to the Transportation Impact Fee (TIF) program as required by County ordinance. The lack of impacts to LOS and/or delay indicates CO hotspots would not be anticipated.

The SFVSP EIR included a mitigation measure to reduce vehicular emissions. Specifically, the Project would promote the use of alternative transportation methods, including the provision of two vans that would pick up patrons. Additionally, the air quality analysis identified that the SCAQMD in their attainment demonstration for the CO standard modeled the three most congested intersections in the City of Los Angeles, plus an additional intersection within the South Coast Air Basin (SCAB) that was subject to high background concentrations of CO, and demonstrated that these intersections would not experience a CO hotspot.

These intersections studied by SCAQMD experience more than 100,000 ADT. In contrast, the intersection at Camino Del Norte and Four Gee Road would experience far less traffic than the intersections studied for the SCAB attainment demonstration. Intersections within the study area for the Project would therefore experience less congestion than the attainment demonstration study intersections, and would also experience lower levels of gasoline-powered vehicles than the study intersections. Therefore, the air quality analysis concluded that even if mitigation measures were not required for traffic, because the ADT at all intersections studied for the Project is well below the levels studied by the SCAQMD in their CO attainment demonstration, no CO hotspots would result from Project traffic. Therefore, no mitigation measures would be required to reduce air quality impacts from Project traffic. Impacts would be **less than significant**.

Impacts to Sensitive Receptors

Guidelines for the Determination of Significance

The project will result in a significant impact to air quality if:

- The project will expose sensitive receptors to substantial pollutant concentrations by placing sensitive receptors near CO hotspots or creating CO hotspots near sensitive receptors or project implementation will result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of T-BACT or a health hazard index greater than one.

Guideline Source

This guideline is taken from the *County of San Diego Guidelines for Determining Significance – Air Quality* (2007).

Methodology

To evaluate whether Project construction could pose a significant impact to nearby sensitive receptors, an evaluation of diesel exhaust particulate matter was conducted. Diesel exhaust particulate matter is known to the state of California as a carcinogenic compound, which can cause adverse health impacts with long-term exposure. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the California Office of Environmental Health Hazard Assessment (OEHHA) guidelines, *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015), as 24 hours per day, 7 days per week, 350 days per year, for 30 years. Diesel exhaust particulate matter would be emitted during Project construction from the operation of heavy-duty equipment at the site.

To assess whether there is a potential for a significant impact associated with exposure to diesel exhaust particulate matter, a health risk evaluation was conducted. The analysis considered the proposed construction equipment list and estimates of the duration and location of use for each piece of equipment. Any project which has the potential to directly impact a sensitive receptor located within one mile and results in a health risk greater than the risk significance thresholds listed above would be deemed to have a potentially significant impact. For the purpose of this analysis, a one-mile

distance from the site provides a conservative means of evaluating significance. Sensitive receptors in the vicinity of the site include residences to the south on Wild Horse Glen, residences to the north of Campania Avenue, and residences to the east on Silver Crest Lane.

The USEPA's approved air dispersion model, AERMOD (USEPA 2009), was used to estimate the downwind impacts at the closest receptors to the construction site. The model was run using preprocessed meteorological data from the Escondido surface meteorological monitoring station provided by the SDAPCD. Risks were estimated using the OEHHA's 2015 Air Toxic Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. The risk predicted using the equation presented in the guidance manual is then compared to the County's significance threshold for health risk (10 in 1 million, assuming implementation of T-BACT pursuant to SDAPCD Rule 1200).

Analysis

Air quality regulators typically define "sensitive receptors" as schools (preschool through 12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. For the purpose of CEQA analysis, the County of San Diego definition of sensitive receptors also includes residences (County of San Diego 2007). The two primary emissions of concern for impacts to sensitive receptors are CO and diesel particulate matter. As discussed in Section 3.1.1.2, above, operational impacts would not result from CO hotspots. This analysis therefore focuses on diesel particulate matter.

The Project would result in emissions of diesel exhaust particulate matter during construction activities and from truck traffic associated with project operations. Based upon the health risk assessment presented in the air quality report (DSEIR APPENDIX I), which utilized the equipment list and associated diesel particulate emissions for each piece of equipment to calculate equipment usage in each construction zone, the maximum concentration at an off-site receptor is 1.31454 micrograms per cubic meter ($\mu g/m^3$). The maximum excess cancer risk predicted at the nearest residential receptor, calculated from the maximum off-site receptor concentration, would be 7.59 in one million. This value is below the County of San Diego's significance threshold of 10 in 1 million with implementation of T-BACT. In addition, the chronic hazard was calculated based on the potential for adverse non-cancer health effects associated with exposure to diesel particulate matter. The chronic hazard quotient, which is generally driven by the calculated cancer risk, for construction of the Project was calculated to be 0.263, which is below the County's significance hazard threshold of 1.0 as presented in Table 3.1-3.

As identified above, the Project would require as a design feature that the construction contractor provide a construction fleet that uses CARB certified Tier III or IV equipment. If construction fleets cannot meet this requirement, the applicant will use the best available fleet. It should be noted that with the assumption that the construction fleet is represented by the average fleet for 2016, the impact would not exceed the County's

threshold of 10 in one million. The average fleet does include equipment that is rated to Tier II and Tier III, and because construction would take place after 2018, as time progresses more of the construction equipment in the fleet will meet more stringent standards. The analysis is therefore conservative.

The excess cancer risk and non-cancer hazard associated with exposure to diesel particulate from construction of the Project would not exceed the applicable threshold of significance for health risk and impacts are therefore **less than significant**.

Operational vehicular traffic may result in emissions of TACs. Minor amounts of TACs are found in light-duty vehicle exhaust; however, the main source of on-road TACs is from diesel-powered heavy-duty trucks. Because the Project is a multiple use religious assembly, the amount of truck traffic is expected to be minimal during Project operation, and no risks to surrounding sensitive receptors would be anticipated from Project operations.

In summary, impacts to sensitive receptors from diesel particulate emissions and TACs would be **less than significant**.

Odor Impacts

Guidelines for the Determination of Significance

The project will result in a significant impact to air quality if:

- The project which is not an agricultural, commercial or an industrial activity subject to SDAPCD standards, as a result of implementation, will either generate objectionable odors or place sensitive receptors next to existing objectionable odors, which will affect a considerable number of persons or the public.

Guideline Source

This guideline is taken from the *County of San Diego Guidelines for Determining Significance – Air Quality* (2007).

Methodology

A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of offsite receptors.

Analysis

Construction-Related Odors

Project construction could result in minor amounts of odor compounds associated with diesel heavy-duty equipment exhaust. Due to the distance of sensitive receptors to the Project site, and because any construction activity that would occur in the vicinity of existing receptors would be temporary, any odors would dissipate over distance to these sensitive receptors and impacts associated with odors during construction are therefore not considered substantial.

Operation-Related Odors

For operations, according to the *SCAQMD CEQA Air Quality Handbook* (SCAQMD 1993), land uses associated with odor complaints are agricultural operations, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding plants. The Project is not in any of these categories, and is not proposing any of these uses.

The Project includes a small café with a commercial kitchen. Prior to construction of the café and kitchen, the Project Applicant will be required to submit plans to the Plan Check and Construction Unit of the County of San Diego Department of Environmental Health (DEH) Food and Housing Division (FHD) for review and approval. Plans must be submitted and approved by DEH prior to the start of construction and prior to the issuance of building permits. DEH will also conduct construction inspections while the proposed facility is being built and grant the final approval for the facility to open for operation once the work is complete.

DEH inspects and enforces the California Retail Food Code, the California Plumbing Code, and the California Mechanical Code. As provided in the County of San Diego Food Facility Plan Review Guide, a hood-exhaust system is required for the food facility to remove the by-products (e.g., smoke, steam, grease, vapors, and heat of cooking). All hoods, ducts, and exhaust outlets are required to be installed in accordance with the current edition of the Uniform Mechanical Code Chapter on Commercial Kitchen Ventilation Systems as adopted by the local building inspection departments.

Since the proposed kitchen would be required to undergo DEH plan review prior to obtaining a building permit, and would be constructed per and inspected for compliance with State and local building codes related to kitchen ventilation systems, the Project would not result in significant odors emanating from the kitchen facility.

Furthermore, all sources within the SDAB are subject to Rule 51, Nuisance, which requires that a facility “shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” Rule 51 prohibits emissions of odors that would cause a nuisance. Multiple use religious assemblies must operate without violating applicable odor regulations. Therefore, the Project is not considered a source of objectionable odors from operations.

Because the Project would not generate objectionable odors or place sensitive receptors near existing odor sources that would affect a considerable number of persons or the public during Project construction or operation, odor impacts are **less than significant**.

3.1.1.4 *Cumulative Impact Analysis*

Guidelines for the Determination of Significance

The project will result in a significant impact to air quality if:

- The project will result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is nonattainment under an applicable NAAQS or CAAQS.
- A project that has a significant direct impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NOx, and/or VOCs would also have a significant cumulatively considerable net increase.
- In the event direct impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future project within a proximity relevant to the pollutants of concern, are in excess of the thresholds identified in Table 3.1-3.

Guideline Source

This guideline is taken from the *County of San Diego Guidelines for Determining Significance – Air Quality* (2007).

Methodology

As discussed above, the SDAB is considered a nonattainment area for the NAAQS for O_3 and the CAAQS for O_3, PM_{10}, and $PM_{2.5}$. To determine whether the Project would result in a cumulatively considerable net increase of PM_{10} and $PM_{2.5}$ or exceed quantitative thresholds for O_3 precursors, NO_X and VOCs, Project emissions are evaluated based on the quantitative emission thresholds established by the SDAPCD as presented above in Table 3.1-3.

Analysis

Cumulative Construction Emissions

Cumulatively considerable net increases of criteria pollutants during the construction phase would typically happen if two or more projects near each other are under construction simultaneously.

The emissions budget for 2015 in the SIP, as reported on the CARB's website, includes the following emissions for construction for the SDAB:

- Off-Road Equipment: 10.05 tons/day VOC, 11.79 tons/day NOx
- Construction Fugitive Dust: 28.67 tons/day PM_{10}, 2.87 tons/day $PM_{2.5}$

Project-related emissions of nonattainment pollutants would be below the construction emissions evaluated in the RAQS and SIP for construction projects, and are also below the significance thresholds set forth by the County of San Diego.

The following cumulative projects were identified in the vicinity of the Project:

- Lot 11 – 290,000 square feet of office uses (under construction)
- Lots A & B – 390,000 square feet of office uses (planned)
- 4S Ranch Village Phase 2 – two additional buildings (completed)

- The Vista – 270,000 square feet of office uses (unoccupied)
- BMR North Village – multiple uses (nearly completed)

It is likely that Lot 11 would be complete by the time the Project is under construction. Lots A & B could be under construction simultaneously with the Project. In general, impacts associated with fugitive dust from construction are localized and would affect the area within approximately one-quarter mile of the Project site.

Based upon modeling conducted as part of the Project's air quality study, fugitive PM_{10} concentrations would decrease with distance from the fence line. At approximately 330 feet from the Project boundary, the concentration of PM_{10} would decrease by 99 percent. None of the cumulative projects are located within 330 feet of the Project site. Because impacts would be limited to localized areas and emissions are below the significance thresholds, impacts would be less than cumulatively considerable. Thus cumulative air quality impacts related to construction emissions would be **less than significant.**

Cumulative Operational Emissions

A project would result in a cumulatively significant impact related to operational emissions if the project results in a significant contribution to the cumulative increase in NOx, VOCs, PM_{10}, and $PM_{2.5}$. A project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of nonattainment pollutants would also have a cumulatively considerable net increase.

As presented in Table 3.1-6, operational emissions of nonattainment pollutants (PM_{10}, $PM_{2.5}$, NOx, and VOCs) would be below the screening level thresholds for Project operations. The Project would therefore not result in a cumulatively considerable net increase in nonattainment pollutants.

The evaluation of CO hotspots took into account cumulative traffic at the intersections, and no exceedance of the CO standard would result from cumulative traffic.

The Project is consistent with the RAQS and SIP because it provides a civic use adjacent to the Village, is consistent with SANDAG projections, and would not increase vehicle miles traveled. Thus cumulative impacts would be **less than significant**.

3.1.1.5 *Significance of Impacts*

Based on the analysis in this section, all Project-level and cumulative air quality impacts would be less than significant. The Project incorporates design features to minimize fugitive dust during construction, reduce construction equipment emissions, and require low-VOC paints for finishing.

3.1.1.6 *Conclusion*

The Project incorporates design features that will minimize fugitive dust during construction, require the use of low-VOC architectural coating and require emission-reducing equipment on the construction fleet pursuant to SDAPCD Rule 1200. The

Project was found to be consistent with the RAQS and SIP. Project- and cumulative-level construction and operational emissions were determined to be below screening level thresholds for all criteria pollutants and impacts were determined to be less than significant. Impacts to sensitive receptors were determined to be less than significant due to the distance of the sensitive receptors from the Project site. Finally, odor emissions were determined to be less than significant. In summary, all air quality emissions for the Project will be **less than significant** and no mitigation is required.

3.1.2 Greenhouse Gases

The assessment of the Project's potential to have an adverse effect related to greenhouse gas (GHG) emissions is based on the technical study prepared for the Project. The results of the analysis presented below are included as an appendix to the DSEIR.

- Appendix L: Chinese Bible Church Global Climate Change Analysis (RECON Environmental, August 2017)

Comments received in response to the Notice of Preparation (NOP) related to GHGs and global climate change (GCC) included:

- Project Compliance with the California Air Pollution Control Officer's Association (CAPCOA) GHG guidance, and

Quantifying GHG reductions for the Project

3.1.2.1 *Background*

Although air quality was addressed in the Santa Fe Valley Specific Plan EIR, GHGs and their contribution to global climate change was not. Since the previous EIR was adopted in 1995, the California Environmental Quality Act (CEQA) Guidelines were amended (March 2010) to require that the potential environmental effects of GHGs be addressed in CEQA documents. Therefore, a Global Climate Change Analysis (January 2017) has been prepared based on current CAPCOA guidance to evaluate potential environmental impacts associated with the Project's emissions of GHGs, and the effects of global climate change (GCC) on the Project.

3.1.2.2 *Existing Conditions*

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux, with periodic warming and cooling cycles. Extreme periods of cooling are termed "ice ages," which may then be followed by extended periods of warmth. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated, interacting natural factors that include volcanic eruptions which spew gases and particles (dust) into the atmosphere, amount of water, vegetation, and ice covering the earth's surface, subtle changes in the earth's orbit, and amount of energy released by the sun (sun cycles). However, since the beginning of the Industrial Revolution around 1750, the average temperature of the

earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone.

GHGs influence the amount of heat that is trapped in the earth's atmosphere and thus play a critical role in determining the earth's surface temperature. Outgoing infrared radiation is absorbed by GHGs, resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on earth. With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, and biofuels, as well as the creation of GHG-emitting substances not found in nature. Such human activities have increased atmospheric GHG levels in excess of natural ambient concentrations. This has led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate.Greenhouse Gases of Primary Concern

There are numerous GHGs, both naturally occurring (i.e., biogenic) and artificial (i.e., anthropogenic). Table 3.1-7, Global Warming Potentials and Atmospheric Lifetimes, summarizes some of the most common. Each GHG has a variable atmospheric lifetime and global warming potential (GWP).

Although there are dozens of GHGs, state law defines GHGs as the following seven compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Of these gases, CO_2, CH_4, and N_2O are produced by both biogenic and anthropogenic sources, and are the GHGs of primary concern in this analysis. The remaining gases occur as the result of industrial processes, such as refrigeration, aluminum production, semiconductor manufacture, and insulation in electric power transmission and distribution equipment, and are not of primary concern to this analysis.

Sources of GHG Emissions

The main sources of GHG emissions and the major sectors identified for emissions reductions strategies by the California Air Resources Board (CARB) include transportation, electric power, residential, commercial, industrial land uses, recycling and waste, high global warming potential sources, agriculture, and forestry. Two of these GHG emission sectors account for the majority of GHG emissions generated within California: transportation and electric power.

The transportation sector includes the GHG emissions associated with on-road vehicles, off-road vehicles, aviation, ships, and rail. GHG emissions from on-road and off-road vehicles are generated from the engines' combustion of fossil fuels and thus are typically estimated based on fuel type, fuel quantity consumed, and vehicle miles traveled (VMT). CO_2 emissions account for the majority of GHG emissions from mobile sources and are directly related to the quantity of fuel combusted, while CH_4 and N_2O emissions depend more on the emissions-control technologies employed in the vehicle and distance traveled.

Emissions from the electric power sector, as measured statewide, represent the GHG emissions associated with use and production of electrical energy, including electricity generated out of state. Electricity use is associated with fulfilling commercial, residential and industrial energy needs, as well as with collecting, treating, storing, and distributing water, wastewater, and solid waste.

Direct GHG emissions from the commercial and residential sector include area sources such as landscape maintenance equipment, fireplaces, and natural gas consumption for space and water heating. Indirect GHG emissions are also generated off-site at electricity-generating plants to meet commercial and residential electricity demand for heating, cooling, ventilating, lighting, and appliance needs. At the state level, these indirect electricity emissions are counted in the electric power sector. At the project-level, both the electricity and natural gas needs of a project are counted in the operational emissions estimates.

GHG emissions associated with industrial land uses, such as manufacturing plants and refineries, are predominantly comprised of stationary sources (e.g., boilers and engines) associated with industrial processes.

The recycling and waste sector represents the GHG emissions associated with operations at waste management facilities and landfills. GHG emissions are generated from solid waste disposal (including emissions associated with anaerobic and aerobic decomposition that primarily produce CH_4 and CO_2 emissions, respectively) and alternative daily cover (i.e., organic material used to cover waste piles, which also decompose and generate GHG emissions).

Examples of high global warming potential GHG sources include refrigerants (e.g., HFCs), industrial gases (e.g., PFCs and NF_3), and electrical insulation (e.g., SF_6). Although these GHGs are typically generated in much smaller quantities than CO_2, their high GWP results in considerable carbon dioxide equivalent (CO_2e) statewide.

The agriculture sector represents the GHG emissions associated with agricultural processes as generated through the use of off-road farm equipment, irrigation pumps, residue burning, livestock, and fertilizer volatilization.

GHG emissions associated with the forestry sector include emissions from forest and rangeland fires and other disturbances such as pest damage, timber harvesting, wood waste decomposition, and other sources. CARB also tracks sinks or sequestration (i.e., the removal of CO_2) associated with forestry.

Potential Climate Change Impacts

The increase in the earth's temperature is expected to have wide-ranging effects on the environment. Although global climate change is anticipated to affect all areas of the globe, there are numerous implications of direct importance to California. Statewide average temperatures are anticipated to increase by between 3 and 10.5 degrees Fahrenheit (°F) by 2100 (California Climate Change Center 2006). Some climate models indicate that this warming may be greater in the summer than in the winter. This could result in widespread adverse impacts to ecosystem health, agricultural production, water use and supply, and energy demand. Increased temperatures could reduce the Sierra Nevada snowpack and put additional strain on the region's water supply. In

addition, increased temperatures would be conducive to the formation of air pollutants resulting in poor air quality.

The anticipated consequences of global climate change have the potential to result in adverse impacts to the Project. Future patrons of the Project could be exposed to increased risk of dehydration, heat stroke, heat exhaustion, heart attack, stroke, and respiratory disease. However, these risks would be no different from those experienced by the San Diego region as a whole. Increased temperatures would result in more frequent use of air conditioning that would increase energy costs and that could put a strain on the area's energy supplies. Because the Project is located inland well above sea level, no impacts related to sea level rise are anticipated.

It is also important to note that even if GHG emissions were to be eliminated or dramatically reduced, due to the lifespan of GHGs in the atmosphere it is projected that the effect of those emissions would continue to affect global climate for centuries.

Regulatory Setting

Federal Greenhouse Gas Legislation

GHG Emissions Intensity Reduction Programs

Towards the effort to reduce GHG emissions, in February 2002, the U.S. set a goal to reduce its GHG emissions intensity, which is the ratio of GHG emissions to economic output. In 2002, the U.S. GHG Emissions Intensity was 183 metric tons per million dollars of gross domestic product (GDP; U.S. EPA 2007). The goal established in February 2002 was to reduce this GHG emissions intensity by 18 percent by 2012 through various GHG reduction programs. One of these programs includes the Energy Star program that was first established in 1992 by the United States Environmental Protection Agency (U.S. EPA) and became a joint program with the U.S. Department of Energy in 1996. Energy Star is a program that labels energy efficient products with the Energy Star label. Energy Star enables consumers to choose energy-efficient and cost-saving products, with up to 30 percent energy savings over conventional appliances such as refrigerators, dishwashers, clothes washers, and fans. Another key federal GHG reduction program is the Green Power Partnership program that establishes partnerships between the U.S. EPA, and companies and organizations that have bought or are considering buying green power (i.e., power generated from renewable energy sources). The U.S. EPA offers recognition and promotion to organizations that replace electricity consumption with green power.

U.S. EPA Authority to Regulate GHGs

On April 2, 2007, the U.S Supreme Court, in Massachusetts v. EPA; Case *549 U.S. 497* (2007), ruled that CO_2 is an air pollutant as defined under the Clean Air Act, and that the U.S. EPA has the authority to regulate GHG emissions.

Corporate Average Fuel Economy

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. While the standards had not changed since 1990, as a part of the Energy and Security Act of 2007, the CAFE standards were

increased for new light-duty vehicles to achieve the equivalent of 35 miles per gallon (mpg) by 2020. In October 2012, the U.S. EPA and National Highway Traffic Safety Administration issued a final rule for new light-duty vehicles for model years 2017 to 2025 to achieve an equivalent of 54.5 mpg. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

State of California Greenhouse Gas Regulations

The State of California has passed a number of policies and regulations that are either directly or indirectly related to GHG emissions. Only those most relevant to land use development projects are included in this discussion.

Executive Order S-3-05

Executive Order (EO) S-3-05 proclaims that California is vulnerable to the impacts of climate change, including increased temperatures that could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, it established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directed the secretary of the California EPA (CalEPA) to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming. The first such Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years thereafter.

Of note, in adopting Assembly Bill (AB 32), discussed below, the Legislature did not adopt the 2050 horizon-year goal from the EO; and, in the last legislative session, the Legislature rejected legislation to enact the EO's 2050 goal (see Cleveland National Forest Foundation v. San Diego Association of Governments (2017) Case No. S223606; Professional Engineers in California Government v. Schwarzenegger (2010) 50 Cal.4th 989, 1015; and State of California 2004).

Assembly Bill 32—California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500-38599 of the California Health and Safety Code. It required the CARB to establish an emissions cap and adopt rules and regulations that would reduce statewide GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Executive Order B-30-15

This EO, issued on April 29, 2015, established an interim GHG emission reduction goal for the state of California to reduce GHG emissions 40 percent below 1990 levels by 2030. This EO also directed all state agencies with jurisdiction over GHG-emitting

sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing long-term 2050 goal established by EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal. CARB has released a draft of the statewide inventory and projection data for 2030 and identified reduction strategies capable of securing emission reductions that allow for achievement of the EO's new interim goal.

Senate Bill 32—California Global Warming Solutions Act: Emissions Limit

In August 2016, the California Legislature approved SB 32, the California Global Warming Solutions Act: Emissions Limit, and in September 2016, it was signed by Governor Brown. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. SB 32 is tied to AB 197, which would establish a legislative oversight committee to which the Chair of CARB would report once a year, and would add two members of the legislature to the CARB board. Additionally, in implementing the 40 percent reduction target, AB 197 would require CARB to prioritize emissions reductions to consider the social costs of the emissions of GHGs. AB 197 defines "social costs" to mean "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

Senate Bill 375—Sustainable Communities and Climate Protection Act of 2008

SB 375, the Sustainable Communities and Climate Protection Act of 2008, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP).

Senate Bill 97—California Environmental Quality Act Greenhouse Gas Amendments

SB 97 (Chapter 185, Statutes of 2007; Public Resources Code, Sections 21083.05 and 21097) acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. The California Natural Resources Agency adopted amendments to the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000-15387) to address GHG emissions, consistent with Legislature's directive in Public Resources Code Section 21083.05 (enacted as part of SB 97 [Chapter 185, Statutes 2007]). These changes took effect in March 2010.

Title 24—California Building Code

The CCR, Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6—Energy Efficiency Standards

The CCR, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This Code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC) has not yet released impact analysis for the 2016 Energy Code; however, preliminary CEC estimates indicate that residences built consistent with 2016 Title 24 requirements will be 28 percent more energy efficient than residences built consistent with 2013 Title 24 requirements and non-residential buildings built consistent with 2016 Title 24 requirements will be 5 percent more energy efficient than non-residential buildings built consistent with 2013 Title 24 requirements (CEC 2015). Based on an impact analysis prepared by the CEC, for single-family residences the 2013 Energy Code has been estimated to achieve a 36.4 percent increase in electricity efficiencies and a 6.5 percent increase in natural gas efficiencies over the 2008 Title 24 standards (CEC 2013). Non-residential structures are estimated to achieve a 21.8 and 16.8 percent increase in electricity and natural gas efficiencies, respectively. The 2008 Title 24 required energy savings of 15–35 percent above the former 2005 Title 24 Energy Code. The reference to 2005 Title 24 Energy Code is relevant in that many of the state's long-term energy and GHG reduction goals identify energy-saving targets relative to 2005 Title 24. The CEC, in conjunction with the California Public Utilities Commission (CPUC), has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively (CPUC 2013). It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation and air conditioning (HVAC); sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11—California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must

enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance emergency standards
- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring and particleboards.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

State of California Greenhouse Gas Reduction Plan and Programs

Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (Original Scoping Plan). CARB has periodically revised GHG emissions forecasts and prepared supplemental revisions to the Original Scoping Plan. In 2014, CARB adopted the comprehensive First Update to the Climate Change Scoping Plan: Building on the Framework (First Update to the Scoping Plan) (CARB 2014). The First Update to the Scoping Plan ". . . highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050" (CARB 2014). The First Update to the Scoping Plan found that California is on track to meet the 2020 emissions reduction mandate established by AB 32, and notes that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050, if the state realizes the expected benefits of existing policy goals (CARB 2014).

In conjunction with the First Update to the Scoping Plan, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050" (CARB 2014). Those six areas are: (1) energy;

(2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of the 2050 reduction goal.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050" (CARB 2014). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In January 2017, CARB released the *2017 Climate Change Scoping Plan Update, The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target* (Draft Scoping Plan; CARB 2017). The comment period for the Draft Scoping Plan will last until March 2017. The Draft Scoping Plan identifies state strategy for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. The Draft Scoping Plan assessed three scenarios: (1) a Reference Scenario that represents current policies prior to the passage of SB 350 (i.e., October 2015); (2) a Proposed Scoping Plan Scenario (referred to as the "Draft Scoping Plan Scenario") that represents current policies, known commitments, as well as additional measures to reduce emissions from the refinery sector, and (3) an Alternative 1 Scenario that represents all policies and programs included in the Draft Scoping Plan Scenario, as well as additional prescriptive measures to meet the 2030 statewide reduction target without reliance on the Cap-and-Trade Program or a carbon tax

Original Scoping Plan GHG Reduction Strategies

The majority of the Scoping Plan's GHG reduction strategies are directed at the two sectors with the largest GHG emissions contributions: transportation and electricity generation. The GHG reduction strategies for these sectors involve statutory mandates affecting vehicle or fuel manufacture, public transit, and public utilities. The reduction strategies employed by CARB are designed to reduce emissions from existing sources as well as future sources. The most relevant are outlined in the following sections.

AB 1493—Light-Duty Vehicle GHG Emissions Standards

AB 1493, enacted in July 2002, directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light-duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year.

CARB adopted these regulations (termed "Pavley I") as a discrete early action measure pursuant to AB 32, and estimates that full implementation of Pavley I will reduce GHG emissions from California passenger vehicles by about 26 million MT CO_2e (CARB 2011a and 2011b). CARB has also adopted a second phase of the Pavley regulations that covers model years 2017 to 2025. These regulations were originally termed "Pavley II" but are now referred to as either the Low Emission Vehicle III" (LEV III) standards or the Advanced Clean Cars Program. In this report, they are referred to as the LEV III standards. CARB estimates that LEV III will reduce vehicle GHGs by an additional 4.0 million MT CO_2e for a 2.4 percent reduction over Pavley I (CARB 2011a). These

reductions come from improved vehicle technologies such as smaller engines with superchargers, continuously variable transmissions, and hybrid electric drives. On August 7, 2012 the final regulation for the adoption of LEV III became effective. It is expected that Pavley I and LEV III regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, while improving fuel efficiency and reducing motorists' costs (CARB 2013).

CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards, which includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2013).

Low Carbon Fuel Standard

An executive order (EO S-1-07) signed in 2007 directed that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through a Low Carbon Fuel Standard (LCFS).

CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009. The LCFS is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen by taking into consideration the full life cycle of GHG emissions.

Renewable Portfolio Standard (RPS)

The RPS promotes diversification of the state's electricity supply and decrease reliance on fossil fuel energy sources. Originally adopted in 2002 with a mandate to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the mandate was accelerated and increased to 33 percent by 2020. Recently, SB 350 was passed and signed into law, which increased the RPS to 50 percent by 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

Tire Pressure Program

CARB's Tire Pressure Regulation took effect in September 2010. The purpose of this regulation is to reduce GHG emissions from vehicles operating with under-inflated tires by inflating them to the recommended tire pressure rating. Automotive service providers must meet the regulation's following requirements:

Check and inflate each vehicle's tires to the recommended tire pressure rating, with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service.

Indicate on the vehicle service invoice that a tire inflation service was completed and the tire pressure measurements after the service were performed.

Perform the tire pressure service using a tire pressure gauge with a total permissible error no greater than +2 pounds per square inch.

Have access to a tire inflation reference that is current within three years of publication.

Keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to CARB or its authorized representative upon request.

Million Solar Roofs Program

The Million Solar Roofs Program is one of CARB's GHG-reduction measures identified in the Scoping Plan to reduce energy sector emissions. The Million Solar Roofs Program was created by SB 1 in 2006 and includes the CPUC's California Solar Initiative and CEC's New Solar Homes Partnership. It requires publicly owned utilities to adopt, implement, and finance solar-incentive programs to lower the cost of solar systems and help achieve the goal of installing 3,000 megawatts (MW) of new solar capacity by 2020. Achievement of the program's goal is expected to equate to a reduction of 1.1 million MT CO_2e (CARB 2011a).

Solid Waste Sources

The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) diversion of 75 percent of all solid waste by 2020, and annually thereafter. The California Department of Resources Recycling and Recovery (CalRecycle) is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled California's New Goal: 75 Percent Recycling, which identified concepts that would assist the state in reaching the 75 percent goal by 2020. Subsequently, in October 2013, CalRecycle released a revised concept list, entitled *Update on AB 341 Legislative Report: Statewide Strategies to Achieve the 75 Percent Goal by 2020*.

Cap-and-Trade Program

The California Cap-and-Trade Program began in January 2013 and was originally authorized to continue until the end of 2020. The program is a market-based regulation that is designed to reduce GHG emissions associated with major sources by setting a firm cap on overall GHG emissions from covered entities and gradually reducing that cap over time. The program defines major sources as facilities that generate more than 25,000 MT CO_2e per year, which includes many electricity generators, refineries, cement production facilities, oil and gas production facilities, glass manufacturing facilities, and food processing plants. Each entity covered by the program is allocated specific GHG emission allowances and is able to buy or sell additional offset credits to other major sources-covered entities. Thus, the program employs market mechanisms to cost effectively reduce overall GHG emissions. Throughout the program's duration, CARB continues to adjust the overall GHG emissions cap to achieve emission levels consistent with 2020 statewide GHG emission reduction targets established by AB 32.

The California Cap-and-Trade Program was extended through passage of AB 398 on July 17, 2017. Pursuant to AB 398 the program will be continued through 2030; AB 398

directs CARB to ensure that statewide GHG emissions are reduced to at least 40 percent below the 1990 level by 2030.

Draft Scoping Plan GHG Reduction Strategies

Measures under the Draft Scoping Plan Scenario build on existing programs such as the LCFS, Advanced Clean Cars Program, RPS, SCS, the Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the Draft Scoping Plan proposes further strategies to reduce waste emissions through cogeneration, reduction of GHG emissions from the refinery sector by 20 percent, and new policies to address GHG emissions from natural and working lands. As discussed in Section 3.4.2.7 of the Chinese Bible Church Global Climate Change Analysis in Appendix L, CARB continues to adjust the cap of the Cap-and-Trade Program to achieve emission levels consistent with 2020 statewide GHG emissions reduction targets established by AB 32. Modeling for the Draft Scoping Plan Scenario does not reflect reductions achieved by the Cap-and-Trade Program.

As identified in the Alternative 1 Scenario, prescriptive measures necessary to achieve the State's 2030 interim GHG reduction target without reliance on the Cap-and-Trade Program include a 5 percent renewable pipeline gas standard, a 25 percent reduction in GHG emissions from the oil and gas extraction sector, a 25 percent reduction in the GHG emissions from the industrial sector, 20 percent flexible demand response from residential and commercial electric appliances, an additional 7 percent increase in the Low Carbon Fuel Standard (from 18 to 25 percent), an additional 10 percent reduction from the refining sector (from 20 to 30 percent), an additional 10 percent increase to California RPS (from 50 to 60 percent), increased building energy efficiency standards, and additional transportation demand measures.

San Diego Association of Governments Plans

Regional Transportation Plan—San Diego Forward

The San Diego Association of Governments (SANDAG) is the San Diego region's MPO. SANDAG completed and adopted the San Diego Forward in October 2015. CARB's targets for SANDAG call for a 7 percent reduction in GHG emissions per capita from automobiles and light duty trucks compared to 2005 levels by 2020, and a 13 percent reduction by 2035 (SANDAG 2015). The reduction targets are to be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. As stated by SANDAG, the strategy set forth in San Diego Forward is to "focus housing and job growth in the urbanized areas where there is existing and planned infrastructure, protect sensitive habitat and open space, invest in a network that gives residents and workers transportation options that reduce GHG emissions, promote equity for all, and implement the plan through incentives and collaboration" (SANDAG 2015).

Pursuant to Government Code Section 65080(b)(2)(K), an SCS does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local

planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process (CARB 2014, see also Gov. Code § 65080(b)).

County of San Diego Policies and Plans

County of San Diego General Plan

The County's General Plan incorporates smart growth and land planning principles intended to reduce VMT, and thus a reduction of GHGs. The General Plan aims to accomplish this by locating future development within and near existing infrastructure. The General Plan also directs preparation of a County CAP with reduction targets; development of regulations to encourage energy-efficient building design and construction; and development of regulations that encourage energy recovery and renewable energy facilities, among other actions. These planning and regulatory efforts are intended to ensure that actions of the County of San Diego do not impede AB 32 and SB 375 mandates.

County of San Diego Green Building Incentive Program

The County's Green Building Incentive Program is designed to promote the use of resource-efficient construction materials, water conservation, and energy efficiency in new and remodeled residential and commercial buildings. The program offers incentives of reduced plan check turnaround time and a 7.5 percent reduction in plan check and building permit fees for projects meeting minimum program requirements. Minimum program requirements include compliance with resource conservation measures related to natural resource conservation, water conservation, and energy conservation.

County of San Diego Construction and Demolition Debris Deposit Ordinance

The County's Construction and Demolition Recycling Ordinance is designed to promote the diversion of debris from construction and demolition projects away from landfills. The ordinance requires that construction, demolition, or renovation projects with 40,000 square feet or greater prepare a Debris Management Plan. The plan must demonstrate how the project will achieve diversion of 90 percent diversion of inerts and 70 percent of all other construction materials from a project.

County of San Diego Climate Action Plan (CAP)

The County of San Diego adopted a Climate Action Plan (CAP) on February 14, 2018 which outlines actions that the County will undertake to meet its greenhouse gas (GHG) emissions reductions targets. Implementation of the CAP requires that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. In March 2018, several petitioners filed a lawsuit against the County, alleging that the CAP and, in particular, M-GHG-1 were inconsistent with General Plan Goal COS-20 and Policy COS-20.1.

In December 2018, the San Diego Superior Court ruled against the County. The Court issued a writ ordering the approval of the CAP and its EIR to be set aside, and enjoining reliance on the County CAP's mitigation measure M-GHG-1. In January 2019, the County appealed the San Diego Superior Court ruling which stayed the above described writ. Essentially, the CAP and its EIR are still in place during the

appeal. Given the current legal instability concerning the County's CAP, the analysis prepared for the proposed project did not solely rely on the CAP to streamline the Project's environmental analysis under CEQA Guidelines Section 15183.5. The proposed project's significance determination used the criteria detailed below (Section 3.1.2.3), (informed by CEQA Guidelines Section 15064.4) and mitigation strategies (informed by CEQA Guidelines Section 15126.4(c)) that are independent of the CAP. However, as described below, the project would not interfere with the implementation of the CAP and would also incorporate applicable measures from the CAP checklist. In the event that the CAP does not withstand judicial scrutiny, the project has undergone a separate, stand-alone analysis for determining whether the project's GHG emissions would significantly impact the environment.

3.1.2.3 *Analysis of Project Effects and Determination as to Significance*

Guideline for Determination of Significance

According to CEQA Guidelines Appendix G Environmental Checklist, implementation of the Project would have significant environmental impacts on global climate change if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

~~Individual projects do not generate sufficient GHG emissions to have a substantial direct effect on global climate change (South Coast Air Quality Management District [SCAQMD] 2008; San Joaquin Valley Air Pollution Control District 2009). However, continued development may contribute to the cumulative global accumulation of GHG emissions that could result in adverse impacts to the environment. Therefore, assessment of climate change impacts is by its nature a cumulative impact~~. For purposes of this analysis, the two Appendix G checklist questions set forth above are utilized as the thresholds of significance when evaluating the environmental effects of the project's GHG emissions. In applying these thresholds, reference is made to CEQA Guidelines Section 15064.4(b)(1)-(3), which states that, "a lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment: (1) the extent to which a project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether project emissions exceed a threshold of significance that the lead agency determines applies to the project; and, (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions."

Recognizing that GHG emissions contribute to the cumulative impact condition of global climate change, Section 15064(h)(1) of the CEQA Guidelines is also applicable. Section 15064(h)(1) states that "the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable." A cumulative impact may be significant when the project's

incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of other past, current, and reasonably foreseeable probable future projects.

Guideline Source

The two thresholds identified above are from the Appendix G of the State CEQA Guidelines.

Further guidance from the CAPCOA report CEQA & Climate Change, dated January 2008, identifies several potential approaches for assessing a project's GHG emissions (CAPCOA 2008). Among these approaches, the guidance introduces the concept of establishing thresholds based on GHG emission market capture rates. Following this approach, a lead agency defines an acceptable market capture rate and identifies the corresponding emissions level.

The CAPCOA Guidance identifies a recommended project-level threshold that would correspond to a 90 GHG emissions percent market capture rate, annual emission of 900 MT CO_2e. Following rationale presented in the CAPCOA Guidance, projects with annual emissions that do not exceed a screening level of 900 MT CO_2e, would not impede achievement of state reduction targets and would therefore be less than cumulatively considerable.

Analysis

Sustainable Project Design Features

The proposed project has been designed with a goal to comply with criteria established in the Leadership in Energy & Environmental Design (LEED) rating system. LEED is an internationally recognized green building certification system, providing third-party verification that a building was designed and built using strategies aimed at improving building siting and orientation, energy savings, water efficiency, waste reduction, use of recycled and sustainable building materials, non-toxic building and surfacing materials, and incorporation of other innovative features such as green roofs and on-site energy generation. These strategies also serve to reduce GHG emissions.

LEED was developed by the U.S. Green Building Council and provides building owners and operators a concise framework for identifying and implementing practical and measurable green building design, construction, operation, and maintenance. Projects applying for LEED certification are awarded points that are distributed across major categories such as sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Depending on the number of points earned, projects can be classified as Certified, Silver, Gold, or Platinum.

The proposed project would be designed and constructed with the goal of obtaining LEED certification. To achieve this, the proposed project is implementing the following project design features:

PDF-1. The proposed project would incorporate rooftop solar photovoltaic panels to offset a portion of its energy demand. Solar photovoltaic panels would be

designed to achieve a 10 percent offset of project energy demand. This equates to 84,027 kilowatt-hours (kWh) per year.

PDF-2. The proposed project would use lighter colored pavers in large areas of the parking lot to reduce heat absorption and radiating heat compared to normal asphalt paving.

PDF-3. The proposed project would use lighter decomposed granite in large areas of the parking lot to reduce heat absorption and radiating heat compared to normal asphalt paving.

PDF-4. The proposed project would plant large canopy trees in the parking lot, the entry street, open space, and around buildings to reduce heat absorption, radiant heat, consume CO_2, and produce oxygen to minimize heat island effect.

PDF-5. The proposed project would include several outdoor water reduction measures including xeriscape planting and installing weather- or soil moisture-based automatic irrigation system controllers and provision of outdoor water from an existing on-site well. These features are estimated to achieve at least a ~~25~~ 40 percent reduction in outdoor water use.

PDF-6. The proposed project would incorporate cool roof technologies on all buildings which utilize light-colored, reflective roofing materials to significantly reduce heat absorption.

PDF-7. The proposed project would install U.S. Environmental Protection Agency's (U.S. EPA's) Energy Star-rated appliances in all kitchens.

PDF-8. The proposed project would install high energy efficient Heating, Ventilating, and Air Conditioning (HVAC) rooftop units.

PDF-9. The proposed project would minimize site lighting to only that necessary for security, safety, and identification. The proposed project would increase the use of low-voltage lighting and equipment.

PDF-10. The proposed project has been located more centrally for existing and future congregation members to reduce commute times compared to current congregation experiences. This would reduce the amount of ongoing transportation fuel consumption and GHG production by allowing for shorter trips to the church location during operation.

PDF-11. The proposed project would implement a voluntary commute trip reduction (CTR) program with parishioners to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.

PDF-12. The proposed project would provide online access to worship services for teleworshipping.

PDF-13. The proposed project would use a landscape service that provides certification that only electric equipment would be used for landscaping.

GHG Emissions

GHG emissions were estimated using California Emission Estimator Model (CalEEMod) Version 2013.2.2 (CAPCOA 2013). CalEEMod was developed with the participation of several state air districts including the San Diego Air Pollution Control District. Emissions scenarios included both the condition of completion of Phase 1 and the full buildout of the Project (condition at completion of Phase 2). GHG emissions estimates include construction emission sources as well as operational emissions sources (e.g., vehicles, energy use, area sources, water/wastewater, and solid waste). Table 3.1-8, GHG Emissions Calculations Methodology Summary, summarizes the methodology used to calculate each of the GHG emissions sources.

Construction Emissions

The Project will be constructed in two phases. The first phase includes a 1,000-seat main sanctuary and ancillary facilities. The second phase would expand the main sanctuary to 1,500 seats, with construction of additional classrooms, offices, recreational facilities, café, bookstore, and kitchen. Based on the time frame and the type and size of the proposed land use, the Project would generate approximately 626 MT CO_2e. As construction emissions are finite in time, i.e., when construction ends, so do construction-related GHG emissions, no additional construction emissions would be associated with future conditions. Based on guidance from the SCAQMD, total construction GHG emissions resulting from the proposed project are amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of the proposed project (SCAQMD 2009). Total annual and amortized construction emissions are presented in Table 3.1-9, Summary of Construction Emissions.

Carbon Sequestration Loss

The project site is 9.03 acres. Apart from the area occupied by two existing houses and associated landscaping, the project site includes low-lying vegetation and limited trees. This vegetation may be characterized as grassland (CalEEMod 2016). Loss of sequestration was calculated using emission factors from CalEEMod (CAPCOA 2013). Temporary GHG emissions associated with loss of carbon sequestration are amortized over the average growth period of vegetation communities, 20 years, and are added to annual operational emissions.

Operational Emissions

The project is anticipated to be completed and in operation by ~~2020~~2022. Project operational emission sources including vehicle use, energy use, and area sources (landscaping equipment) were modeled for the year 2020. The 2020 assumptions represent a conservative analysis. Operational emissions will remain generally the

same whether modeled for the year 2020 or 2022; therefore the 2020 analysis does not require updating.

Table 3.1.2.2 summarizes the assumptions and data used to estimate emissions. The primary sources of direct and indirect GHG emissions have been calculated. Table 3.1-10, Operational GHG Emissions in 2020, summarizes the operational emissions associated with the Project and also includes a summation of operational emissions and amortized GHG emissions associated with construction.

The first criterion identified in Appendix G of the State CEQA Guidelines indicates that implementation of the Project would have significant environmental impacts on global climate change if it would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

~~The County of San Diego has not adopted a threshold of significance for general use as part of its environmental review process.~~ This analysis uses a screening level of 900 MT CO_2e that was adapted from the CAPCOA report CEQA & Climate Change. This screening level threshold is based upon a 90 percent emissions market capture rate.

As shown in Table 3.1-10, Phase 1 of the Project would result in the equivalent annual emission of 632 MT CO_2e and full buildout of the Project would result in the equivalent annual emission of 885 MT CO_2e. As annual emissions do not exceed 900 MT CO_2e, the Project would not conflict with the state reduction targets and emissions would therefore be less than cumulatively considerable. Impacts would be **less than significant**.

Plan, Policy, and Regulatory Conflicts

The second criterion identified in Appendix G of the State CEQA Guidelines indicates that implementation of the Project would have significant environmental impacts on global climate change if it would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

Numerous local, state, and federal plans, policies, and regulations have been adopted for the purpose of reducing the GHG emissions. As the Project includes land use development that is anticipated to be complete and in operation by 2020, conformity with state reduction targets codified by AB 32, conformity with the County of San Diego General Plan policies are assessed.

State Scoping Plan and Reduction Targets—EO S-3-05, AB 32, EO B-30-15, and SB 32

EO S-3-05 established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

AB 32 codified the 2020 goal of EO S-3-05 and launched the Climate Change Scoping Plan that outlined the reduction measures needed to reach this target. EO B-30-15

established an additional interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels.

SB 32 codified the 2030 goal of EO B-30-15 and called for revision of the Climate Change Scoping Plan to outline the reduction measures needed to reach this target.

The 900 MT CO_2e screening level identified by CAPCOA identifies small projects with emissions that would result in less than cumulatively significant impacts to achievement of state reduction targets. CAPCOA guidance indicates that projects that meet the 900 MT CO_2e would be consistent with state reduction targets identified by AB 32.

While the Project is anticipated to be constructed and operational by 2020, Project emissions would decline beyond 2020 as a result of continued implementation of federal, state, and local reduction measures such as increased federal and state vehicle efficiency standards, and SDG&E's increased renewable sources of energy in accordance with RPS goals. Based on currently available models and regulatory forecasting, Project emissions would continue to decline from 2020 through at least 2050. Given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is in line with the GHG reductions needed to achieve the 2030 GHG emission reduction targets identified by EO B-30-15 and SB 32.

The project is anticipated to be complete and in operation by 2020. The annual emission of the project do not exceed 900 MT CO_2e, the Project would not conflict with the state Scoping Plan or the achievement of state reduction targets established and/or codified by AB 32 and the annual emissions of the project would continue to decline after 2020 and thus would not conflict with the achievement of state reduction goals identified and codified by B-30-15 and SB 32. Impacts would be **less than significant**.

SB 375 and the San Diego Forward

Pursuant to SB 375, CARB directed SANDAG to prepare a regional transportation plan that would achieve a 7 percent reduction in GHG emissions per capita from automobiles and light duty trucks compared to 2005 levels by 2020, and a 13 percent reduction by 2035. SANDAG's regional transportation plan – the San Diego Forward - proposes policy and public infrastructure changes to meet and exceed these goals.

The San Diego Forward was developed based on local land use plans. As such, projects that propose development that is consistent with the growth anticipated by the local land use plan would be consistent with the VMT budgets used in the San Diego Forward. In the event that a project would propose development that would result in less VMT than is assumed by the San Diego Forward, then the project would likewise be consistent with the San Diego Forward.

The project site is located within the Santa Fe Valley Specific Plan area in the San Dieguito Community Plan area. The project would remove two existing residences and would construct a church. As discussed in Section 5.1.3.1, surveys of congregation families indicate that the overall attendance of mass at the current locations results in approximately 13,199 VMT per week and that attendance of mass at the proposed project would result in approximately 10,854 VMT per week. The relocation would result in a 17.8 percent reduction in VMT associated with the congregation. This reduction is due to the proposed project being more centrally located than existing facilities. The

17.8 percent reduction achieved by the project would exceed the regional VMT reduction target of 13 percent by 2035, thus the project would not conflict with the San Diego Forward. Impacts would be **less than significant**.

County of San Diego General Plan

The Conservation and Open Space Element of the County's General Plan General Plan includes policies intended to reduce GHG emissions through sustainable land development, architecture and buildings, mobility, solid waste management, energy, water supply. Project consistency with these policies is assessed in Table 3.1-11, Project Consistency with County General Plan Policies. It should be noted that several of the policies identified in the table are beyond the scope of individual land use projects. All policies related to sustainability are included for disclosure, regardless of whether or not the Project could reasonably conflict with the policy.

As shown in Table 3.1-11, the Project would not conflict with policies outlined in the Conservation and Open Space Element.

The County of San Diego Climate Action Plan (CAP) adopted in February of 2018, outlines actions the County will undertake to meet its GHG emissions reductions targets. The *Final Climate Action Plan Consistency Review Checklist* (Checklist) is a means to review new development projects to ensure they incorporate new sustainable design standards and implement applicable reduction measures consistent with the CAP. The Checklist has been completed for the project and is attached to the greenhouse gas analysis (Appendix L) of the FSEIR.

The Checklist for the project includes measures that will be implemented as conditions of approval. As such, the project is consistent with the Climate Action Plan, and achieves a 15% reduction in emissions from vehicle miles traveled through the use of telecommuting, carpools, and vanpools. Bicycle facilities, shared parking, and parking spaces dedicated to carpools and electric vehicles would be provided, and the project is conditioned with a Landscape Plan that must demonstrates a 40% reduction in current Maximum Applied Water Allowance for outdoor use.

In summary, the Project would not conflict with the achievement of state reduction targets established and/or codified by EO S-3-05, AB 32, EO B-30-15, or SB 32, nor would it conflict with policies outlined in the County's Conservation and Open Space Element. Impacts would be less than significant.

3.1.2.4 *Cumulative Impact Analysis*

As described in Section 3.1.1.1 of this discussion, the entire issue of global climate change requires cumulative review. As a result, additional discussion is not required.

3.1.2.5 *Significance of Impacts*

Impacts related to GHG emissions and GHG policy compliance were determined to be less than significant. Therefore, no mitigation is required.

3.1.2.6 *Conclusion*

A climate change report was prepared for the Project (RECON 2017). The report concluded that the Project would not generate GHG emissions exceeding the 900 MT CO2e screening level. Further, the Project would comply with federal, State, and local orders, ordinances, and regulations related to reductions in GHG and minimization of contribution to climate change. GHG impacts would be less than significant.

3.1.3 Hydrology/Water Quality

The assessment of the Project's potential to have an adverse effect on hydrology and water quality is based on the drainage study and Storm Water Quality Management Plan (SWQMP) prepared for the Project. The results of the analysis are presented below and are included in the appendices to this DSEIR.

- Appendix M: *CEQA Drainage Study* (MLB Engineering, 2013) and *MUP 10-037 Changes to Project Description* (MLB Engineering, 2016)
- Appendix N: *County of San Diego Preliminary Priority Development Project (PDP) SWQMP: Chinese Bible Church* (MLB Engineering 2016) and *MUP 10-037 Changes to Project Description* (MLB Engineering, 2016)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified significant and mitigated impacts to hydrology and water quality.

Comments received in response to the Notice of Preparation (NOP) related to hydrology and water quality include:

- Alteration of flow in open space area and associated biological impacts
- On- and off-site drainage modifications and compliance with water quality regulations
- Location and design of retaining wall and associated on- and off-site flooding
- Consistency of retaining wall with Specific Plan
- Retaining wall and downstream flow, water quality
- Incorporation of flows from development south of Camino Del Sur
- Vacation of flowage easement
- Soil erosion and sedimentation

Hydrologic modifications, including to the open space area and on- and off-site, due to implementation of the Project and its retaining wall are discussed in Section 3.1.3.3, below. Water quality, flooding, and erosion/sedimentation implications of the Project are also discussed in Section 3.1.3.3. Biological impacts are discussed in Section 2.2, Biological Resources. The Project's consistency with the Specific Plan is discussed in Section 3.1.4, Land Use and Planning.

A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

3.1.3.1 *Background*

The previously certified EIR found significant and mitigable impacts related to hydrology and water quality. Mitigation measures were identified to reduce impacts related to flooding, increased runoff, sedimentation (temporary and permanent), and water quality, as follows:

- Portions of the paved trail within the floodway of the San Dieguito River shall be relocated outside the floodway to the flood fringe portion of the 100-year floodplain.
- Drainage systems for each proposed development shall be designed in accordance with the recommendations of site-specific drainage studies by a qualified geotechnical or hydrologic consultant. Proposed drainage system plays shall be submitted for review to the County of San Diego Department of Public Works (DPW), Flood Control Section. Final design shall include all requirements and recommendations provided by these agencies.
- All project-related drainage facilities shall be designed to accommodate surface runoff associated with a 100-year storm event pursuant to requirements of the San Diego County DPW, Flood Control Section.
- Drainage channels shall be unlined wherever feasible to allow infiltration of site-related runoff. In addition, energy dissipaters shall be constructed wherever necessary to maintain non-erosive flow velocities. Energy dissipating structures such as rip rap strips and detention ponds shall be constructed to prevent erosion where runoff enters unpaved areas.
- Access roads, trails, and parking/storage areas shall be surfaced with permeable materials wherever practical to increase infiltration and minimize surface runoff.
- Removal and disposal of groundwater encountered during construction activities (i.e., dewatering) shall be coordinated with the local Regional Water Quality Control Board (RWQCB) to ensure proper disposal methods and locations.
- Irrigation requirements on graded slopes and golf course areas shall be reduced through the use of native and drought-tolerant plant species as ground cover wherever feasible.
- Irrigation requirements on graded slopes and golf course areas shall be reduced through means such as the use of low-pressure sprinkling systems wherever feasible and conducting irrigation operations to minimize runoff and evaporation losses.
- Final design specifications shall include a schedule for regular maintenance of all drainage facilities to insure proper working conditions.
- Soil stockpiles and exposed (graded) slopes shall be covered with plastic sheeting where feasible during inclement weather conditions.

- Drainage control devices shall be constructed to direct surface water runoff away from slopes and other graded areas. Temporary berms, hay bale barriers, or sandbags shall be placed along the toes of graded slopes or along the edges of floodplains to help control and reduce sedimentation during grading operations.
- Disturbed slopes shall be immediately seeded with groundcover vegetation.
- Disturbance to existing vegetation and slopes shall be minimized; the angle of constructed slopes shall also be minimized where feasible.
- Silt curtains shall be placed around construction areas to protect natural drainage channels from sedimentation.
- Construction and grading shall be avoided during periods of inclement weather.
- Graded areas and temporary (haul) roads shall be sprayed with water during construction to control fugitive dust.
- Temporary sedimentation/desilting basins shall be constructed where needed during grading activities to minimize the amount of sediment entering existing drainages onsite and offsite.
- Prior to approval of final grading and project plans, a drainage control plan shall be prepared by a qualified geotechnical or hydrological consultant. Recommendation on the type, design, and location of temporary and permanent drainage facilities shall be incorporated into the final project design.
- Energy dissipating structures such as rip rap strips and detention ponds shall be constructed downstream of all culverts, storm drain outlets, and subdrain outlets, where surface water runoff from drainage facilities enters natural drainages.
- Inlet pipes and brow ditches shall be constructed where appropriate to minimize runoff flow down graded slopes.
- Source control practices shall be implemented that would reduce the amount and likelihood of contaminants coming into contact with surface runoff. Examples of source control practices include covering outdoor facilities that contain potential contaminants; encouraging proper use and disposal of pesticides, herbicides, and fertilizers; controlled methods, application rates, and application frequency of these chemicals; encouraging alternative methods for controlling insects and weeds using physical, biological, and lower-toxicity methods; and handing, recycling, and disposing of chemicals in a safe, proper manner.
- Prior to approval of the final project plans, a spill prevention and control plan shall be developed for activities that require the use of hazardous materials such as fuels, fertilizers, pesticides, herbicides, cleaners, etc.
- The following ongoing measure would be required to reduce potential total dissolved solids (TDS) impacts related to the use of reclaimed water for irrigation if the reclaimed water exceeds TDS objectives or does not employ nutrient removal: Monitoring for TDS and nutrient levels shall be performed on a regular basis and the results submitted to the San Diego County RWQCB. If the levels

exceed wastewater discharge requirements for the use of reclaimed water, the discharge must cease until proper treatment has been accomplished or reclaimed water has been diluted to lower TDS concentrations to meet the requirements.

- Mitigation measures employed during grading, and on a permanent basis, to minimize runoff and associated erosion and sedimentation shall be incorporated into the final grading plans, pending approval by the County.
- Impacts to surface water quality from contaminated runoff shall be mitigated through the use of BMPs. These measures provide for percolation of stormwater runoff through soil or vegetation prior to discharge into natural channels. Possible measures include the following: unlined drainage channels, grassed swales along streets and the sides of storm drain channels. Final stormwater design plans shall include the measures to prevent the first flush of rainfall from flowing directly into natural onsite or offsite drainages. Such measures include infiltration trenches or basins and riparian strips.

Changes Requiring New Analysis

Since the previous EIR was certified, the County has adopted the Watershed Protection, Stormwater Management and Discharge Control Ordinance (WPO) to protect water resources and improve water quality through the use of management practices, as described in greater detail below. Additionally, on November 18, 2015, the San Diego RWQCB issued an amendment to Order R9-2013-0001 Municipal Separate Storm Sewer Systems (MS4) Permit (Municipal Permit) under the National Pollutant Discharge Elimination System (NPDES) by Order R9-2015-0100. As required by the MS4 Permit, the copermittees prepared the Model Best Management Practices (BMP) Design Manual to replace the current Countywide Model Standard Urban Stormwater Mitigation Plan (SUSMP), dated March 25, 2011, which was based on the requirements of the 2007 MS4 Permit. This County of San Diego BMP Design Manual (Manual) supersedes the content of the Model SUSUMP to include County-specific guidelines and requirements.

This section describes existing hydrologic and water quality conditions within the Project site and vicinity, identifies regulatory requirements and industry standards associated with hydrologic and water quality issues, and evaluates potential impacts and mitigation measures related to implementation of the Project.

3.1.3.2 *Existing Conditions*

On-Site Drainage Characteristics

A natural drainage channel/wash runs northerly of the Project site within the open space easement. This wash also crosses onto the Project site near its northwest corner. The topography on the Project site includes a small ridge on which the existing residences are located (See Figure S-2, USGS Quadrangle Map). The ridge runs from approximately the center of the site to the southeast. The portion of the site northerly

and northeasterly of the ridge slopes generally northerly towards the open space lot and the natural drainage channel. The portion of the site westerly of the ridge slopes both to the northwest and southwest. Storm water runoff from the site is directed by surface flow to the wash, then to the San Dieguito River and on to the Pacific Ocean.

The Project site is located within the San Dieguito 905 Hydrologic Unit. The hydrologic sub-area is Rancho Santa Fe 905.11. The site is also located within the Solana Beach Hydrologic Area (HA) 905.11 hydrologic unit basin for groundwater. In the San Dieguito Watershed, the San Dieguito River connects Lake Sutherland and Lake Hodges, and discharges to the San Dieguito Lagoon near Del Mar.

Off-Site Drainage Characteristics

South of the Project site is a residential development (Map No. 14699). When these residences were developed, the drainage from a 2.7-acre portion of that site was directed by surface flow to the north to the San Diego County Water Authority (SDCWA) easement. The runoff from the SDCWA easement eventually flows across and under the existing driveway to the Project site and flows northerly into the open space area and to the creek.

There is an existing 18-inch PVC pipe culvert under the existing driveway to the Project site. The invert for the pipe, and the low spot for the SDCWA easement, is at an elevation of approximately 488 feet. The existing drainage channel leads from the culvert outlet to the rip rap for the culvert under Four Gee Road. Thus, any significant runoff ponding on the SDCWA easement would flow both through the pipe culvert and over the low spot in the driveway, through this channel, and to the existing creek north of the Project site. The existing runoff from the southwest portion of this site currently drains down along the Project driveway to the existing channel along Four Gee Road.

To the east of the Project site is Map No. 14747 and a sheriff's substation. The stormwater runoff from the substation is conveyed via a drain pipe to a location southeasterly of the substation. From this outlet, the runoff flows through a landscaped lot along the easterly line of the Project site in an earthen swale to a point northeasterly of the Project site. While this stormwater runoff does not enter the Project site, these flows were calculated for the project as the flows include the runoff from a small tributary area along the east edge of the Project site.

Flood Hazards

The Federal Insurance Rate Map (FIRM) is the official map created and distributed by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP) that delineates the Special Flood Hazard Areas, or those areas subject to inundation by the base flood, for every county and community that participates in the NFIP. FIRMs contain flood risk information based on historic, meteorologic, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development.

There are no mapped FEMA floodplains located on the Project site. The area to the west and east of the intersection of Four Gee Road and Camino Del Sur is mapped Zone AE, which is an area of 100-year flood with base flood elevations determined.

Groundwater

There is an on-site well that historically has been used to water the Project site for landscaping and agricultural use. The well is controlled through a piped system and does not flow into or support the wetland in the open space. According to the biological letter report prepared for the Project (Appendix E of the DSEIR), this well had a tested capacity of 65 to 70 gallons per minute without drawing down the other offsite well in the area. Past use of the on-site well for landscaping and agricultural activities has been below capacity levels. Potential impacts to groundwater resulting from future use of this well are discussed below.

Water Quality

On-Site and Vicinity Water Quality

Surface water within the Project site consists of intermittent flows from storm events and runoff from landscape irrigation. No known surface water quality data are available for the Project site or off-site areas, with storm and irrigation flows typically subject to variations in water quality due to local conditions such as runoff rates/amounts and land use. A summary of typical pollutant sources anticipated or expected to occur during construction of the Project is provided in Table 3.1-12, Pollutants of Concern. These include sediment, nutrients, heavy metals, trash and debris, oxygen demanding substances, oil and grease, and pesticides.

The Project site contains soils with high clay content. The hydrologic soils classification for the on-site soils is type D (high run-off potential). Previous percolation tests performed on the site indicate very low permeability. The site shows little evidence of erosion, except in the vicinity of the natural drainage channel. The depth to groundwater is unknown. No infiltration BMPs would be possible due to the low permeability of the soil.

Off-Site Water Quality

Receiving waters associated with the Project site include the San Dieguito River and the Pacific Ocean. Both of these water bodies are included in the Clean Water Act (CWA) Section 303(d) Impaired Water Bodies List. The State Water Resources Control Board (SWRCB) and RWQCBs produce bi-annual qualitative assessments of statewide and regional water quality conditions. These assessments are focused on CWA Section 303(d) impaired water listings and scheduling for assignment of total maximum daily load (TMDL) requirements. States are required to identify and document any and all polluted surface water bodies, with the resulting documentation referred to as the *CWA Section 303(d) List of Water Quality Limited Segments*, or more commonly, the 303(d) list. This list of water bodies identifies the associated pollutants and TMDL, along with pollutant sources and projected TMDL implementation schedule/status. A TMDL establishes the maximum amount of impairing substance or stressor that a water body can assimilate and still meet water quality standards, and allocates that load among pollution contributors. TMDLs are quantitative tools for implementing state water quality standards, based on the relationship between pollution source sand water quality

conditions. The most current (2012) approved 303(d) list identifies the following impaired waters in watersheds downstream of the Project site (SWRCB 2015):

- San Dieguito River is listed as impaired for Indicator Bacteria, specifically Enterococcus and Fecal Coliform, as well as Nitrogen, Phosphorus, TDS, and Toxicity. Potential sources are nonpoint source[8], point source[9], and urban runoff/storm sewers. Estimated TMDL completion, or when the water quality standard will be met, is 2021.
- Pacific Ocean Shoreline, San Dieguito Hydrologic Unit is listed as impaired for Indicator Bacteria, specifically Total Coliform. The Total Coliform impairments are located at the San Dieguito Lagoon Mouth at San Diego River Beach. Potential sources are unknown nonpoint source, unknown point source and urban runoff/storm sewers. Estimated TMDL completion for Total Coliform is 2010.

The Project's potential contribution to these downstream impairments is discussed in greater detail below.

Regulatory Framework

The Project is subject to a number of regulatory requirements associated with federal, state, and local guidelines, as summarized below.

Federal Water Pollution Control Act (Clean Water Act)

The principal federal law pertaining to the regulation of water quality is the CWA. The CWA strives to restore and maintain the chemical, physical, and biological integrity of the nation's water. The Act sets up a system of water quality standards, discharge limitations, and permits. The fundamental purpose of this law is the protection of designated beneficial uses of water resources. Sections 106, 205(g), 205(j), 208, 303, and 305 of the CWA establish requirements for state water quality planning, management, and implementation with regard to surface waters. The CWA requires that states adopt water quality standards to protect public health and welfare and enhance the quality of water. The CWA was amended in 1987 to include urban and stormwater runoff, which required many cities to obtain an NPDES permit for stormwater conveyance system discharges. Section 402(p) of the Clean Water Act prohibits discharges of pollutants contained in stormwater runoff, except in compliance with an NPDES permit.

[8] Nonpoint source pollution refers to diffuse, widespread cumulative sources of pollution and is the primary source of surface water and groundwater contamination. In other words, nonpoint source pollution cannot be traced back to a single point or source. Rainwater and over-irrigation flowing over land that has been altered by human activity and washing pollutants that have accumulated on those land surfaces into storm drains, streams, rivers, and groundwater, and eventually into lakes, streams, or coastal embayments, cause nonpoint source pollution.

[9] Point source pollution refers to pollutants discharged to water through any discernable, confined, and discrete conveyance. In other words, the boundaries of the source of pollution can be easily defined and identified from a single point. Point sources generally discharge predictable concentrations and volumes of pollutants. Examples of point source pollution are sewage treatment plants, landfills, and industrial facilities, all of which may release effluent and sewage or other liquid waste into a body of water.

National Pollutant Discharge Elimination Systems Requirements

The Project is subject to applicable elements of the CWA, including the NPDES. Specific NPDES requirements associated with the Project include conformance with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, NPDES No. CAS000002, SWRCB Order 2009-0009-DWQ, as amended by Order 2012-0006-DWQ), General Permit for Discharges from Groundwater Extraction and Similar Discharges to Surface Waters within the San Diego Region Except for the San Diego Bay (Groundwater Permit; RWQCB Order No. R9-2008-0002, NPDES No. CAG919002), NPDES Municipal Storm Water Permit (Municipal Permit, NPDES No. CAS010266, RWQCB Order No. R9-2013-0001, as amended by Order No. R9-2015-0001), and related County standards as outlined below.

Construction General Activity Storm Water Permit

Conformance with the Construction General Permit is required prior to development of applicable sites exceeding one acre, with this permit issued by the SWRCB under an agreement with the USEPA. Specific conformance requirements include implementing a Storm Water Pollution Prevention Plan (SWPPP), an associated Construction Site Monitoring Program (CSMP), employee training, and minimum BMPs.

Under the Construction General Permit, Project sites are designated as Risk Level 1 through 3 based on site-specific criteria (e.g., sediment and receiving water risk), with Risk Level 3 sites requiring the most stringent controls. Based on the site-specific risk level designation, the SWPPP and related plans/efforts identify detailed measures to prevent and control the off-site discharge of pollutants in stormwater runoff. Depending on the risk level, these may include mandatory technology-based action levels, effluent limitations, and advanced treatment systems (ATS). Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through applicable BMPs. While site-specific measures vary with conditions such as risk level, proposed grading, and slope-soil characteristics, detailed guidance for construction-related BMPs is provided in the permit and related County standards (as outlined below), as well as additional sources including the EPA National Menu of Best Management Practices for Storm Water Phase II-0 Construction (USEPA 2014), and California Stormwater Quality Association Storm Water Best Management Practices Handbooks. Specific requirements for the Project under this permit would be determined during SWPPP development, after completion of Project plans and application submittal to the SWRCB.

Municipal Stormwater Permit

Per Federal regulations, States issue a Municipal Stormwater permit, or NPDES permit, to municipalities with renewals every five years. Under this permit each municipality must develop a stormwater management program designed to control the discharge of pollutants into and from the municipal separate storm sewer systems (MS4) or from being discharged directly into the MS4. The purpose of this permit is to protect local

water bodies since storm drains typically discharge their water into streams, bays, and/or the ocean without treatment.

The NPDES permit identifies waste discharge requirements for urban runoff related to applicable new development, redevelopment, and existing development sites under the jurisdiction of co-permittees (e.g., the County). The intent of these requirements is to protect environmentally sensitive areas and provide conformance with pertinent water quality standards, including the CWA and the RWQCB Basin Plan, summarized below. Identified requirements involve using a number of planning, design, operation, treatment, and enforcement measures to reduce pollutant discharges from individual development projects and the municipal storm drain system as a whole to the maximum extent practicable. Specifically, these measures include: (1) using jurisdictional planning efforts (such as discretionary general plan approvals) to provide water quality protection, (2) requiring coordination between individual jurisdictions to provide watershed-based water quality protection, (3) implementing applicable LID, site design, source control, priority project, and/or volume- or flow-based (as defined in the permit text) treatment control BMPs to avoid, reduce, and/or mitigate effects including increased erosion and sedimentation, hydromodification[10], and the discharge of pollutants in urban runoff, and (4) using appropriate monitoring, reporting, and effacement efforts to ensure proper implementation, documentation and, as appropriate, modification of permit requirements. The Municipal Permit also requires co-permittees to fund and implement runoff management plans (RMPs) to reduce runoff and pollutants discharges to the maximum extent practicable. The RMPs were conducted on a jurisdictional basis for the first two years, and were expanded to include a watershed-based approach for subsequent efforts.

- The RWQCB adopted Order No. R9-2013-0001, NPDES Permit and Waste Discharge Requirements for Discharges from the MS4s Draining The Watersheds Within The San Diego Region at its May 8, 2013 Board Meeting. Order No. 2015-0001, which was adopted on February 11, 2015, amends the previous order to extend coverage of the Regional MS4 Permit to Orange County co-permittees and address a variety of other issues. The Regional MS4 Permit regulates MS4 discharges to inland surface waters, bays, estuaries, and coastal waters throughout the three counties within the co-permittees' region.
- The Regional MS4 Permit jointly covers 39 municipal, county government, and special district entities (referred to jointly as co-permittees) located in southern Orange County, southwestern Riverside County, and San Diego County which own and operate large MS4s that discharge stormwater runoff and non-stormwater runoff to surface waters throughout the San Diego Region.

Basin Plan Requirements

[10] Hydromodification is defined in the Municipal Permit as the change in natural watershed hydrologic processes and runoff characteristics (infiltration and overland flow) caused by urbanization or other land use changes that result in increased stream flows, sediment transport, and morphological changes in the channels receiving the runoff.

The RWQCB Basin Plan establishes a number of beneficial uses and water quality objectives for surface and groundwater resources. Beneficial uses are generally defined in the Basin Plan as "the uses of water necessary for the survival or wellbeing of man, plus plants and wildlife."

The SWRCB has adopted a uniform list and description of beneficial uses to be applied throughout all basins of the State. These uses of water serve to promote the tangible and intangible economic, social, and environmental goals identified in the Water Quality Control Plan for the San Diego Basin prepared by the RWQCB. Downstream areas of the Project site include the San Dieguito River and Pacific Ocean.

Identified existing and potential beneficial uses of ground waters for the downstream areas of Solana Beach Hydrologic Area within the San Dieguito Hydrologic Unit include municipal and domestic supply, agricultural supply, and industrial service supply.

Identified existing and potential beneficial uses for the Pacific Ocean Shoreline include industrial service supply, navigation, contact water recreation, non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special significance, wildlife habitat, rare, threatened, or endangered species, marine habitat, aquaculture, migration of aquatic organisms, spawning, reproduction, and/or early development, and shellfish harvesting.

County of San Diego Requirements

Pursuant to the described NPDES Permit requirements, the County has adopted and/or updated the following related standards: (1) the WPO (Storm Water Ordinance, No. 10410), (2) the associated Stormwater Standards Manual, which is an appendix to the WPO and LID[11] Handbook (2007), (3) the County BMP Design Manual, discussed below, (4) the County Jurisdictional RMP, and (5) the County Grading Ordinance (No. 10224).

These sources provide direction for applicants to determine if and how they are subject to County and related Municipal Storm Water Permit standards, and identify requirements for the inclusion of permanent low impact development (LID) and site design, source control, and/or LID/treatment control BMPs to provide regulatory conformance for applicable projects. The County Watershed Protection, Stormwater Management, and Discharge Control Ordinance and Attachment A: Stormwater Standards Manual (WPO/SSM) also requires construction-related BMPs to address issues including erosion and sedimentation. The County may, at its discretion, require the submittal and approval of a SWPPP to address construction-related stormwater issues prior to site development (with such requirements in addition to the NPDES SWPPP criteria described above).

The County of San Diego Watershed Protection, Storm Water Management, and Discharge Control Ordinance, which includes a Stormwater Standards Manual (WPO and SSM) strives to protect the health, safety, and general welfare of County residents;

[11] The LID process is intended to mimic predevelopment hydrologic conditions by using design practices and techniques to effectively capture, filter, store, evaporate, detain, and infiltrate runoff close to its source.

to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the County is compliant with applicable state and federal law. The WPO contains discharge prohibitions and requirements that vary depending on type of land use activity and location in the County. The SSM, provided in Appendix A of the WPO, sets out in more detail, by Project category, what dischargers must do to comply with the WPO and to receive permits for projects and activities that are subject to the WPO. The WPO and SSM are legally enforceable by the County in the unincorporated County.

The County has also adopted its BMP Design Manual (DM) for Land Development and Public Improvement Projects. The BMP DM is focused on project design requirements and related post-construction requirements for land development and capital improvement projects, and addresses WPO requirements for these project types.

The San Diego County Grading Ordinance serves to combine regulations affecting the grading and clearing of land and activities affecting watercourses within the unincorporated County of San Diego. Chapter 6 (Sections 87.601-87.608) of the ordinance covers watercourses and is intended to protect persons and property against flood hazards by identifying prohibited acts in watercourses and acts prohibited unless a permit is obtained.

In addition to the standards outlined above, the San Diego County Hydrology Manual provides uniform procedures for analyzing flood and stormwater conditions in the County. Specific elements of these procedures include methods to estimate storm flow peaks, volumes and time distributions. These data are used in the design of storm water management facilities to ensure appropriate dimensions and capacity (typically 100-year storm flow volumes), pursuant to applicable requirements in the San Diego County Drainage Design Manual.

Additionally, Order R9-2013-0001 as amended by Order R9-2015-0001 directs the County and other co-permittees to design and implement requirements of the County's BMP DM and LID BMPs to mitigate water quality and hydro-modification impacts from stormwater runoff from Project development sites by promoting infiltration and minimizing impervious areas. Pursuant to these requirements, the County prepared the BMP DM for Priority Development Projects (PDPs), which was adopted in February 2016. The stated purpose of the BMP DM is "…to help a project applicant, in coordination with the County, develop a Storm Water Quality Management Plan (SWQMP) for a development project (Public or Private) that complies with local MS4 Permit requirements…" Specifically, the BMP DM requires that all PDPs must comply with pollutant control and hydro-modification control requirements by implementing permanent post-construction BMPs and mitigation measures.

Finally, the County of San Diego Resource Protection Ordinance (RPO) prohibits development of permanent structures for human habitation or as a place of work in a floodway. Modifications to any floodway must meet specified design criteria.

3.1.3.3 *Analysis of Project Effects and Determination as to Significance*

Alteration of Drainage Patterns

Guideline for Determination of Significance

The Project would have a significant hydrology impact related to drainage alteration if it would:

- 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.

Guideline Source

This guideline is from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Hydrology* (County of San Diego, July 30, 2007).

Analysis

As described above, a natural drainage channel/wash runs northerly of and crosses onto the Project site. The Project site includes a small ridge that runs from the center of the site toward the southeast. The portion of the Project site northerly and northeasterly of the ridge drains generally northerly and the portion of the Project site west of the ridge drains both to the northwest and southwest. Project implementation would result in some modification of the described on-site drainage patterns and directions through proposed grading and construction activities. According to the SWQMP prepared for the Project, included as Appendix N, these modifications would not substantially alter the overall described on- and off-site drainage patterns because storm water runoff from the Project site would be directed by surface flow to the natural drainage channel/wash as it does in the existing conditions and then to the San Dieguito River and Pacific Ocean.

The Project would preserve natural drainage areas to the maximum extent practical while allowing for the development of the site. All impervious areas created on-site would drain into pervious areas prior to entering the wash northerly of the Project site. The stormwater discharge points would not divert runoff from existing conditions. The potential pollutants generated by the increased runoff from the additional impervious areas would be reduced by directing the flows through vegetated swale/buffer strips on each of the two lots prior to draining onto the existing natural drainage areas. Specifically, the Project design would encompass a number of appropriately designed and located drainage facilities to retain the overall existing drainage features, including the use of similar outlet points for flows discharged from the Project site. In addition, the Project would conform to design standards in the County's Drainage Design Manual and the SSM. Therefore, according to the project's CEQA Drainage Study, the development of the Project would not alter drainage patterns on the site or the surrounding area, nor would it result in substantial erosion or siltation on the properties

upstream and downstream of the development. A **less than significant** impact is identified.

Increase in Water Surface Elevation

Guideline for Determination of Significance

The Project would have a significant hydrology impact if it would:

- Increase water surface elevation in a watercourse within a watershed equal or greater than 1 square mile, by 1 foot or more in height and in the case of the San Luis Rey River, San Dieguito River, San Diego River, Sweetwater River and Otay River, 2/10 of a foot or more in height.

Guideline Source

This guideline is from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Hydrology* (2007).

Analysis

Implementation of the Project would result in the construction of impervious surfaces including pavement and structures, with such areas increasing both the rate and amount of runoff within the Project site by reducing infiltration capacity and concentrating flows. The CEQA Drainage Study (Appendix M) includes an assessment of pre- and post-development runoff rates and amounts within and from the Project site, including analyses of Project-related effects to existing/proposed storm drain systems, off-site flows, and related downstream flooding hazards. This analysis is summarized below.

Storm Run-On

The Project site is not subject to storm run-on. The existing drainage pattern keeps water from the south and east from entering the property. The runoff from the development to the south passes under the existing driveway to the site and through the open space lot adjoining Four Gee Road. The runoff from the east runs along the easterly property line of the Project site to a point north of the Project site where it enters the open space lot. These areas were included in the drainage study and are part of the "drainage basin" in which this Project is located.

Storm Run-Off

Much of the proposed parking lot would be constructed of porous pavement or decomposed granite to reduce the total amount of impervious area created. The on-site walkways and patios would also be constructed of interlocking pavers to further limit the amount of impervious area. There would still be an increase to the amount of impervious area predominantly due to the construction of the church buildings, impervious areas in the parking lot, and the construction of Grace Way. This increase in impervious area would cause an increase in the storm runoff from the Project drainage area.

According to the CEQA Drainage Study, prior to development the impervious area on the site is approximately 0.84 acres of the 9.1-acre site, or 9 percent of the site area. After the site is developed, the impervious area would increase to 3.7 acres, or 41 percent of the site area. A comparison of pre- and post-construction runoff volumes and velocity for the site drainage basin is included in Table 3.1-13, Comparison of Pre-Construction and Post-Construction Runoff and Velocity. Changes in runoff quantity and velocity will range from 0 to 12.8 percent, depending on the node under consideration.

The CEQA Drainage Study also calculates the total runoff flow contributed to the existing creek from the Project site in a 100 year storm event. This figure, after calculations for the confluence at the culvert under Four Gee Road, is 21.7 cubic feet per second (cfs) pre-construction. The post construction runoff would be 23.8 cfs, which is an increase in 2.1 cfs. The 2.1 cfs increase is a 9.7 percent increase over the existing 100 year storm runoff for the site. The anticipated 100 year flow at the culvert under Four Gee Road is 1,900 cfs as per the improvement plans for Tract No. 5070-2.

The 2.1 cfs increase in runoff from the site is one tenth of one percent (0.1%) of the expected culvert flow. The effect of this increase would have an immeasurable effect on the water surface elevation and velocity of the flows in the creek upstream and downstream of the culvert. Bio-filtration basins are also scattered throughout the Project site as indicated in the CEQA Drainage Study (Appendix M). Moreover, and as discussed above, implementation of the Project is not anticipated to alter on-site or surrounding drainage patterns. Therefore, development of the Project would not increase water surface elevation in a watercourse within a watershed equal or greater than 1 square mile, by 1 foot or more in height and impacts would be **less than significant**.

Runoff Rates/Amounts and Related Drainage Systems and/or Flood Hazards

Guideline for Determination of Significance

The Project would have a significant hydrology impact if it would:

- Result in increased velocities and peak flow rates exiting the Project site that would cause flooding downstream or exceed the stormwater drainage system capacity serving the site.

Guideline Source

This guideline is from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Hydrology* (2007).

Analysis

As discussed above, implementation of the Project would result in the construction of impervious surfaces including pavement and structures, with such areas increasing both the rate and amount of runoff within the Project site by reducing infiltration capacity and

concentrating flows. Prior to development the impervious area on the site is approximately 9 percent of the 9.1-acre site. After the site is developed, the impervious area would increase to 41 percent of the site. A comparison of pre- and post-construction runoff for the site drainage basin is included in Table 3.1-13, Comparison of Pre-Construction and Post-Construction Runoff and Velocity. Bio-filtration basins are scattered throughout the Project site as indicated in the CEQA Drainage Study (Appendix M).

Additionally, the total pre-construction runoff flow contributed to the existing creek from the Project site in a 100-year storm event is 21.7 cfs. The post-construction runoff would increase by 2.1 cfs to 23.8 cfs. As identified above, the anticipated 100-year flow at the culvert under Four Gee Road is 1,900 cfs. The 2.1 cfs increase resulting from the Project is 0.1% of the expected culvert flow, which would result in an immeasurable effect on the water surface elevation and velocity of the flows in the creek upstream and downstream of the culvert.

Hydromodification

In general terms, hydromodification consists of the erosive impacts caused by cumulative changes in the quantity and duration of stormwater flows resulting from the increase in impervious surfaces associated with development. Specifically, an increase in impervious areas typically generates related increases in both the rate and amount of stormwater runoff compared to pre-development conditions. Flow thresholds associated with hydromodification mitigation requirements are typically expressed in terms of less intense storms (e.g., 2- to 10-year storm events) which, due to the increase of impervious area in associated watersheds, can potentially result in more accelerated cumulative long-term erosion than one larger storm event (such as a 100-year storm). As a result, hydromodification management techniques are aimed at reducing the duration and quantity of storm flows from the smaller and more frequent storm events.

According to information contained in the SWQMP prepared for the Project, included as Appendix N, the Project's stormwater runoff will flow via surface flow to 18 bio-filtration planters throughout the Project site. The Project site will also include porous pavement and concrete pavers with gravel beds and perforated pipe under drains. See Figure 3.1-1, Hydromodification Management Exhibit Post-Development. The Project's drainage plan has been designed to address both water quality and flow control issues per the County HMP. The HMP requires the Project to implement hydromodification mitigation measures so that post-project runoff flow rates and durations do not exceed pre-project flow rates and durations. Based on the SWQMP prepared for the Project, the proposed BMP areas are adequately sized to provide both water treatment and flow controls for the Project.

Based on the above discussions, the Project Drainage Study concludes that the overall peak 100-year flow from the Project site would not adversely increase downstream flooding hazards or the capacity of downstream storm drain systems/facilities. As a result of these considerations and the fact that the on-site drainage system would be designed to accommodate peak 100-year storm flows, potential Project-related impacts associated with increased peak flow rates and amounts, associated downstream

flooding hazards, and the capacity of existing or planned storm drain systems would be **less than significant.**

Floodplains, Floodwater Surface Water Elevations, and Related Flood Hazards

Guidelines for Determination of Significance

The Project would have a significant hydrology impact related to floodplains, floodwater surface elevations, and related flood hazards if it would:

- Result in placing housing, habitable structures, or unanchored impediments to flow in a 100-year floodplain area or other special flood hazard area, as shown on a FIRM, a County Flood Plain Map or County Alluvial Fan Map, which would subsequently endanger health, safety and property due to flooding.
- Place structures within a 100-year flood hazard or alter the floodway in a manner that would redirect or impede flow resulting in any of the following: (a) alter the Lines of Inundation resulting in the placement of other housing in a 100 year flood hazard, or (b) increase water surface elevation in a watercourse with a watershed equal to or greater than 1 square mile by 1 foot or more in height and in the case of the San Luis Rey River, San Dieguito River, San Diego River, Sweetwater River and Otay River 2/10 of a foot or more in height.

Guidelines Source

These guidelines are from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Hydrology* (2007).

Analysis

As noted above under Existing Conditions, there are no mapped FEMA floodplains located on the Project site. Therefore, no structures are proposed to be constructed within a FEMA floodplain. The area to the west and east of the intersection of Four Gee Road and Camino Del Sur is mapped Zone AE, for areas of 100-year flood with base flood elevations determined.

According to the analysis presented in the CEQA Drainage Study prepared for the Project, the construction of Grace Way would not be within the area of inundation of a 100-year storm.

Based on the described conditions and conclusions, potential impacts to the Project and offsite areas from 100-year flood-related health, safety, and property inundation water surface elevation hazards would be **less than significant.**

Water Quality

Guidelines for Determination of Significance

The Project would have a significant impact related to water quality if it would:

- Not comply with the standards set forth in the County Stormwater Standards Manual, Regulatory Ordinances Section 67.813, as amended, or the Additional Requirements for Land Disturbance Activities set forth in Regulatory Ordinances, Section 67.
- Fail to conform to applicable Federal, State or local Clean Water statutes or regulations including but not limited to the Federal Water Pollution Control Act, California Porter-Cologne Water Quality Control Act, and the County of San Diego WPO.
- Drain to a tributary of an impaired water body listed on the Clean Water Act Section 303(d) list, and will contribute substantial additional pollutant(s) for which the receiving water body is already impaired.
- Drain to a tributary of a drinking water reservoir and will contribute substantially more pollutant(s) than would normally runoff from the Project site under natural conditions.
- Contribute pollution in excess of that allowed by applicable state or local water quality objectives or cause or contribute to the degradation of beneficial uses.

Guidelines Source

These guidelines are from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Surface Water Quality* (2007).

Analysis

Conformance with Federal, State and Local Water Quality Statutes and Associated Regulations

Potential Project-related water quality impacts are associated with both short-term construction activities and long-term operation and maintenance. Project-related activities that could potentially result in direct effects to groundwater quality are limited to the percolation of Project-related surface runoff and associated pollutants (e.g., in bio-filtration planters). The Project site contains soils with high clay content with high run-off potential. Previous percolation tests performed on the Project site indicate very low permeability. The site shows little evidence of erosion, except in the vicinity of the natural drainage channel. No infiltration BMPs could be incorporated due to the low permeability of the soil. The following assessment of potential water quality impacts is applicable to both surface and groundwater resources.

Short-Term Construction Impacts.

Potential water quality impacts related to on- and off-site Project construction include erosion/sedimentation, the use and storage of construction-related hazardous materials (e.g., fuels, etc.), and generation of debris from demolition activities.

Erosion and Sedimentation.

Proposed excavation, grading, and construction activities on the Project site and associated off-site areas (e.g., road improvements) could potentially result in related

erosion and off-site sedimentation. Project activities would involve the removal of surface stabilizing features such as vegetation, excavation of existing compacted materials from cut areas, and re-deposition of excavated and/or imported material as fill in proposed development sites. Project-related erosion could result in the influx of sediment into downstream receiving waters, with associated water quality effects such as turbidity and transport of other pollutants that tend to adhere to sediment particles.

While graded, excavated, and filled areas associated with construction activities would be stabilized through compaction and installation of hardscape and landscaping, erosion potential during construction activities would be higher than for existing conditions. Developed areas would be especially susceptible to erosion between the beginning of grading/construction and the installation of pavement or establishment of permanent cover in landscaped areas. Erosion and sedimentation are not considered to be significant long-term concerns for the Project because developed areas would be stabilized through installation of hardscape or landscaping. The Project would incorporate long-term water quality controls pursuant to County and NPDES guidelines, including, among other efforts, measures that would avoid or reduce off-site sediment transport as well as installing and maintaining bio-filtration planters.

The short-term water quality effects from Project-related erosion and sedimentation could potentially affect downstream waters and associated wildlife habitats. Short-term construction-related erosion and sedimentation impacts would be addressed through conformance with the NPDES Construction General Permit and associated County standards as described above under Regulatory Framework. This would include implementing an authorized NPDES/County SWPPP for proposed construction, including, but not limited to, erosion and sedimentation BMPs. The Project SWQMP identifies a number of preliminary construction BMPs, including measures related to erosion/sedimentation (Appendix N of this DSEIR). While specific BMPs would be determined during the SWPPP process based on Project site characteristics (soils, slopes, etc.), the BMPs may include standard industry measures and guidelines from the NPDES Construction General Permit and County WPO/SSM, as well as the SWQMP. An initial list of temporary construction BMPs that may be incorporated into final Project design and implemented during construction includes:

- Hydraulic stabilization hydroseeding (summer)
- Bonded or stabilized fiber matrix (winter)
- Energy dissipater outlet protection
- Silt fence
- Fiber rolls (straw wattles)
- Storm drain inlet protection
- Stabilized construction entrance
- Street sweeping and vacuuming
- Material delivery and storage management

- Spill prevention and control
- Concrete waste management
- Solid waste management
- Sanitary waste management

Implementation of these measures would help avoid or minimize impacts related to erosion and sedimentation during short-term construction such that the Project would comply with applicable Federal, State, and County statutes and regulations. Associated erosion/sedimentation impacts would be **less than significant.**

Construction-Related Hazardous Materials.

Project construction would involve the use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during Project construction could result in impacts if such materials reach downstream receiving waters, particularly materials such as petroleum compounds that are potentially toxic to aquatic species in low concentrations. Implementation of a SWPPP would be required under NPDES and County guidelines, and would include detailed measures to avoid or mitigate potential impacts related to the use and potential discharge of construction-related hazardous materials. The Project SWQMP identifies a number of preliminary construction BMPs, as identified above, including measures related to the proper use and storage of hazardous materials. While detailed BMPs would be determined as part of the NPDES/SWPPP process based on Project-specific parameters, the BMPs are likely to also include the standard industry measures and guidelines from the NPDEDS Construction General Permit and County WPO/SSM, as well as the SWQMP. These construction-related BMPs would avoid or minimize impacts related to the use and storage of construction-related hazardous materials. Based on the implementation of these and/or other appropriate hazardous material BMPs as part of (and in conformance with) the Project SWPPP and related Federal, State, and County requirements during Project construction, associated impacts resulting from construction-related hazardous materials would be **less than significant.**

Demolition-Related Debris Generation.

The Project would involve the demolition of existing on-site structures and pavement. This demolition would generate variable amounts of construction debris, potentially including concrete, asphalt, glass, metal, drywall, paint, insulation, fabric, and wood. Demolition activities could also potentially generate particulates, as well as pollutants related to hazardous materials including lead-based paint and asbestos insulation. The introduction of demolition-related particulates or hazardous material pollutants into the local storm drain system could potentially result in downstream water quality impacts.

Project construction would be subject to a number of regulatory controls related to demolition, including NPDES/SWPPP requirements and hazardous materials controls. The Project SWPPP would include measures to address potential effects associated with pollutant generation from demolition activities, with detailed requirements to be determined as part of the SWPPP process. A number of standard BMPs that may likely

be applicable to Project demolition efforts are listed above. Demolition-related activities involving hazardous materials would conform to associated regulatory requirements. Such conformance would include applicable measures to regulate sampling and monitoring procedures, contain/abate contaminated materials during construction, provide protective gear for workers handling contaminated materials, ensure acceptable exposure levels, and provide for safe and appropriate handling, transport and disposal of hazardous materials generated during Project construction. Based on the implementation of appropriate BMPs as part of (and in conformance with) the Project SWQMP and related Federal, State, and County hazardous material regulations, potential water quality impacts from Project-related generation of demolition debris would be **less than significant.**

Long-Term Operation and Maintenance Impacts.

The Project SWQMP (Appendix N of this DSEIR) identifies pollutants of concern and appropriate control measures related to development of the Project, based on procedures identified in the County WPO/SSM, BMP Design Manual, and LID Manual, as well as the related NPDES Municipal Permit. The Project is identified as a PDP due to the inclusion of proposed development categories such as commercial property, parking areas, and roadways. According to the SWQMP, additional potential pollutant source areas include on-site storm drain inlets, future indoor and structural pest control, landscaping and outside pesticide use, refuse areas, and fire sprinkler test water. As identified above, anticipated pollutants associated with the Project include sediment, nutrients, heavy metals, trash and debris, oxygen demanding substances, oil and grease, and pesticides (Table 3.1-12, Pollutants of Concern). Sediment, nutrients, and pesticides are identified as receiving water pollutants of concern for the San Dieguito River. Bacteria and viruses are also impairments for the downstream waters (Pacific Ocean Shoreline and San Dieguito River); however, the SWQMP indicates these pollutants are not anticipated from the Project site. Urban pollutants accumulate in areas such as streets, parking areas, and drainage facilities, and are picked up in runoff during storm events.

As identified above, runoff within the Project site would increase as a result of constructing impervious surfaces, with a corresponding increase in pollutant loading potential. Based on these conditions, long-term Project operation could result in the on- and off-site transport of urban pollutants and associated effects such as increased turbidity, oxygen depletion, and toxicity to plants and wildlife in downstream receiving waters.

The Project would conform to applicable County and NPDES stormwater standards, with such conformance to include the use of appropriate post-construction LID and site design, source control, and permanent post-construction pollutant and hydro-modification control BMPs. Specific proposed BMPs are identified in the Project SWQMP (Appendix N), which specifies how these BMPs would be implemented, and listed in Table 3.1-14, Site Design BMPs.

Source Control BMPs.

Source Control BMPs are intended to avoid or minimize the introduction of pollutants into storm drains and natural drainages to the maximum extent practicable by reducing on-site pollutant generation and off-site pollutant transport. Specific source control BMPs identified in the Project SWQMP are included in Table 3.1-15, Project Source Control BMPs. These are illustrated in Figure 3.1-2, Permanent Storm Water, Source Control, and Site Design BMPs.

Permanent Post Construction Pollutant and Hydromodification Control BMPs.

Treatment control BMPs are designed to remove pollutants from urban runoff for a design storm event, which is a mathematical representation of a rain event that reflects conditions in a given area for design of infrastructure, to the maximum extent practicable through means such as filtering, treatment, or infiltration. Treatment control and/or LID BMPs are required to address the identified priority pollutants of concern, and must provide medium to high levels of removal efficiency for these pollutants per applicable regulatory requirements. Specific LID and treatment control BMPs identified in the Project SWQMP are illustrated in Figure 3.1-2, and include bio-filtration planters. Bio-filtration facilities detain runoff in a surface reservoir, filter it through plant roots and a biologically active soil mix, and then allow infiltration into the ground. Where native soils are less permeable, an underdrain conveys treated runoff to a storm drain or surface drainage.

Bio-filtration facilities are highly effective at treating coarse sediment and trash and pollutants that tend to associate with fine particles during treatment. The design of the site includes bio-filtration areas for flow control and to treat runoff from buildings, walkways, and driveways prior to flow into natural drainage areas. The existing natural drainage area lies within an open space easement as well as a flowage easement that lies mostly northerly of the Project site. These easements cross into the Project site along the northerly property line and provide existing natural areas that cannot be developed. The Project site generally drains from the south to the north, directing flow toward these bio-filtration areas.

Post-Construction BMP Monitoring/Maintenance Schedules and Responsibilities.

Identified structural BMPs include bio-filtration facilities that require ongoing monitoring and maintenance. Bio-filtration facilities can be readily maintained by the property owner without the need for specialized equipment or training. Accordingly, monitoring and maintenance efforts for these BMPs would be implemented by the Project owner(s) and memorialized through entering into a written BMP Maintenance Agreement with the County. Specific elements of this agreement would include the requirement that the basin areas be limited to the proposed use, granting an access easement to the County, and ensuring adequate funding through means such as a cash deposit, letter of credit, or other means acceptable to the County. Additional structural BMP maintenance information can be found in Attachment 3 of the SWQMP (DSEIR Appendix N).

In summary, the Project would implement LID and site design, source control, and LID/treatment control BMPs in conformance with County stormwater standards and the related NPDES Municipal Storm Water Permit (along with related monitoring/maintenance efforts). Project design would not conflict with any applicable standards presented in the County SSM. Therefore, the Project would comply with

applicable Federal, State, and County statutes and regulations and long-term Project-related water quality impacts would be **less than significant.**

Drainage to 303(d) List Impaired Waters or Tributaries

As described in Section 3.1.3.2, the Project site is tributary to 303(d) listed waters including the San Dieguito River and the Pacific Ocean at the mouth of the San Dieguito Lagoon at San Diego River Beach. Based on the identified list of anticipated and potential pollutants from the Project (Table 3.1-10, Pollutants of Concern), associated potential impacts to 303(d) listed waters would be related to pollutants including sediments, nutrients, bacteria and viruses, and pesticides. The Project would incorporate treatment BMPs that provide medium to high avoidance/removal efficiencies for all applicable pollutants. Specifically, these additional measures would involve preventing illicit discharges into the MS4, protecting trash storage areas from rainfall, run-on, runoff, and wind dispersal, and providing on-site storm drain inlets. Additional source control BMPs identified in the Project SWQMP are included in Table 3.1-15, Project Source Control BMPs. Based on the use of these and other appropriate measures in conformance with applicable County and NPDES regulatory requirements, potential Project-related impacts associated with drainage to 303(d) listed waters or tributaries would be **less than significant.**

Drainage to a Drinking Water Reservoir

A drainage is tributary to a drinking water reservoir if it is upstream of the reservoir and urban runoff from that facility or activity enters the stormwater conveyance system at a place and in a manner that would carry pollutants to the reservoir, a flowing stream that would carry pollutants to the reservoir, or an ephemeral stream that reaches the reservoir during storm events and that would carry pollutants to the reservoir during such storm events. The Project site does not drain to a drinking water reservoir. Therefore, **no impact** to drinking water would occur with implementation of the Project.

Protection of Water Quality Objectives and Beneficial Uses

A summary of applicable San Diego Basin Plan water quality objectives and related beneficial uses is provided in Section 3.1.3.2, under the discussion of Regulatory Framework. Water quality objectives established for the protection of beneficial uses are derived from this Plan. Pursuant to the discussion of short- and long-term water quality issues provided above under the analysis of regulatory conformance, the Project would incorporate a number of BMPs and related efforts to ensure conformance with applicable Federal, State, and County statutes and regulations including the CWA, NPDES, California Porter-Cologne Water Quality Control Act, San Diego Basin Plan, and pertinent County water quality requirements, each of which was enacted to ensure the protection of water quality objectives. Based on this conformance, the Project would not generate pollutants that exceed surface water quality objectives or cause or contribute to the degradation of associated beneficial uses, and related potential impacts would be **less than significant.**

<u>Well Interference</u>

Guideline for Determination of Significance

- Offsite well interference will be considered a significant impact if after a five year projection of drawdown, the results indicate a decrease in water level of five feet or more in the offsite wells. If site-specific data indicates alluvium or sedimentary rocks exist which substantiate a saturated thickness greater than 100 feet in offsite wells, a decrease in saturated thickness of five percent or more in the offsite wells would be considered a significant impact.

Guideline Source

This guideline is from Section 4.0 of the *County of San Diego Guidelines for Determining Significance, Groundwater Resources* (March 19, 2007).

Analysis

Historical use of the on-site well has included watering the whole property including landscape and agriculture (>285,000 sf). This well had a tested capacity 65 to 70 gallons per minute without drawing down of the other offsite wells in the area although the regular use of the onsite well was far below capacity levels. The Project would irrigate only 72,000 SF of landscaping using the onsite well. Using current water conservation methods such as limited spay emitters and a timed watering system this will result in an approximate 75 percent reduction in well water use. Since the Project would use substantially less water than has been historically used without impact to the groundwater table, a **less than significant impact** would occur related to well interference.

3.1.3.4 *Cumulative Impact Analysis*

As described in the preceding analysis, implementation of the Project would require conformance to a number of regulatory requirements related to hydrology and water quality, including applicable elements of the CWA, NPDES, County stormwater standards, California Porter-Cologne Water Quality Control Act, and RWQCB Basin Plan. Based on such conformance and the aforementioned Project BMPs, all identified Project-level hydrology and water quality impacts from the Project would be avoided or would be below a level of significance.

The described regulatory requirements constitute a regional effort to implement hydrology and water quality protections through a watershed-based program designed to meet applicable criteria such as Basin Plan beneficial uses and water quality objectives. To this end, these standards require the implementation of efforts to reduce runoff and contaminant discharges to the maximum extent practicable, with the NPDES Municipal Permit identifying the goal of "promoting attainment of water quality objectives necessary to support designated beneficial uses." The County has implemented all of these requirements in the form of the BMP Design Manual, WPO/SSM, and URMPs, as well as applicable education, planning, and enforcement procedures. Based on the described regional/watershed based approach required for hydrology and water quality issues in existing regulatory standards, and the fact that conformance with these requirements would be required for all identified projects within the cumulative projects area, cumulative hydrology/water quality impacts related to Project implementation would be **less than significant.**

3.1.3.5 *Significance of Impacts*

Identified potential hydrology/water quality impacts associated with the Project would be less than significant with the incorporation of identified proposed design measures as provided in Chapter 7 and conformance with applicable regulatory requirements. Therefore, no mitigation is required.

3.1.3.6 *Conclusion*

Based on the discussion above, potential Project-specific and cumulative hydrology and water quality impacts associated with implementation of the Project would be avoided or below identified significance guidelines through implementation of proposed design measures, as well as conformance with established regulatory requirements. Accordingly, no additional mitigation measures are required or proposed and impacts for this issue area are **less than significant**.

3.1.4 Land Use and Planning

The assessment of the Project's potential to have impacts related to land use is based on the land use and planning study prepared for the Project. The results of the analysis are presented below and are included in the appendices to this DSEIR.

- Appendix O: *Land Use and Planning Analysis for the Chinese Bible Church, San Diego, California* (RECON, May 2016) and *Addendum to Land Use and Planning Analysis* (RECON Environmental, Inc., 2016)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR did not identify any significant impacts related to land use or community character.

Comments received in response to the Notice of Preparation (NOP) related to land use include:

- Compatibility of proposed use with adjacent single family residences
- Consistency with land use and community character in project vicinity
- Compatibility of "J" height designator and building heights
- Bulk, scale and coverage of the Project
- Consistency with Santa Fe Valley Specific Plan

Consistency of the proposed uses with respect to noise are addressed in Section 2.5 (Noise) of the DSEIR. Lighting issues are analyzed in Section 2.1 (Aesthetics) of the DSEIR.

A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

3.1.4.1 *Background*

The previously certified EIR analyzed land use and planning topics in Section 4.1. The analysis considered land use policies, environmental plans/goals, and physical land use compatibility, and impacts were determined to be less than significant. Community character was analyzed as component of physical land use compatibility.

Changes Requiring New Analysis

The Project is located in the southeast corner of subarea V.6 of the Santa Fe Valley Specific Plan in the San Dieguito Community Plan Area (SDPCA), which is designated as "low medium density residential". Refer to Figure 3.1-3, Santa Fe Village Specific Plan. This designation would permit up to four single-family homes on the site. The Project proposes to amend the Specific Plan to allow for civic uses within this subarea. Because of this proposed change, additional land use and planning analysis is provided below.

3.1.4.2 *Existing Conditions*

Existing Setting

The Project site is located within unincorporated San Diego County. As a whole, the unincorporated County consists of approximately 3,570 square miles. The General Plan identifies over 20 distinct communities within the County that vary in land use and density and range from semi-suburban areas to low-density village centers surrounded by agricultural lands and open space. These areas generally contain local-serving land uses and public facilities with residential uses.

The Project site is located within the San Dieguito community, which is a more developed community located near the westernmost boundary of the unincorporated area. According to the General Plan, this community, along with its neighbors, is served by water, sewer, school, and other public facilities that are attractive and encourage more rapid development. The Project site is currently undeveloped. Figure 3.1-4, Land Uses within One Mile of the Project Site, depicts land uses within one mile of the site and Figure 3.1-5, Zoning Within One Mile of the Project Site, shows the zoning within one mile of the Project site.

The following provides a detailed description of development adjacent to and in the vicinity of the Project site, going clockwise from the north.

North

The Project site and the land uses to the north (13-acre wetland preserve and 63 single-family large-lot residences) are all a part of the Golem TM 5123 approved in 1999. The residences located north of the site, beyond an open space preserve area, are separated by Campania Avenue. The zoning for the preserve area and the single-family residential (Salviati Homes) to the north (22.8 percent coverage and 27 feet in height) is S-88 (0.5-acre lot sizes).

East and Northeast

The area to the east and northeast of the Project site lies within the 4S Ranch community. The 4S Ranch land uses within the vicinity of the Project site primarily comprise single-family residential development, but at higher densities than the single-family estate residential development that lies to the north and northwest. For example, the single-family units to the northeast are on approximately 5,000, and 6,000 SF lots (SilverCrest: 43.7 percent coverage and 28.9 feet in height; Travata: 34.7 percent coverage and 27 feet in height). The area further to the northeast also contains an active park and a utility station. The zoning for the 4S Ranch single-family residential area (Rosemary Lane) immediately to the east is RS (4,000 SF lots with 41.2 percent coverage and 27 feet in height). The properties to the east are large multi-family residences: Garden Walk (ll.2-acre property, 39 percent coverage, and 30 feet in height), Bridgeport (9.5-acre property, 40.8 percent coverage, and 37 feet in height), and San Moritz (3.7-acre property, 44.8 percent coverage, and 28.6 feet in height).

Southeast

Immediately southeast of the Project site is a sheriff substation, which is zoned as Specific Plan (S88). The sheriff station is located on 1 acre with coverage of 19 percent, and a height of 30 feet. The area beyond the substation is within the 4S Ranch community. This portion of 4S Ranch is the Village which is primarily developed with multi-family residential uses but nearby uses include the 4S Commons town center containing mixed commercial land uses. The zoning for the commercial portion (4S Commons) is C34 (General Commercial/ Residential Use). The C34 Use Regulations are intended to create and enhance areas where a mixture of commercial uses and residential uses (typically multi-family dwellings) are desired. In 'special circumstances' C34 allows for Village Residential, Office Professional, Neighborhood Commercial, and Rural Commercial uses. Various applications of the C34 Use Regulations with appropriate development designators can create areas where a single structure may serve a principal commercial function and a secondary residential use, or where a separate residential or a commercial structure is appropriate. This mixed-use area is comprised of the 4S Commons Regional Shopping Center located on a 30.5-acre property with coverage of 23.7 percent at a height of 44 feet. Between the sheriff station and 4S Commons is the Reserve Apartments located on a 29.2-acre property, covering 23.5 percent at a height of 43 feet. In addition, south of the Reserve Apartments and Camino Del Sur are other residences called Summerwood (5.8 acres, 47.8 percent coverage, and 24-foot height), and Ryland Heritage (8.9 acres, 22 percent coverage, and 24 feet in height).

The high density land uses within 4S Ranch Village to the east of the property would be compatible with civic uses such as a church. According to the General Plan, "The County of San Diego will continue to provide a diversity of choices for the type and character of community in which we live. These choices will include villages that contain a mix of housing types that are located near retail businesses, employment, schools, parklands, churches, and public institutions." (General Plan; p. 1-2). The General Plan also states "ideally, a village would reflect a development pattern that is characterized as compact, higher density development that is located within walking distance of commercial services, employment centers, civic uses, and transit." (GP page 3-7).

Because this property is next to the 4S Ranch Village and the General Plan states that in Semi-Rural areas "Higher densities within the allowable range should be located near Village areas…" (GP page 3-8), this property is suitable for a civic use, such as a church.

South

Immediately adjacent to the south, within the triangle-shaped piece bounded by Wild Horse Glen, Rancho Bernardo Road, and Camino Del Sur, are four multi-family buildings and small-lot (approximately 4,000 SF) single-family residential units which are a part of the BMR development. As shown on Figure 3.1-5, this triangle-shaped piece is zoned for residential use (AR-1-1; BMR Plan "Core Residential" 10–25 DU/AC by the City of San Diego. These residences are a part of the 4.5-acre La Viña community and Rancho Del Norte Apartments. The La Viña community is comprised of 46 homes characterized by two-story (27 feet in height) detached Mediterranean style residential homes that have 35.9 percent coverage. The apartments are located on a 5.6-acre property of four, three-story (40 feet in height) buildings with 24.1 percent coverage.

South of Camino Del Sur is the Design 39, a (K-8) school which opened in fall of 2014 and is part of the North Village at BMR. The school is located on a 22.2-acre property with 14.1 percent coverage at a height of 52 feet. The North Village at BMR is currently undergoing development and is a major factor in the currently ongoing changes to the character of the area.

South of the K-8 school is Del Norte High School, which is a part of the 4S Ranch Community. The high school is intended to accommodate approximately 2,250 students. The high school is located on a 63.3-acre property with coverage of 3.5 percent and a maximum height of 57 feet. Residences located west of the schools are Fairbanks Commons (6.7 acres, 40 feet in height, and 27.9 percent coverage), Fairbanks Square (2.8 acres, 23 feet in height, and 40.9 percent coverage), and Northridge Road (2.8 acres, 24 feet in height, and 47.1 coverage).

Southwest

To the southwest, across Camino Del Sur, is the North Village at BMR. This portion of BMR was approved as the "urban core" of the North Village, and contains mixed-use development, multi-family residential, employment, the village green, a transit center, and a middle school. The BMR urban core ("North Village") is zoned for commercial and mixed uses (25–45 du/ac). A shopping center area (Target store) was constructed as part of the mixed-use development and is located on a 10.4-acre property with coverage of 30 percent and a height of 30 feet. South of the shopping area is Pasco Del Sur apartment residences located on a 2.2-acre property with coverage of 31.7 percent, and a height of 28 feet.

Camino Del Sur has been widened to four lanes consistent with its configuration west of Bernardo Lakes Drive and east of Lone Quail Road/Rancho Bernardo Road. The widening was the responsibility of the North Village developer and was completed in

2012. This widening project completed the last remaining segment (approximately 0.8 mile) of the Camino Del Sur widening effort.

West and Northeast

The area directly west of the site is part of a biological open space easement. The portion of the easement that will become part of the access road would need to be vacated. The access road will be directly across from the main driveway of the existing fire station, located on the west side of Four Gee Road. The existing fire station is located on a 2.9-acre property with coverage of 9 percent, and a maximum height of 44 ~~53~~ feet. Past Four Gee Road to the west and northwest is Planning Area IV of the SFVSP area. The large open space area along Four Gee Road to the north of the fire station is reserved for a park and an elementary school (Poway School District). North of the proposed school site is existing (approximately 12,000 SF) single-family estate residential development. Similarly, there is an existing (approximately 12,000 SF) single-family estate residential development along Camino Del Sur to the west of the Project site. The remaining portions of PA IV are undeveloped and designated as open space OS-I (sensitive resource preservation area) and OS-II (allows active and passive recreational uses).

The area in the immediate Project vicinity to the west and northwest is zoned as Specific Plan (S88). Past that to the northwest, the planned elementary school and park area is zoned as Residential. Even further to the west and northwest, the single-family developments (Bel Etage Homes (28 percent coverage along Camino Del Sur and Savenna Homes (23.9 percent coverage) to the northwest of the school site) are zoned for single-family development ("RS2" 2 lots/acre) at 0.5-acre per lot and 32 feet in height.

Table 3.1-16, Summary of Surrounding Land Uses, summarizes the surrounding land uses described above and Figure 3.1-6 depicts the proposed uses with accompanying photographs.

General Plan/Community Plan/Specific Plan and Zoning

The County of San Diego General Plan Regional Categories Map shows the church property as "Semi-Rural." The Project site is within the San Dieguito CPA, which is a low-density estate residential area surrounded by the rapidly urbanizing areas of North San Diego County. The CPA designates the Project site as Specific Plan Area (SPA).

The SFVSP was prepared (amended 2006) in order to accommodate development of the SPA. The Project site is within PA V–Subarea V.6 of the SFVSP and is subject to the policies and regulations of the SFVSP. This portion of the SPA is designated for low–medium density residential uses (1 unit per 1–1.9 acres). As detailed within the Project Description, the SPA is proposed to allow for a religious assembly use in Subarea V, with the approval of a MUP. The religious assembly use would be allowed within approximately 9 acres, located within the southeastern most portion of Area V.6, specifically: north of the City of San Diego, east of Four Gee Road, south of Campania Avenue, and west of 4S Ranch.

The goal of the Community Design Guidelines is to establish consistent design expression among site planning, engineering, architectural, and landscaping components. Thus, the Project is required to prepare site plans consistent with development standards developed for Santa Fe Valley, as described in the Conservation and Open Space Element and the Community Design element of the SFVSP. The site plan for the Project is part of the MUP. The property is zoned Specific Plan (S88) and as a residential area by the SFVSP.

Regulatory Framework

SANDAG: Designing for Smart Growth

Designing for Smart Growth, Creating Great Places in the San Diego Region was accepted by the SANDAG Board of Directors on June 26, 2009. Chapter 7 of the publication addresses civic uses. While this is not a County document and does not set County policy, it does provide guidance for all SANDAG member agencies in San Diego County and contains recommendations that are applicable to the Project.

Specifically, the following design polices relative to civic structures are advocated in the SANDAG report:

- Incorporate opportunities for community gathering into a variety of civic buildings, especially civic buildings that are located within neighborhoods
- Incorporate limited types of retail, such as cafes, into civic buildings that have numerous visitors
- Locate public open spaces adjacent to civic buildings to promote community gatherings and emphasize the importance of civic buildings.
- Civic buildings should incorporate principles of universal design so that all members of the community can access services.
- Use building articulation or other architectural design solutions to identify the primary entrance to a civic building.
- Provide a single point of entry that is accessible for everyone regardless of their level of mobility.
- Orient the primary entrance of a civic building towards a public street or plan.

County of San Diego General Plan

The County of San Diego General Plan seeks to protect the County's unique and diverse natural and open space resources and maintain the character of its rural and semi-rural communities. Recognizing the need for sustainable infrastructure, housing, and an economy to accommodate a growing population, the General Plan is the guiding document that balances development and preservation within the unincorporated areas of San Diego County as a whole to outline logical growth patterns. Specific Community Plans that are aligned with the vision outlined in the County's General Plan are in place for each of the County's communities and provide greater specificity. The Land Use Element of the County's General Plan identifies the location and intensity of future development and open space areas. In addition to the Land Use Element, the General

Plan also contains elements related to mobility, conservation and open space, housing, safety, and noise.

San Dieguito Community Plan

The San Dieguito Community is a low-density estate residential area surrounded by developing North San Diego County. San Dieguito is surrounded by the cities of Encinitas, Solana Beach, Carlsbad, San Marcos, Escondido, and San Diego. Originally adopted in 1974, the San Dieguito Community Plan (SDCP) has been amended and revised, most recently in 2011. The SDCP focuses on 16 inland, unincorporated communities, including the established residential community of Rancho Santa Fe, which is the focus of the SDCPA. According to the SDCP, much of the remaining vacant land is located adjacent to developing areas and is therefore appropriate for low-intensity residential use. The SDCP discusses the area's community character; land use; circulation; public safety, services and facilities; conservation; recreation; scenic highways; open space; noise; and energy. The land uses within the SDCP are primarily semi-rural, providing quiet, scenic, rural qualities with small village cores. Residents are generally more affluent. The SDCP seeks to limit the encroachment of high-density urbanization occurring in surrounding cities and communities into the San Dieguito community and preserve its existing rural character. Within the SDCP, the Project site is designated Specific Plan Area.

Santa Fe Valley Specific Plan

The Santa Fe Valley consists of approximately 3,160 acres within the SDCP area. This area is generally located west of I-15, south of Del Dios Highway, and north of Artesian Road. Situated among existing and planned estate residential development as well as nearby industrial, commercial, and medium- to high-density residential development, the SFVSP is primarily undeveloped. The SFVSP presents a comprehensive concept for the development of a maximum of 1,200 residential dwelling units plus public facility, service, and commercial sites and permanent open space. The focus of the SFVSP is the San Dieguito River Regional Park. The SFVSP includes detailed land use, circulation, conservation and open space, public facilities, and community design plans. Within the SFVSP, the Project site is designated for low medium density residential uses, within Planning Subarea V.6.

The remainder of Planning Subarea V.6 was developed with 63 residential lots in 1999 as part of the Salviati Homes subdivision. The Project site contains two residences.

County of San Diego Zoning Ordinance

The County's Zoning Ordinance was originally adopted in 1978. Its purpose is "to serve the public health, safety and general welfare and to provide the advantages resulting from the implementation of the San Diego County General Plan" (Section 1002). The Project site is zoned S88, Specific Plan Area. Part Two of the ordinance outlines use regulations. S88 Specific Planning Area Use Regulations are captured in Sections 2880 through 2889. Part Four of the ordinance describes development regulations. Section 4010 stipulates that for properties zoned S88, Specific Plan Area, the approved Specific

Plan shall prevail over the Zoning Ordinance. For the Project site, the approved Specific Plan is the SFVSP, described above.

In accordance with Section 7358 of the Zoning Ordinance, before any use permit may be granted or modified, the County must make favorable findings concerning the following factors:

1. Harmony in scale, bulk, coverage, and density.
2. Availability of public facilities, services, and utilities.
3. The harmful effect, if any, upon desirable neighborhood character.
4. The generation of traffic and the capacity and physical character of surrounding streets.
5. The suitability of the site for the type and intensity of use or development which is proposed.
6. Project findings 1 through 5 and the project location will be consistent with the San Diego County General Plan.
7. The requirements of CEQA have been complied with.

Section 3.1.4.3 below addresses the land use and planning aspects of the Project that are needed to make the MUP findings.

County of San Diego Resources Protection Ordinance

Title 8, Division 6, Chapter 6 of the San Diego County Code outlines the County's Resource Protection Ordinance. This ordinance seeks to protect and preserve the County's unique topographic, scenic, and biological resources. The ordinance establishes development regulations to prevent degradation of these resources. Section 86.603, Resource Protection Study and Findings, requires completion of a Resource Protection Study prior to approval of a variety of discretionary applications, including Tentative Maps and Tentative Parcel Maps, Rezones, and Major Use Permits. A Resource Protection Study was completed for the Project. The study found no environmentally sensitive lands.

Natural Community Conservation Planning Program

The California Department of Fish and Wildlife's Natural Community Conservation Planning (NCCP) Program is an effort by the State of California and numerous private and public partners that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. An NCCP identifies and provides for the regional or area-wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity.

As stated in Section 2.2, Biological Resources, the Project is located within one NCCP area, a Take Authorized Area of the Lake Hodges Segment of the Multiple Species Conservation Program (MSCP). This segment is within the draft North County (NC) MSCP planning area. The draft NCMSCP is in the planning stages and has not been adopted. The NCMSCP area encompasses 294,849 acres in and around the unincorporated communities of Bonsall, De Luz, Fallbrook, Harmony Grove, Rancho

Santa Fe, Lilac, Pala, Pauma Valley, Rainbow, Ramona, Rincon Springs, Twin Oaks Valley, and Valley Center.

3.1.4.3 *Analysis of Project Effects and Determination as to Significance*

Details of the Project, including development intensities, building heights, setbacks and proposed phasing for development, are detailed in Chapter 1, Project Description. Discretionary actions for the Project include: approval of a Specific Plan Amendment, Major Use Permit, and Open Space Easement Vacation, as described below.

Goals, Policies and Objectives of Applicable Land Use Plans

Guideline for Determination of Significance

According to Appendix G of the CEQA Guidelines, the Project would have a significant impact related to land use if it would:

- Conflict with the land use goals, objectives, policies, and recommendations of the adopted County of San Diego General Plan, San Dieguito Community Plan, Santa Fe Valley Specific Plan, County of San Diego Zoning Ordinance, and any other applicable plans, policies, ordinances, guidelines or regulations.

Analysis

SANDAG: Designing for Smart Growth

The church design is consistent with the SANDAG recommendations for smart growth and creating great places, including providing a fully accessible facility and landmark towers and other unique design features which identify the primary entrance (and significant uses such as courtyard, fountains, secondary entries, etc.).

While the SANDAG report does not expressly include religious assembly within their definition of civic use, the County's definition is broader:

> Civic use types include the performance of utility, educational, recreational, cultural, medical, protective, government, and other uses which are strongly vested with public or social importance. They also include certain uses accessory to the above, as specified in Section 6150, Accessory Use Regulations.

Even though the County has a broader definition of civic uses than that provided in the SANDAG report, the County implicitly values civic buildings "that demonstrate significant levels of investment and care communicate that a community values civic life and encourages people to become an active part of the greater community "(SANDAG 2007).

The County desires religious assembly to also include the same values and ideals for civic buildings as described in Chapter 7 of the SANDAG report. For example, both the County and SANDAG recognize that as the hearts of neighborhoods, civic buildings reflect community character and values while creating gathering places that encourage civic participation and interaction among community members.

County of San Diego General Plan

The General Plan designation for the Project site is "Semi-Rural." The Project's use for religious assembly would be consistent with the County General Plan by placing civic uses near the neighboring 4S Ranch village, as discussed above. The General Plan recognizes the importance of such civic uses being placed near developed villages of compact, higher density development within walking distance of commercial services, employment centers, civic uses, and transit.

Guiding Principles

The San Diego General Plan has ten guiding principles. The Project's consistency with these principles was analyzed in Table 3.1-17, Project Consistency with the Guiding Principles of the General Plan. As detailed in Table 3.1-17, the Project is consistent with the ten guiding principles.

Land Use Framework/Community Development Model

The General Plan Community Development Model asserts that "*The Semi-Rural category may effectively serve as an edge to the Village, as well as a transition to the lowest-density category.*"

The Project is consistent with this concept in that it provides a lower intensity civic use adjacent to higher density residential and commercial village uses, thereby serving as an appropriate transitional land use. Table 3.1-18, Project Consistency with Applicable General Plan Land Use Policies, provides a consistency analysis for all applicable General Plan land use policies. As shown in Table 3.1-18 the Project is consistent with all the applicable policies.

San Dieguito Community Plan and Santa Fe Valley Specific Plan

Community Plans are policy plans specifically created to address the issues, characteristics, and visions of communities within the County. The San Dieguito Community Plan designates the Project site as a Specific Plan Area with an assigned residential density of 0.4 dwelling units per acre. The SFVSP establishes goals and policies that are consistent with the General Plan and Community Plan. The adopted SFVSP, which governs land use at the Project site, is discussed in detail below.

The Project would be consistent with the SFVSP as follows:

SFVSP Recommendation	**Project Consistency**
p 2-10 The southeast portion of Area V consists of a gentle south-facing slope adjoining the proposed medium density residential development in the 45 Ranch SPA. Most of this area is currently used for agricultural activity. Constraint to development is biological sensitivity, particularly freshwater marsh. Most of this portion of Area V is highly suitable for	The Project site is located in a portion of Planning Area V, which was identified as "suitable for development".

development.	
Project Objectives - p 2-15a Provide for land uses that establish a sense of community in Santa Fe Valley consistent with the character of adjoining existing and planned communities.	Churches provide a gathering point for members and guests for spiritual, educational, and social interactions. Church communities identify and serve the needs of the larger communities in which they are located. The proposed church would help to meet an unmet demand for a religious gathering point for both church members and non-members alike. The Project would help form a more complete community in the Project area by reducing the need for community members to look outside their community for church needs.
Project Objectives - p 2-15b Provide recreational and educational opportunities in close proximity to residential uses, accessible by public roads and trails.	In addition to the church, the Project would provide on-site recreational facilities. The Project would be located in close proximity to residential development within 4S Ranch and the facilities would be accessible by public roads.
Objectives LU-3 Provide complementary and ancillary uses to support the permitted residential land use in the SPA.	As is noted above, the proposed Project would help meet a need for spiritual, educational, and social needs in the surrounding community through the construction of a campus for worship, and fellowship. These uses would be complementary and ancillary to the permitted residential land use in the SPA as there is no land specifically designated for church use in the SPA and much residential land use has been developed or is proposed for development.

The Community Design Element of the SFVSP contains policies to protect existing scenic resources, ensure continued visual compatibility, and promote a cohesive community design theme. The SFVSP promotes the creation of a visually unified and attractive community that preserves and enhances the natural sources, and maintains the unique visual features of the area.

Grading

The Project site would be graded to a level development area, similar to surrounding development. Due to the lower elevation of the Project site than the surrounding area and the use of landscaping, fencing, and walls, the graded area and subject development would be less visible than many of the surrounding development areas. Therefore, the Project would also be consistent with the SFVSP.

Entry Treatments

The Project entrance would be by way of a driveway from an intersection with Four Gee Road, across from an existing fire station. An attractive entrance is proposed that would pass through a biological open space easement. The 44-foot-wide Project driveway would lead to decorative pavers and landscaping within the proposed parking lot. There would be attractive entry treatments to the Project site and the Project would provide an attractive entry to the SFVSP area. Therefore, the Project would also be consistent with the SFVSP.

Pedestrian Circulation

A sidewalk is proposed on the north side of the Project driveway from Four Gee Road to connect the Project site to the surrounding community and to encourage pedestrians to enter the Project site. Once on the Project site, perimeter sidewalks lead to central courtyards, lawns, and plazas, all of which promote pedestrian and bicycle circulation while relegating the parking of motor vehicles to the Project periphery. Common open space areas link the sidewalks to the building areas. Therefore, the Project would also be consistent with the SFVSP.

Parking Lots

The proposed parking areas, which are located on the Project periphery, would be screened by walls and landscaping. This includes planting with shade and ornamental trees. In addition, a landscaped buffer would be used to provide shade for the parking lots and to delineate vehicular and pedestrian circulation patterns. Therefore, the Project would also be consistent with the SFVSP.

Architecture

As is discussed in Section 2.1.5, the Project architecture includes low-pitched hipped roofs with boxed eaves that it would extend only a short distance from the walls. Windows would be grouped and rectangular in shape on the second floor, with many arched windows on the first floor. There would be an open beam arcade with fieldstone-faced pillars on the west side and tower-like structures on the south and north façades. The exterior finish would be predominately stucco painted in earth tones, with the towers faced in fieldstone. The general impression of the building would be one of an asymmetrical layout of multiple levels tied together with vertical elements such as towers. The design of the sanctuary/administrative building would be continued in each of the four additional buildings to create a cohesive and consistent campus design. This architectural design is similar to that used in nearby commercial centers, residential development, and a local school. The Project was deigned to ensure continued visual

compatibility for the Project, and to promote a cohesive and consistent community design theme, consistent with the guidelines contained in the SFVSP. Therefore, the Project would also be consistent with the SFVSP.

Walls/Fences

The proposed walls and fences have been designed in conformance with the SFVSP Community Design Element, which calls for earth tones and off-white colors and the avoidance of the monotonous, horizontal form of continuous walls. The use of landscaping, pilasters or plan offsets is encouraged. The majority of the Project perimeter would feature a 6-foot-tall vinyl coated chain-link fence. Fencing along the Project driveway, west-facing parking lot, and parts of the south-facing boundary would be 6-foot-tall wrought iron with stone columns. All fencing would be of open construction, allowing the public visual access to the Project site and guests to the site visual access to adjacent biological open space and development areas. Therefore, the Project would also be consistent with the SFVSP.

Site Lighting

The Project includes landscaped buffers separating the development from adjacent single-story development to reduce spillover effects. The Project has been designed to comply with the County's Light Pollution Code (LPC) through reduced hours and type of lighting. A study was conducted for dark skies and glare to determine whether the Project meets the Guidelines listed in Section 4 of the *Guidelines Determining Significance – Dark Skies and Glare* (Photometric Study; 2013). The study concluded that the Project would conform to all governmental requirements related to dark skies or glare and to the San Diego County Light Pollution Ordinance. Therefore, the Project would also be consistent with the SFVSP.

Signs

All proposed signage would be designed and installed in conformance with the SFVSP. The SFVSP Community Design Element states that signs should be limited to that needed for adequate identification, should be constructed to high-quality durable materials, and should be designed to coordinate with Project architecture. Monument signs as low to the ground as feasible are preferred and wall signs are allowed. Several types of signs are strongly discouraged, such as roof signs, pole signs, and rotating, revolving, flashing, or moving signs. The Project would utilize two low monument signs at the Project entrance at Four Gee Road, one on each side of the entrance, each positioned at a 45 degree angle to the roadway and driveway. Therefore, the Project would also be consistent with the SFVSP.

Landscaping

Proposed landscaping features the use of drought-tolerant native and historical species designed to complement the overall native landscape setting of the SPA. The planting of invasive species would be avoided. Transition areas would be provided to make the transition from the landscaped church campus to the adjacent biological open space

located to the north and west. Therefore, the Project would also be consistent with the SFVSP.

Noise

The Church's hours of operation have been limited to 8:00 AM to 10:00 PM to reduce potential nighttime noise impacts to surrounding properties. Landscaped buffers also would serve to reduce noise impacts on adjacent development.

Aesthetics

The Project would be required to, and does, comply with both the San Dieguito Community Plan and SFVSP Design Guidelines. And as is discussed under the sections above, conformance to these recommendations would assure that the architecture, landscaping, signage and lighting associated with the Project would be consistent with the surrounding development. Therefore, the Project would also be consistent with the SFVSP.

Traffic

Any special events, other than typical church holidays, including non-church community events, would be performed during off peak hours and outside typical church daily operation schedules. Peak traffic hours include Monday thru Friday 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

As discussed in the traffic impact analysis, the Project's main access point would be from Four Gee Road which operates at an acceptable LOS under all conditions. However, due to the Project access' proximity to the Rancho Santa Fe fire station, the applicant will install a traffic signal for the Project entrance that can be interconnected with the signaling of the Four Gee Road and Camino Del Sur intersection to the south. Interconnecting the two signals could allow for traffic to travel more smoothly and quickly with maximum green-light time, through the corridor. This essentially gets the greatest number of vehicles through the system with the fewest stops and/or travel time.

The interconnected traffic signals will assist pedestrians and bicyclists use by controlling the movement of vehicles at intersections, thereby allowing for orderly flow of pedestrians and bicycles to also access the Project and surrounding streets. In addition, the proposed traffic signals would promote pedestrian and bicyclist safety to and from the site and surrounding properties, a feature that currently does not exist. The proposed circulation on-site encourages pedestrians to easily access parking and the various structures as well as Four Gee Road. The general flow of on-site automobiles are in a counter-clockwise direction, encouraging pedestrian and bicycle safety. Bicycle accommodations are also proposed by providing a bike rack located adjacent to proposed Building B.

In summary, the Project would not conflict with the land use goals, objectives, policies, and recommendations of the adopted County of San Diego General Plan, San Dieguito Community Plan, Santa Fe Valley Specific Plan, County of San Diego Zoning Ordinance, and any other applicable plans, policies, ordinances, guidelines or regulations.

Physical Compatibility with Surrounding Areas/Community Character

Guideline for Determination of Significance

The Project would have a significant impact related to land use if it would be:

- Physically incompatible with surrounding areas

Guideline Source

This land use guideline was developed to analyze issues related to community character and physical compatibility with the surrounding area.

Analysis

Bulk and Scale

The size of the proposed learning centers, fellowship hall, and Christian education, and religious meeting buildings would be within the range of commercial and institutional buildings along Camino Del Norte and in the developments to the north and south of the Project site. Specifically, proposed buildings would be in the range of about 44,000 SF (at Phase 2 buildout) for the sanctuary/administration building (Building A); approximately 13,000 SF for the education building (Building B), approximately 6,000 SF for the religious meeting building (Building C), approximately 13,000 SF for the fellowship hall (Building D), and approximately 13,000 SF for the learning center (i.e., classroom) (Building E).

Existing buildings in the Project area include the Jerome's store with approximately 384,000 SF and numerous industrial buildings varying between approximately 95,000 SF and 30,000 SF Commercial buildings along Camino Del Norte vary considerably in size, ranging from approximately 34,500 SF for a fitness center to 10,000 to 15,000 SF for buildings in the small commercial center at Camino Del Norte and Dove Canyon Road. Building sizes in the large commercial center located north of Camino Del Norte range between approximately 7,000 SF to over 124,000 SF Overall, the larger of the proposed buildings fall well within the range of existing medium-sized commercial buildings in the surrounding community.

Residential units in the surrounding community also range considerably in size. Many multi-family structures are in the 13,000 to 14,000 SF range, a size similar to the proposed learning center and education buildings. Therefore the proposed bulk and scale of the building for the Project are consistent and compatible with the bulk and scale of buildings in the vicinity.

The Project site is located north of the City of San Diego and is separated from the City's jurisdiction by Camino Del Norte/Camino Del Sur, a 4-lane collector road that provides access to a variety of land use types and densities. The Project would support nearby County Villages, located north and northeast of the surrounding residential communities to provide a greater choice to those living in the community.

The General Plan Regional Categories Map designates the Project site as "Semi-Rural," and it is adjacent to 4S Ranch, which is designated as "Village." The General Plan's Guiding Principles for Land Use state that "Ideally, a Village would reflect a

development pattern that is characterized as compact, higher density development that is located within walking distance of commercial services, employment centers, civic uses, and transit." The Project is consistent with the bulk and scale of the adjacent Village residential and commercial areas.

Height

Three of the proposed buildings would be two stories (Building A, Main Sanctuary; Building B, Christian Education Building; and Building E, Fellowship Learning Center), with the other two buildings (Building C, Religious Meeting Building and Building D, Fellowship Hall) being one story. The main sanctuary building includes two architectural features (towers) that would equate in height to a three-story building. The MUP may authorize a waiver of the height requirements for the proposed towers.

As shown on Figure 3.1-7, Tallest Buildings and Towers Within One Mile of the Project Site, the surrounding community is composed predominately of two-story buildings. Most of the multi-family residential buildings are two or three stories (ranging from approximately 40-45 feet in height), and the single-family dwellings are also predominately two-story. In Photographs 4 and 5 several three-story buildings can be seen looking east and southeast from the edge of the Project site. In addition, existing commercial and institutional buildings are mostly two-story, as are the care center to the east and the K-8 9+ and high schools. The fire station directly to the west of the Project site has a training tower that is approximately ~~four stories (53~~ 44 feet) in height. A 70-foot-high tower was approved for the Maranatha Chapel MUP and the four light towers for the Del Norte High School, while not buildings, are also 70 feet tall. The tower at Del Sur Elementary is 48 feet high, the Ralph's building in 4S Commons has a tower that is 44 feet high, and the administration building at Del Norte High School is 57 feet high. Therefore the proposed heights of the building for the Project are consistent and compatible with building heights in the vicinity.

Lot Size and Coverage

The lot size of the Project is well within the parameters of previously approved projects in the neighborhood. The Project's lot size is approximately 396,000 SF (9.09 acres), not including the open space.

As shown on Figure 3.1-8, Largest Buildings and Projects Within One Mile of Project site, and Table 3.1-19, Site Coverage Comparison, lot sizes for large multi-story buildings within a mile of the Project site range from approximately 105,000 SF for the Rancho Del Norte apartments to the south to almost 3 million SF for the Del Norte High School with building footprints ranging from 54,000 SF for the Project to 364,560 SF for the Jerome's Warehouse.

Table 3.1-19 also shows that site coverage percentages range from 3.5 to 47 percent, with the Project, at 13.6 percent, lying within the lower end of that range. The proposed Chinese Bible Church is located on a 9.1-acre lot with 13.6 percent coverage.

For comparison, the residential properties to the north (Salviati), northeast (Travata), and east (San Moritz) have coverage of 22.8, 34.7, and 44.8 percent, respectively. To the southeast, the coverage is from 19 to 47.8 percent. To the south, the coverage is from 3.5 to 47.1 percent. To the southwest, the coverage is from 30 to 31.7 percent.

The areas to the west and northwest have coverage of 9 to 28 percent. Therefore the lot size and coverage for the Project is consistent and compatible lot sizes and coverage in the vicinity.

Grading and Landform Alteration

Grading and landform modification for the Project would be similar to existing developments in the neighborhood, thus matching the character of the adjacent properties and avoiding a potential harmful effect upon neighborhood character. The vast majority of lots have been graded basically level for existing development, altering natural land contours. Small to moderate drainages have been filled, and hills have been flattened to utilize the parcels most efficiently. The residential developments north of Camino Del Norte have been graded in large pads that step up the slope. Thus, the Project's grading to roughly a single elevation would be similar to the developed landform in the surrounding area. Furthermore, the elevation of the Project site would be lower than that of surrounding development, thus reducing the perceived bulk and scale of the Project buildings.

Architectural Design

The Project has been designed to be consistent with the Community Design Element found in Chapter 7 of the SFVSP. The Community Design Element contains policies to protect existing scenic resources, ensure continued visual compatibility, and promote a cohesive community design theme. The guidelines are to be considered in the review of discretionary permits for development projects within the SPA, including use permits. It is an objective to ensure a distinctive image through high-quality architectural and landscape design in Santa Fe Valley. Furthermore, there are additional guidelines applicable to the Project addressing pedestrian circulation, parking lots, walls and fences, site lighting, signage, and landscaping, all of which have been carefully considered in Project design. For example, the parking lots, walkways, and courtyards have been designed to promote pedestrian movement and to reduce the impersonal expansiveness of large space. Pedestrian-scaled courtyards or plazas are encouraged as community focal points, and the five proposed buildings are constructed around a central courtyard lawn area, with landscaped parking areas on the Project perimeter. Roof color will be muted to better blend with landscape elements.

The proposed two-story sanctuary/administrative building (Building A) would be situated in the center of the site, with single-story buildings between it and Camino Del Norte. The sanctuary would have only two levels, but with architectural features (towers), the proposed height would equate to a three-story building. Because of its location and the fact that would include two towers, the sanctuary/administrative building would be the most visually prominent building on-site.

The main architectural elements of the sanctuary/administration building include low-pitched hipped roofs with boxed eaves that it would extend only a short distance from the walls. Windows would be grouped and rectangular in shape on the second floor, with many arched windows on the first floor. There would be an open beam arcade with fieldstone-faced pillars on the west side and tower-like structures on the south and north façades. The exterior finish would be predominately stucco painted in earth tones, with

the towers faced in fieldstone. The general impression of the building would be one of an asymmetrical layout of multiple levels tied together with vertical elements such as towers. The design of the sanctuary/administrative building would be continued in each of the four additional buildings to create a cohesive and consistent campus design.

Several existing commercial and institutional buildings in the surrounding area exhibit similar architectural features. Buildings in both commercial centers at Camino Del Norte/Dove Canyon Road and 4S Ranch Parkway/Rancho Bernardo Road have low-pitched roofs, groupings of rectangular windows, tower-like façade extensions over main doors, and stucco exterior finishes with fieldstone wall sections. Most stucco façades are painted in earth tones. Both centers also have open beam arcades supported by fieldstone-faced pillars. The primary school at Paseo Del Sur and Paseo Montanero has shallow-pitched roofs and boxed eaves with a tower-like front entrance. Windows are grouped. A segment of the first floor has an arched arcade and there is an open beam arcade in front of the main entrance. The two-story duplexes along Paseo Del Sur have low-hipped roofs with boxed eaves, grouped rectangular windows, and tower-like front façade sections. Many have a combination of stucco and fieldstone exterior finishes. Other residential developments in the neighborhood exhibit various combinations of the architectural elements on the sanctuary/administration building. The Rancho Santa Fe Fire Station No. 2, located opposite the Project driveway on Four Gee Road, features a stucco finish on exterior building and wall surfaces with a tile roof on a building of varied heights equating to both single-story and two-story connected wings.

This assessment of existing commercial, residential, and civic development in the Project area was conducted to ensure continued visual compatibility for the Project, and to promote a cohesive and consistent community design theme, consistent with the guidelines contained in the SFVSP.

The proposed education building, learning centers, fellowship hall, and meeting building would exhibit a more horizontal orientation, with flat roofs and evenly placed windows predominating. Rooflines would have molded copings. Architectural details such as arched windows, arched arcades, and towers with hipped roofs would be smaller and situated only on single corners or at main entrances. Exterior finishes would be predominately stucco, with fieldstone facings limited to towers or arcades. Please see Figures 1-3 through 1-6 in Chapter 1, for sample architectural elevations.

These architectural elements are also very common in the surrounding community. The fieldstone towers with hipped roofs, although not dominant features, reflect the architecture described above. Portions of the buildings in the commercial center at Camino Del Norte/Dove Canyon Road have flat roof lines with molded copings, and entrances are often emphasized with fieldstone. The elementary school at Paseo Del Sur and Paseo Montanero has long, flat roofs and arched arcades. Please see Figure 3.1-7, Tallest Buildings and Towers within One Mile of Project site, for some examples. These can be compared to Figures 1-3 through 1-6, the elevations for the Project.

The site design for the church incorporates buffers from the adjacent uses on all four sides. The proposed church includes a 43 foot ~~51-foot 4-inch~~ tower (measured from average roof height), but the buildings would be setback from the property perimeter

with vine fences, trees, and trellises that partially screen the view from surrounding properties.

For comparison, to the east and northeast, there are dense two-story single-family subdivisions and three-story multi-family residences that vary between 27 and 37 feet, with minimal road setbacks. To the southeast is the village core consisting of large regional shopping structures and a parking center in addition to three-story multi-family and two-story single-family residences that measure 24 to 44 feet in height with minimal street setbacks. To the south are two public schools with maximum heights of between 52 and 57 feet in height, and three-story multi-family residences between 24 and 40 feet in height. To the southwest is a large shopping retail center and associated parking lot as well as two-story multi-family residences with minimal road setbacks and structures that range between 28 and 30 feet. To the west and northwest are two-story residences (32 feet in height) and civic areas that include a fire station, planned park, and future school site. The fire station includes a 44~~53~~ foot tower.

Landscaping/Design Features

Existing landscaping throughout the vicinity of the Project site consists of a variety of groundcover, shrubs of various heights, and trees predominately of medium height. The size of the trees is at least partially due to their relatively recent planting. As time goes by, some will increase substantially in height. Landscape palates are mainly composed of non-native plants popular for the last 10 to 15 years. Most landscaping in the neighborhood is primarily located along the perimeter of the developments, partially screening them from adjacent road traffic and vice versa.

The conceptual landscape palate proposed for the Project contains similar ground cover, shrubs, and trees. The Project perimeter will be heavily planted with trees and vined fences and parking paved with a natural colored decomposed granite ("DG") to have a rural feel. The eastern end of the church property will be a combination of citrus grove, vegetable garden, DG paving, trees and plantings to enhance the rural character of the site. Therefore, proposed landscape and design features would be consistent and compatible with other landscaping design in the vicinity.

In summary, the Project is consistent with surrounding areas as it relates to bulk and scale, building height, lot size/coverage, grading/landform alteration, architectural design and landscaping/design features and impacts related to physical incompatibility with surrounding areas would be **less than significant**.

Operations

This section analyzes the operations of the Project in light of other uses in the Project vicinity.

Six potential church sites were designated under the 4S Ranch Specific Plan; however, none have been implemented. The Project would provide civic uses for the village in addition to the Santa Fe Valley community.

Proposed operating hours of the Project are as follows. Hours for specific activities may vary, but operational hours would ~~generally~~ remain within the 8 AM to 10 PM timeframe, with gates locked at 10 PM. S~~s~~pecial indoor nighttime activities allowed, as detailed below:

Day	Time	Activity
Monday through Friday	8 AM to 6 PM	Pastoral offices, administration
	10 AM to 3 PM	Recreation, fellowship, church-related activities
	6 PM to 10 PM	
	8 AM to 10 PM	Church café and Bible ~~bible~~ bookstore
Saturday and Sunday	9 AM to 10 PM	Church café and Bible ~~bible~~ bookstore
		Recreation, fellowship, church-related activities
	6 PM. to 10 PM	Worship, prayer, Bible ~~bible~~ study, church-related activities
Sunday	9 AM to 10:00 PM	Main worship services

Special nighttime activities would be held by the church occasionally, which include prayer meetings, chaperoned restricted-access overnight events for teenagers, and other normal church-related meetings. These special nighttime activities would be held indoors between the hours of 10:00 PM and 8:30 AM to reduce noise and lighting in order to comply with the County standards. Table 3.1-19A provides details.

The seating capacity for the church would be 1,500 seats and the parking capacity would be 417 parking spaces, exceeding County requirements. The maximum building capacities for each building would be established by the Fire Marshal.

The proposed Sanctuary building is anticipated to include a church bell. The exact specifications and operation schedule of the bell have not yet been determined. It is anticipated that the church bell will only operate during daytime hours, and will therefore be required to meet the single family residential hourly-average noise limit of 50 dBA.

No formal activities or amplification of sound are planned to take place outdoors. Any events that could potentially occur outdoors are anticipated to take place during daytime hours, and would therefore need to meet the daytime noise limit of 50 dBA, enforced by both the County of San Diego and the City of San Diego, at all surrounding residential property lines. In addition, if any outdoor events are proposed to include more than 500 people or will extend after the hours of 7 PM, the noise impacts of the specific event must be evaluated to determine design features and mitigation measures required to comply with the applicable noise regulations at that time. See Section 2.5 of the DSEIR for more information related to noise generated by the Project.

Outdoor use and events would not be prohibited. In order to ensure noise from outdoor events remains in compliance with applicable noise regulations, a condition of approval would be implemented as follows: If any outdoor events are proposed to include more than 500 people, or will extend after the hours of 7 PM, the noise impacts of the specific event must be evaluated to determine design features and mitigation measures required to comply with the applicable noise regulations at that time. Results will be reported to the County 30 days prior to the event. Furthermore, if an outdoor audio system is to be used, the church would use updated sound equipment that directs sound to designated areas. The church would also have speakers face exterior buildings to help contain the sound in the areas around the buildings and would not exceed maximum sound levels at the property lines.

The greatest amount of activity would occur on the weekends. As introduced in the preceding paragraph, activities anticipated to occur during the weekend include the main worship, to take place between 9:00 AM and 10:00 PM on Sunday, as well as recreation fellowship and other normal church-related activities such as bible study and prayer groups. In addition, the church café and bible bookstore would be open on the weekends from 9:00 AM to 10:00 PM.

The Project has been planned with adequate parking to ensure on-site accommodations which would reduce on-street parking and the potential for impacts to adjacent neighbors. The proposed use, while an intensification of the existing use on the Project site, would be similar to other religious facilities in the area where most traffic is generated during weekend events and services. This is also similar to the neighboring commercial centers where weekend traffic is heaviest. Overflow parking would be closed by 6 PM except for special events. Barriers, signage and announcements will be used to enforce this restriction.

Proposed weekday activities (daytime (8:00 AM to 6:00 PM) include fellowship, recreation, and other normal church-related activities. During the daytime, the pastoral offices would be open. During the weekday evenings (6:00 PM to 10:00 PM) events such as nighttime worship, bible study meetings and/or classes, and recreational fellowship activities are anticipated. The church café and bible bookstore would also be open during the evening hours. Truck deliveries will not be permitted on the east side of the property.

Off-peak traffic in and out of the Project site would be similar to the existing commercial shopping center, as well as the activity anticipated with construction of the proposed high-density, mixed-use village core associated with BMR, located southwest of the site.

A full schedule of special events and holidays anticipated by the church is detailed in Table 3.1-19A ~~Attachment 1 of the Land Use Report (Appendix O~~ of the DSEIR ~~)~~ and are limited to 11 events spanning 24 days. These include special events related to holidays including New Year's Eve and the Chinese New Year, Thanksgiving, Christmas, and Good Friday, as well as a Women's Celebration, Harvest Fair, Service Fair, and Youth Expo. Other events that would occur on a semi-regular basis would be small and large weddings, community outreach events, and miscellaneous special events during both the weekdays and weekend. The church would also serve as a local polling station if needed. All anticipated special events, other than typical church holidays, including non-church community events, would be performed outside of the weekday hours of 7 to 9 AM and 4 to 6 PM (peak traffic hours) and outside of the typical church daily operation schedule.

Overall, the Project design and operations would not change the character of the neighborhood. The Project would be within an area with mixed-density residential uses, nearby commercial centers and other civic facilities, including a fire and police station. Operation of the proposed church, at buildout, would not alter the community character or result in land use compatibility issues within the neighborhood. The Project would be located in a neighborhood that consists not only of existing large-lot residential units but also of existing multi-family residential units, denser single-family units, large commercial developments and civic uses. In addition, the planned future character of the community will be composed of vibrant urbanized mixed uses; employment opportunities; and civic, residential, and commercial uses. The MUP would allow long-term facility operations as described above by prescribing conditions which would assure that the proposed use and operations is maintained as intended. Impacts would be less **than significant**.

Goals, Policies and Objectives of Applicable Habitat Conservation Plans

Guideline for Determination of Significance

The Project would have a significant impact related to land use if it would:

- Conflict with the land use goals, objectives, policies, and recommendation of the adopted County of San Diego Resource Protection Ordinance, Natural Community Conservation Plan, or any other applicable habitat conservation plan or natural community conservation plan.

Guideline Source

This land use guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

As described in Section 2.2, Biological Resources, the Project would not conflict with the adopted Resource Protection Ordinance or Natural Community Conservation Plan.

The County's Resource Protection Ordinance identifies wetlands as a sensitive habitat. Emergent wetlands do occur on the Project site; however, this area would be preserved

onsite within an existing open space conservation easement and would not be impacted by implementation of the Project. The Project site does not support any other land identified as sensitive in the County's Resource Protection Ordinance. **No impact** would occur.

Additionally, the Project site is within a Take Authorized Area of the MSCP. The Project site is not located within or adjacent to a Biological Resources Core Areas. No MSCP narrow endemic species have been identified within the site or surrounding area. Furthermore, no federal or state listed species have been identified within the Project site or surrounding area. Accordingly, implementation of the Project would not impact any core populations nor reduce the likelihood of survival and recovery of these species. No other habitat conservation plan or natural community conservation plan is in place for the Project site. Implementation of the Project would not preclude or prevent the preparation of a subregional NCCP. In summary, **no impact** is identified.

Division of an Established Community

Guideline for Determination of Significance

The Project would have a significant impact related to land use if it would:

- Physically divide an established community.

Guideline Source

This land use guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

The Project would develop a church and ancillary uses on the site of two existing residences. The Project vicinity includes residential uses to the north, northwest, northeast, south and southeast. Southwest of the site of a Target store and other commercial uses within the Black Mountain Ranch development. Other uses in the Project vicinity include schools, and a fire station. The Project vicinity as a whole is building out in conjunction with 4S Ranch and Black Mountain Ranch. The Project does not physically divide an established community. It provides roadway and infrastructure improvements to enhance traffic flow along 4 Gee Road. The existing sidewalk on the east side of 4 Gee Road in front of the Project site will be retained to ensure pedestrian can still move safely. There are no aspects of the Project that would physically divide an established community. Impacts would be **less than significant.**

3.1.4.4 *Cumulative Impact Analysis*

One factor to consider in making a land use compatibility determination is whether approval of the Project would set a precedent for similar projects, which when taken cumulatively, would result in a change in the community character.

The existing vicinity of the Project site includes both single-family and multi-family residential uses, commercial shopping centers, and civic uses. Future planned uses include two additional schools and the high-density, mixed-use village core of North Village at BMR. In addition, other civic uses surrounding the property have structures

similar in height to the structures proposed (40 feet in height allowance, equivalent to three-stories). Eight structures within one half-mile radius are 40 feet or more in height and five multi-family projects are three-story buildings. The SFVSP is largely developed and the lands surrounding the Project site are either developed, approved for future development, or preserved in open space. The lack of available land would preclude a foreseeable precedent that could be set by the approval of this Project. Notwithstanding the availability of land, any future proposal would be required to undergo a discretionary review process, and would need to make similar findings for the approval of a MUP.

Therefore, no cumulative land use impacts are identified for the Project.

3.1.4.5 *Significance of Impacts*

Based on the analysis in this section, all Project and cumulative land use impacts would be less than significant. The Project would not physically divide an established community, nor conflict with any land use or habitat conservation plans, policies, ordinances, guidelines, or regulations. Therefore, no mitigation is required.

3.1.4.6 *Conclusion*

Based upon the analysis presented above, the Project would not alter the community character of the area. The Project is compatible with the community character of the surrounding neighborhood in terms of use, design, bulk and scale.

The Project area is defined by residential uses along with existing and planned mixed-use, civic, employment, and commercial uses. Single-family residential areas vary from larger lots, which are further from the site, to smaller and multi-family lots located in closer proximity to the Project site. Additionally, the high-density urban core of the BMR North Village has been approved for development northwest of the site. Other civic uses in the vicinity include multiple churches, four existing and two proposed schools, a fire house, and a police substation.

The physical characteristics of the Project (building size, height, lot size, architectural design, landscaping, and grading) would be compatible with the surrounding neighborhood. Additionally, the church has buffers between itself and other uses on all four sides that are compatible with the existing open space. The proposed church includes a 51-foot 4-inch tower (measured from average roof height), but the buildings would be setback from the property perimeter with vine fences, trees, and trellises that screen the view from surrounding properties.

The Project is able to demonstrate consistency with the ten guiding principles of the General Plan as well as the goals and policies of the San Dieguito Community Plan and Santa Fe Valley Specific Plan. Land use design features presented in Chapter 7 of this DSEIR further assist in compatibility.

The overall use of the site, including the off-peak activities, would be greater than what currently exists, but would generally be compatible with the other existing and proposed uses. It is not anticipated that additional, similar applications could be processed in the Project area due to the lack of available sites. In summary, Project- and cumulative-level land use impacts would be **less than significant**.

3.1.5 Public Services

The assessment of the Project's potential to have an adverse effect on public services (fire protection and police protection) is based on technical studies and information provided by local service providers. The results of this analysis and research are presented below and are included as appendices to this DSEIR:

- Appendix H: Fire Protection Plan Chinese Bible Church of San Diego (Robin Church, 2015)
- Appendix Q: Project Facility Availability Form – Fire (Rancho Santa Fe Fire Protection District, 2015)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified significant and mitigated impacts to Public Services.

Comments received in response to the Notice of Preparation (NOP) include concerns related to fire response times. This concern is addressed in the Fire Protection Plan (FPP) and summarized in this section. A copy of the NOP and comment letters received on the NOP are included in Appendix A.

3.1.5.1 *Background*

The previously certified EIR found significant and mitigable impacts to Public Services. Original mitigation measure 10A required the subdivider to obtain a "will serve" letter from the appropriate fire agency and develop a fire management plan. Mitigation measure 10B required the subdivider to obtain secured mitigation agreements with affected school districts or conform to affected school district's policies to finance the development of needed school facilities.

Changes Requiring New Analysis

Since the preparation of the previous EIR, time has passed such that overall development, and likely associated population, in the area surrounding the Project has increased, which is the basis for assessment of services impacts.

The Project would result in a different land use than was assumed in the previously certified EIR, i.e., church versus residential units. Because there would be no residential units developed under the Project, there would be no impact to schools and original mitigation measure 10B, mentioned above, would no longer apply. Because time has passed and a new land use is proposed, the fire and police protection services analysis requires an update with current capacity, service ratios and/or response times, as appropriate. Therefore, the impacts to fire and police services are being evaluated in this DSEIR.

3.1.5.2 *Existing Conditions*

Fire Protection

The Project is located within the Rancho Santa Fe Fire Protection District (RSFPD). The RSFPD spans approximately 38 square miles and protects over 29,000 citizens. The full-time fire protection agency is comprised of one Chief, one Deputy Chief, one Battalion Chief/Training Officer, three Battalion Chiefs, 39 paid fire suppression positions, three fire prevention positions, and administrative and support staff.

The closest fire station to the Project site is Fire Station No. 2, which is located directly across the street from the Project site at 16930 Four Gee Road. The fire companies assigned to Station No. 2 respond to emergencies in the communities of 4S Ranch, Santa Fe Valley, Bernardo Lakes Estates, Bernardo Point, and Summit of Rancho Bernardo. Fire Station No. 2 is also a regional training facility. The facility houses a four-story training tower with three burn rooms, three underground vaults simulating confined-space rescue incidents, an extrication area where firefighters practice cutting cars apart to free victims of traffic collisions, three roof props to simulate ventilation techniques, a 33,000 gallon drafting pit, and a splash wall. The facility also holds an on-site classroom. Multiple fire agencies use this facility for live fire training exercises which can produce smoke and flames.

The Safety Element of the 2011 County General Plan states that for Semi-Rural areas, the maximum travel time for emergency response should be under five to ten minutes. Because of the proximity of Fire Station No. 2 to the Project site (across the street), it is expected that this station would be able to reach the Project site in approximately two minutes.

Police Protection

The San Diego County Sheriff's Department (Department) is the chief law enforcement agency in San Diego County. The Department is comprised of approximately 4,000 employees, both sworn officers and professional support staff. The Department provides general law enforcement, detention, and court services for the people of San Diego County in a service area of approximately 4,200 square miles. In addition, the Department provides specialized regional services to the entire County, including the incorporated cities and the unincorporated areas of the County.

The Project would be serviced by the 4S Ranch Substation, located at 10282 Rancho Bernardo Road, which is only a few hundred feet from the Project's southeast corner. A substation of the Poway Station, the 4S Ranch Substation was opened in November 2007. The substation serves the 4S Ranch community, an unincorporated area surrounded by Rancho Bernardo, Rancho Santa Fe, Black Mountain Ranch, Rancho Peñasquitos and Lake Hodges.

According to the 2011 San Diego County General Plan Update EIR, the average response time as of 2007 for priority calls from this substation is 8 minutes, and for non-priority calls is 15 minutes. Due to the proximity of the substation to the Project site, it is expected that response time would be approximately two minutes.

Response time standards are typically applied in a facility-based model where the emergency services always start at a defined point (i.e., a fire station). The Department does not have adopted response time standards. The substation employs 15 officers, including patrol deputies and detectives, and support staff. Patrol deputies are trained in

the Community Oriented Policing and Problem Solving philosophy. Additional law enforcement services including neighborhood watch, residential and commercial security checks, personal safety presentations, and children's programs, among others, are provided by the 4S Ranch Crime Prevention Specialist stationed at the Poway Station.

Applicable Plans and Policies

San Diego County General Plan – Safety Element

The following policies identified in the County of San Diego General Plan (August 2011) Safety Element are applicable to the Project:

1. **Goal S-6: Adequate Fire and Medical Services.** Adequate levels of fire and emergency medical services in the unincorporated County.
    a. **Policy S-6.1: Water Supply.** Ensure that water supply systems for development are adequate to combat structural and wildland fires.
    b. **Policy S-6.3: Funding Fire Protection.** Require development to contribute its fair share towards funding the provision of appropriate fire and emergency services as determined necessary to adequately serve the project.
    c. **Policy S-6.4: Fire Protection Services for Development.** Require that new development demonstrate that fire services can be provided that meet the minimum travel times identified in Table S-1 of the County's Safety Element.

Safety Element policies S-3.1, S-3.3, S-3.4, S-3.5, S-3.6, S-3.7, which addresses the minimization of injury, loss of life, and damage resulting from wildland fire are addressed in Section 2.4, Hazards/Fire Safety.

Santa Fe Valley Specific Plan

The SFVSP identifies the following objective related to public services:

2. **Objective PF-5:** Ensure that adequate fire protection services and facilities are provided concurrent with need.

3.1.5.3 *Analysis of Project Effects and Determination as to Significance*

Guideline for Determination of Significance

A significant impact related to fire and police protection would occur if the Project would result in:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; and/or
- The 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 objectives for fire and police protection.

Guideline Source

This guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

Fire Protection

The Deputy Fire Marshal from the RSFPD has indicated that the Project is eligible for service. The required response time for semi-rural areas, per the Safety Element of the County General Plan, is five to ten minutes. As identified above, it is expected that Fire Station No. 2 would be able to reach the Project site in approximately two minutes.

Details regarding Project access requirements, mitigation related to signalization of intersections, and design measures intended to reduce potential fire hazards are included in Section 2.4, Hazards/Fire Safety of this DSEIR, and within the FPP (Appendix H), specifically, MM-HZ-1. This mitigation measure requires the installation of signal light controls such as strobes at the intersections of Camino Del Sur/Four Gee Road and Four Gee Road/Grace Way that can be activated from within Fire Station No. 2 so that emergency vehicles can exit the area unimpeded. Additionally, “Do Not Block” road striping shall be placed in front of the Fire Station entrance on Four Gee Road. Further, per the 2013 California Fire Code, the following fuel management, landscaping, and maintenance Project design features would be implemented:

- The driveway access to the Project site shall be fully signalized and interconnected to the signal at Camino Del Sur to improve emergency access response.
- Trees/shrubs placed on the Project site shall not obstruct line of sight, which shall be clear from vegetation higher than 36 inches or any other obstacles.
- Roadways serving the Project site shall have a minimum improved paved width of 24 feet. Maximum grade is 20 percent. Surface material shall be a paved all-weather surface that supports 75,000 pounds. All other roadway features must meet the design criteria of the RSFPD. The turning radius for a private driveway shall be a minimum of 28 feet.
- All fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13 feet, six inches. The turning radius of a fire apparatus access road shall comply with the County public and private road standards approved by the Board of Supervisors.
- Access roads shall be required for every building constructed when any portion of an exterior wall of the first story is located more than 150 feet from the closest point of fire department vehicle access. The first layment shall be in place and serviceable prior to the delivery of combustible materials to the site.
- Any proposed gates that cross over fire access roads or hinder access into a facility shall require an approved emergency Knox key switch and Knox box with keys to all appropriate doors and/or locked gates.
- Fire hydrants and an adequate water supply shall be installed at locations acceptable to RSFPD according to the type of occupancy. The required fire flow

for the Project is 2,500 gallons per minute at 20 pounds per square inch residual pressure. Fire hydrants shall be in place and serviceable prior to the delivery of combustible construction materials to the site.

- Building construction shall comply with the requirements in the current edition of the County of San Diego amendments of Chapter 7A of the California Building Code and the requirements in RSFPD Ordinance #2014-01.
- Landscape plans are required for all commercial buildings and shall be submitted and approved by the RSFPD prior to the framing inspection.
- Automatic fire sprinklers and alarms shall be installed according to the occupancy and related codes
- Fire lanes shall be marked and fire alarms installed.

Per the Project Availability Form dated December 30, 2015 (Appendix P), RSFPD indicated that, based on the capacity and capability of the RSFPD's existing and planned facilities, fire protection facilities are currently adequate or will be adequate to serve the Project. No new or expanded facilities would be required as a result of implementation of the Project. Therefore, potential Project impacts to fire protection services would be **less than significant**.

Consistency with General Plan Safety Element

The Project is consistent with the applicable goal and policies of the General Plan Safety Element. The Project will provide an adequate level of fire and emergency medical service. Per the General Plan, emergency response times to the Project site should be five to ten minutes. The RSFPD has indicated the response time to the Project site will be approximately two minutes. The Project will contribute to funding of fire protection resources through property taxes and other revenues to the County. Thus the Project meets Goal S-6 and Policies S-6.3 and S-6.4.

Based upon the analysis in the FPP (Appendix H) there is adequate water supply for the development to combat structural and wildland fires. The Project site is located within the Olivenhain Municipal Water District (OMWD). The main capacity for the Project shall be 2,500 gallons per minute at 20 psi residual pressure in conformance with the Consolidated Fire Code and the RSFPD Fire Code. Fire hydrants will be installed in locations acceptable to the RSFPD and within 300 feet to all parts of buildings. Further, the water supply system will be installed prior to bringing flammable building materials on site. The Project will have sufficient water supplies available to serve the Project from the OMWD (see Section 3.1.7, Utilities and Service Systems). Therefore the Project is consistent with Policy S-6.1.

Consistency with Santa Fe Valley Specific Plan

The Project meets the applicable objective in the SFVSP related to fire protection services. Per the Project Availability Form dated December 30, 2015 (Appendix P), RSFPD indicated that, based on the capacity and capability of the RSFPD's existing

and planned facilities, fire protection facilities are currently adequate or will be adequate to serve the Project. No new or expanded facilities would be required as a result of implementation of the Project. Therefore, the Project is consistent with Objective PF-5.

Police Protection

As stated above, the nearest Department substation is the 4S Ranch Substation located at 10282 Rancho Bernardo Road, which is only a few hundred feet from the Project's southeast corner. It is expected that response time from the substation to the Project site would be approximately two minutes.

Staffing goals and facility plans are based upon population. Generally, the Department has a goal of providing one patrol position per 10,000 residents. According to the 2011 San Diego County General Plan Update EIR, the 4S Ranch Substation is forecast to be responsible for patrol of a population of 7,682. Therefore, according to this staffing goal, only one position is required.

The Department has indicated that current police protection facilities and equipment are adequate to support the Project. No new or expanded facilities would be required as a result of implementation of the Project. Therefore, potential Project impacts to police protection services would be **less than significant**.

3.1.5.4 *Cumulative Impact Analysis*

Fire Protection

The Project would be serviced by the RSFPD, which has adequate facilities and services to support the Project. Complying with design requirements (listed above and in Section 2.4, Fire Hazards/Fire Safety, of this DSEIR) would avoid significant fire-related impacts from Project development. Cumulative projects considered in this analysis are those that are located within the service area of the RSFPD, as these projects will add to the demand for services from RSFPD. Of the 20 cumulative projects considered for this Project, the majority are located within the service area of RSFPD.

It is anticipated that any need for expanded fire protection services would be funded from increased property taxes and other revenues to the County resulting from the Project, as well as from other cumulative developments in the area surrounding the Project site (that also would be served by RSFPD) that have contributed or will contribute to the increased demands on fire protection services. Accordingly, potential contributions to cumulative impacts to fire protection would be less than considerable and less than significant.

Police Protection

The Project would be serviced by the Department, which has adequate facilities and services to support the Project. Of the 20 cumulative projects considered for this Project, 14 of the cumulative projects are within the service area of the Department. These projects will add to the demand for services from the Department.

It is anticipated that expanded police protection services would be funded from increased property taxes and other revenues to the County resulting from the Project, as well as from other cumulative developments in the area surrounding the Project site

(that also would be served by the Department) that have contributed or will contribute to the increased demands on police protection services. Accordingly, potential contributions to cumulative impacts to police protection would be less than considerable and **less than significant**.

3.1.5.5 *Significance of Impacts*

Impacts related to fire and police protection services are less than significant. No construction of new fire or police facilities would be required to meet recommended response times. Therefore, no mitigation is required.

3.1.5.6 *Conclusion*

Development of the Project would not substantially increase demand on fire and police protection services. Existing facilities are adequate to service the Project. Due to the proximity of the closet fire station and sheriff substation, response times from either agency to the Project site would be approximately two minutes. Therefore, the Project would meet recommended response times and no new facilities would need to be constructed. In summary, impacts related to fire and police protection service would be **less than significant**.

3.1.6 Traffic

The assessment of the Project's potential to have impacts related to traffic is based on the traffic technical study for the Project. The results of the analysis are presented below and are included in the appendices to this DSEIR as:

- Appendix B: Santa Fe Valley *Chinese Bible Church of San Diego Traffic Impact Study* (KOA Corporation, March 2017)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR identified several impacts to roadways and intersections and recommended several mitigation measures to reduce those impacts to below a level of significance.

Comments received in response to the Notice of Preparation (NOP) related to traffic include:

- General increase in traffic in the surrounding neighborhood;
- Assessment of traffic along Camino Del Sur and the Four Gee/Camino Del Sur intersection;
- Consideration of traffic during non-weekend church holidays (e.g., Christmas, Easter)
- Coordination with City of San Diego as it relates to traffic signal;
- Ingress and egress for La Viña residents;
- Consistency with County standards related to ingress and egress;

- Parking;
- Pedestrian safety;
- Fire response/emergency response;

With the exception of fire/emergency response, these concerns are addressed in this DSEIR section. Please see Section 3.1.5, Public Services, for fire/emergency response. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A.

3.1.6.1 *Background*

Traffic was addressed in Subchapters 4.5 and 8 in the previously certified SFVSP EIR in 1995. Traffic volumes on area roads have changed since completion of the traffic technical study for the 1995 EIR. Substantial time has passed such that overall development density in the area surrounding the Project has increased.

After the 1995 EIR was certified, the County developed an overall programmatic solution that addresses projected future road deficiencies in the unincorporated portion of the County. This includes the adoption of a Transportation Impact Fee (TIF) program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development.

Because of the increase in projected ADT under the Project as compared with the previous use assumed by the SFVSP, changes in existing roadway conditions, and the development of the TIF program, substantial changes have occurred with respect to the circumstances under which the Project would be undertaken, and there is new information of substantial importance that would result in significant effects not previously discussed. As a result, a new traffic analysis was prepared.

3.1.6.2 *Existing Conditions*

Existing Roadway Characteristics

The traffic impact study area (study area) was based on the criteria identified in the County's *Report Format & Content Requirements: Transportation & Traffic*, August 24, 2011. Based on the County's criteria, "the scope of the full direct and cumulative traffic assessment shall include those roads and intersections that will receive 25 directional peak hour trips." In addition, the County criteria states that a full traffic impact study should include all regional arterials (including all State surface routes), intersections, and mainline freeway locations where the proposed Project will add 50 or more peak hour trips to the existing roadway traffic.

Based on these criteria, the study area includes 8 roadway segments and 10 intersections, including one Project driveway. The principal roadways in the Project study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and traffic control devices along these roadways. The Project study area is shown in Figure 3.1-9, Project Traffic Study Area, while Figure 3.1-10, Existing Circulation Network, shows the classifications of area roadways. As

shown, the study area for the Project falls within both the unincorporated County and City of San Diego jurisdictions.

Camino Del Norte runs east/west connecting the major arterials in the unincorporated area of the County and City of San Diego. It functions as a 4-lane major road and transitions to a 6-lane prime arterial within the study area. The Mobility Element recommends an ultimate classification as a 6-lane prime arterial. Camino Del Norte has a paved roadway width of approximately 75 to 135 feet with a raised median with median breaks. The roadway has Class II bike lanes and sidewalks. The posted speed limit ranges from 50 to 55 MPH. The roadway provides driveway access to adjacent institutional land uses. Bus route 20 runs along Camino Del Norte from Paseo Lucido north to Bernardo Center Drive.

Four Gee Road, which has a functional classification in the Mobility Element as a Light Collector roadway, serves a main corridor for Project trips originating or destined for areas east or west on Camino Del Norte. Four Gee Road operates as a north-south roadway and has direct access to the Project driveway. There is a speed limit of 25 MPH in the study area. There are some residential areas along Four Gee Road and parking and sidewalks exist along both sides of the roadway. On the west side of the street, the sidewalk begins south of Campania Avenue. There is no bike lane on Four Gee Road.

Rancho Bernardo Road has a functional classification in the Mobility Element as a 4-lane Major Road within the study area with a posted speed limit of 25 MPH. Rancho Bernardo Road operated as a north/east-south/west roadway. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. Class II bike lanes are present along the roadway.

4S Ranch Parkway has a functional classification in the Mobility Element as a 4-lane Collector, which serves the Project area via Camino Del Norte. 4S Ranch Parkway Road operates as a north-south roadway with a posted speed limit of 35 MPH in the study area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. There is no bike lane on 4S Ranch Parkway.

Dove Canyon Road has a functional classification in the Mobility Element as a 4-lane Major roadway, which serves the Project area via Camino Del Norte. Dove Canyon Road operates as a north-south roadway with no posted speed limits in the study area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. Class II bike lanes are present along the roadway.

Bernardo Center Drive has a functional classification in the Mobility Element as a 4- to 6-lane major roadway, which serves the study area via Camino Del Norte for trips in and around the community. Bernardo Center Drive operates as a mostly north-south roadway with a posted speed limit of 45 MPH to 50 MPH in the study area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. Class II bike lanes are present along the roadway.

Paseo Montanoso has a functional classification in the Mobility Element as a 2-lane light collector roadway which serves the study area via Camino Del Norte for trips in and around the community. Paseo Montanoso operates as a north-south roadway with a posted speed limit of 30 MPH. Parking on the roadway and sidewalks were observed on both sides of the road during the site field review. There is no bike lane on Paseo Montanoso.

Lone Quail Road, which has a functional classification in the Mobility Element as a 2-lane light collector roadway, serves the Project area via Dove Canyon Road and 4S Ranch Parkway. Lone Quail Road operates as an east-west roadway with a posted speed limit of 25 MPH in the study area. There is no parking on the roadway and sidewalks were observed on both sides of the road during the site field review. There is no bike lane on Lone Quail Road.

Interstate 15 (I-15) is an 8-lane divided highway, which serves the study area via Camino Del Norte, Rancho Bernardo Road, and Bernardo Center Drive on- and off-ramps. I-15 operates as a north-south highway with posted speed limits of 65 MPH. Bus routes 280, 290, 235, 237 run along I-15 in the Project area.

Existing Traffic Volumes and Levels of Service

Existing traffic volumes are based on peak period counts and average daily traffic (ADT) volume counts conducted in January 2017. The intersection turning movement counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM, evening peak period from 4:00 PM to 6:00 PM, and weekend Sunday peak period from 8:00 AM to 1:00 PM.

Level of service (LOS) designations comprise a professional industry standard by which the operating condition of a given roadway, state route, freeway segment, or intersection is measured. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments. LOS is defined using letter designations from “A” to “F”, wherein LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having highly unstable, congested conditions and low operating speeds. LOS E and F generally are considered not acceptable for urban design purposes.

The volume-to-capacity ratio (V/C) is a measure of traffic demand on state and local facilities (expressed as volume) compared to its traffic-carrying capacity. In evaluating the performance of roadway segments under the existing conditions, V/C is considered together with LOS.

As previously detailed, the study area is within both the County and City of San Diego. The County significance criteria are based on the *Report Format & Content Requirements Transportation and Traffic* (County of San Diego 2011). The City of San Diego’s significance criteria is based on the *Significance Determination Thresholds* (City of San Diego 2011).

Table 3.1-20, County of San Diego Significant Traffic Impact Thresholds, provides the County of San Diego Significant Traffic Impact Thresholds and Table 3.1-21, City of San Diego Significant Traffic Impact Thresholds, provides the City of San Diego Significant Traffic Impact Thresholds for freeways, roadway segments, intersections, and ramp metering.

Existing Roadway Segments

Street segment analysis is based upon the comparison of average ADTs to the County of San Diego and City of San Diego *Roadway Classification, Level of Service, and ADT Tables*, depending on the jurisdiction. These provide segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

The roadway segments within the study area include roadways in the jurisdiction of the County and in the City of San Diego, as detailed below:

County of San Diego Jurisdiction

- Four Gee Road between Camino Del Norte and the Project Driveway
- Camino Del Norte between Rancho Bernardo Road and 4S Ranch Parkway
- Camino Del Norte between 4S Ranch Parkway and Dove Canyon Road
- Camino Del Norte between Dove Canyon Road and Bernardo Center Drive
- Dove Canyon Road between Camino Del Norte and Lone Quail Road

City of San Diego Jurisdiction

- Camino Del Norte between Bernardo Center Drive and Paseo Montanoso
- Camino Del Norte between Paseo Montanoso and I-15 Ramps
- Camino Del Sur between Four Gee Road to Rancho Bernardo Road

Existing roadway operations are provided in Table 3.1-22, Existing Segments ADT Volumes and Levels of Service. As shown, all of the segments operate at LOS C or better during weekday and weekend peak hours under existing conditions.

Existing Intersections

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the 2000 Highway Capacity Manual (HCM), with the assistance of the Synchro (version 7.0) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS. Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in Chapter 17 of the HCM, with the assistance of the *Synchro* (version 7.0) computer software.

The intersections within the Project's specific study area include intersections in the jurisdiction of the County and in the City of San Diego, as detailed below:

County of San Diego Jurisdiction

- Project Driveway at Four Gee Road (unsignalized)
- Camino Del Norte at 4S Ranch Parkway (signalized)
- Camino Del Norte at Rancho Bernardo Road (signalized)
- Lone Quail Road at Dove Canyon Road (signalized)

City of San Diego Jurisdiction

- Camino Del Sur at Four Gee Road (signalized)
- Camino Del Norte at Dove Canyon Road (signalized)
- Camino Del Norte at Bernardo Center Drive (signalized)
- Camino Del Norte at Paseo Montanoso (signalized)
- Camino Del Norte at I-15 Southbound Ramps (signalized)
- Camino Del Norte at I-15 Northbound Ramps (signalized)

Existing intersection LOS is provided in Table 3.1-23, Existing Intersections Levels of Service. As shown, all intersections operate at LOS C or better under existing conditions with the following exception:

- Camino Del Norte at Bernardo Center Drive – LOS D (weekday PM peak hour)

Existing Parking, Transit and On-Site Circulation

Parking: The existing uses on the Project site currently provide adequate parking that is consistent with Section 6758 of the County's Zoning Ordinance.

Transit: Transit service is offered by the Metropolitan Transit Service (MTS) throughout the urbanized area in the County. The Rancho Bernardo Transit Station is located approximately 3.5 miles northeast of the Project site. MTS routes that serve this transit station include:

- Route 20 - Express: Downtown San Diego - Mira Mesa - Rancho Bernardo Transit Station
- Route 235 - Rapid: Escondido - Downtown San Diego via I-15
- Route 237 - Rapid: Rancho Bernardo Transit Station - UC San Diego
- Route 290 - Rapid Express: Rancho Bernardo Transit Station - Downtown San Diego
- Route 945 - Poway - Rancho Bernardo Transit Station

Additionally, MTS Premium Express Bus Route 880 currently serves the 4S Ranch and Rancho Bernardo communities with limited stop service to the Sorrento Valley and Golden Triangle areas. The bus stops at 4S Ranch Commons approximately 0.5 mile from the site. Three morning rush hour and three evening rush hour trips are currently offered on Route 880. The Route 20 stop, located on Camino Del Norte, just east of Bernardo Center Drive, is approximately 3 miles from the Project site. A transit station is

planned in Black Mountain Ranch approximately 0.3 miles from the site and within walking distance of the site.

On-Site Circulation: The on-site circulation network currently consists of a private driveway that connects existing uses on the subject property to Four Gee Road.

Methodology

Street system operating conditions are typically described in terms of LOS as defined above. The methods used to determine LOS are outlined in the traffic impact study included as Appendix B to this DSEIR.

The traffic report analyzed the Project under the following scenarios:

- Existing conditions, reflecting traffic patterns as they currently exist; (see Section 3.1.6.2, above)
- Existing conditions plus Project conditions, reflecting how existing conditions would change with the addition of Project-related trips;
- Existing plus ambient plus cumulative conditions reflecting conditions with ambient growth plus future projects known to be underway that would also contribute to the overall traffic scenario for the area;
- Existing plus ambient plus cumulative plus Project, reflecting how existing plus ambient plus cumulative conditions would change with the addition of Project-related trips; and
- General Plan plus Project conditions, representing traffic conditions in 2050 per the General Plan 2050 traffic forecast model.

Regulatory Framework

Transportation and circulation for the Project are directed by guidance from regional transportation programs and the Mobility Elements within both the County's General Plan Update (2011) and City of San Diego General Plan (2008). Applicable regulations are discussed below.

Regional

SANDAG Standards - Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare a Congestion Management Program (CMP). The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address Existing + Ambient + Cumulative and Buildout congestion, and better integrate transportation and land use planning. SANDAG has prepared the CMP for the San Diego region that establishes significance criteria identifying LOS D as the minimum acceptable LOS for peak hour operation. Any roadway segment operating at LOS E or F is considered to be operating deficiently. SANDAG provided regular updates

for the state CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region's continued compliance with the federal congestion management process.

County of San Diego

General Plan Mobility Element

The Mobility Element "provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego." The following policies identified in the County of San Diego General Plan (August 2011) Mobility Element are applicable to the Project:

1. **Goal M-2: Responding to Physical Constraints and Preservation Goals.** A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protection and enhancing community character.
    a. **Policy M-2.1: Level of Service Criteria.** Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.
2. **Goal M-3: Transportation Facility Development.** New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.
    a. **Policy M-3.2: Traffic Impact Mitigation.** Require development to contribute its fair share toward financing facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both local and regional road networks.
    b. **Policy M-3.3: Multiple Ingress and Egress.** Require development to provide multiple ingress/egress routes in conformance with State law and local regulation.
3. **Goal M-4: Safe and Compatible Roads.** Roads designed to be safe for all users and compatible with their context.
    a. **Policy M-4.4: Accommodate Emergency Vehicles.** Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evaluating residents.

Transportation Impact Fee Program and Ordinance

In 2005 the County adopted the TIF Ordinance that establishes the TIF program. The primary purpose of the TIF is to fund the construction of identified roadway facilities needed to reduce or mitigate projected cumulative traffic impacts and to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic effects, according to *County of San Diego Guidelines for Determining Significance-Traffic*. TIF fees provide for improvements to cumulatively impacted County or other identified roadway facilities (state highway and ramps). The TIF is collected as a condition of approval or prior to the issuance of a building permit.

The program provides a mechanism for contributions towards improvements to address cumulative effects identified within each TIF Local Area and TIF Region. The TIF is designed to be updated when there is an adopted change to the General Plan land uses and/or Mobility Element. As stated in the TIF program, "[t]here is a reasonable relationship between the amount of the fee and the cost of transportation facilities, or portions thereof, attributable to future development because the TIF is derived from a Travel Demand Unit (TDU) formula that considers trip generation rates and vehicle miles traveled by land use type to correlate impact to specific development types" (Section 77.203[5]).

San Diego County Public and Private Road Standards

The standards provide minimum design and construction requirements for public and private roads. LOS is established for Mobility Element roads. Levels of service are not applied to the non-Mobility Element residential roads. Target design capacities, however, have been identified for these non-Mobility Element residential roads. Levels of service are not established for private roads. Minimum design and construction requirements, however, are established based upon the projected ADT volume on the road.

Santa Fe Valley Specific Plan

The SFVSP identifies the following objectives related to transportation and circulation:

1. **Objective CE-2:** Provide for emergency access to all areas of Santa Fe Valley consistent with the standards of the Rancho Santa Fe Fire Protection District.
2. **Objective CE-3:** Provide consistent access to regional public transit system to serve planned development in Santa Fe Valley.
3. **Objective CE-4:** Provide for adequate and convenient non-vehicular circulation within the SPA that is sensitive to environmental resources.

City of San Diego

Traffic Impact Study Manual

The City of San Diego prepared a "Traffic Impact Study Manual" to provide guidelines to consultants on how to prepare traffic impact studies in the City of San Diego and to ensure consistency in the preparation of these studies. Impacts are identified if a project would increase the traffic volume on a road segment above an identified allowable

increase. The better the initial LOS on the road segment, the higher the allowable volume increase.

Significance Determination Thresholds

Originally prepared in 1991 and updated periodically, the thresholds presented in this document provide technical guidance for the evaluation of a project's potential environmental impacts within the City of San Diego. These thresholds are used to determine whether a project would result in a significant impact to the environment over 19 issue areas including transportation and traffic. Similar to the County Guidelines discussed above, this document does not provide an exhaustive listing of applicable significance thresholds but presents a consistent baseline of criteria to consider for projects within the City. As described further below, the guidelines listed in this document were used in conjunction with the County Guidelines to analyze the Project's potential impacts to transportation and traffic within the Project vicinity.

General Plan Mobility Element

The City's Mobility Element seeks to improve and create a sustainable mobility strategy through development of a balanced, multi-modal transportation network while minimizing impacts to the environment and neighborhoods. The Element envisions a circulation system that "enhances safety, efficiency, and capacity" thereby enhancing mobility (City of San Diego, p. ME-21). The Mobility Element includes high-priority goals and policies related to walking, streets, and transit. Goals that consider regional collaboration, bicycling, and parking are also included, as are goals on preserving automobile mobility while also reducing vehicle congestion. The Element specifies policies that focus on transportation system planning and street layout, design, and operations. City significance thresholds are provided in Table 3.1-21.

3.1.6.3 *Analysis of Project Effects and Determination as to*

The analysis of potential traffic impacts is based on the County's Guidelines for Determining the Significance for Transportation and Traffic (2011), and City of San Diego Significance Determination Thresholds (2011).

Project Trip Generation

The traffic impact study forecasts the number of vehicle trips that are projected to begin or end at the Project site, which is called the Project's "trip generation." These trips are added to existing traffic patterns, and therefore are expected to result in an increase in vehicles on the streets where they occur. The estimates found in the analysis rely on standard rates established in the SANDAG "Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" (2002) for weekday trips and on ITE trip generation rates from the 8th edition for weekend trips. This manual provides standards and recommendations for the probable traffic generation of various land uses based upon local, regional, and nationwide studies of existing developments in comparable settings.

Currently, church members attend three other existing church facilities. These facilities are located within the vicinity of the Project site. One is located at Maranatha Christian School approximately one mile west of the site. A second is located in Rancho Bernardo, approximately 3.0 miles east. A third is located at a commercial center approximately 1.5 miles from the site. Church activities at these three locations would be discontinued once the new facility is constructed and operated. Project trips would be redirected to the new facility. While this may cause the number of trips to and from the existing facilities to decrease, implementation of the Project would result in an overall increase in total trips.

Diverted trips can be characterized as trips that are redistributed within the study area. Existing trips to the three other existing church facilities would be diverted to the Project site upon completion. The resulting diverted trips would create an increase, decrease, or no change in the traffic volumes along roadway segments and intersections located within the area of influence. Project trip redirection has only been applied to weekends. The church weekend trip rate is based on seats because the church would have services during the Sunday peak hour.

Table 3.1-24, Weekday Project Trip Generation, summarizes the trips generated by the Project during weekday AM and PM peak hours. As shown in the table, the Project would add 392 ADT to the circulation network, with 20 trips occurring during the AM peak hour and 31 trips occurring during the PM peak hour on weekdays. Table 3.1-25, Weekend Project Trip Generation, summarizes the trips generated by the Project during the weekend (Sunday) peak hour. As shown in the table, the Project would add 2,775 ADT to the circulation network, with 925 trips occurring during the weekend (Sunday) peak hour.

Project Trip Distribution

Trip distribution and assignment is the process of identifying the probable destinations, directions, or traffic routes that Project-related traffic would likely affect. In this case, the Project trip distribution was estimated from observed traffic patterns, considerations of surrounding land uses, and zip code location of current parishioners. Figure 3.1-11 shows the Project trip generation and distribution. As shown, it is expected that 100 percent of the Project traffic would use Four Gee Rd to enter and exit the site, with almost all traffic (99.4 percent) heading south on Four Gee Rd to Camino Del Sur where approximately 91 percent of trips would turn east on Camino Del Sur and approximately 9 percent would turn west.

Roadway Segment Analysis

Guidelines for the Determination of Significance

County of San Diego

As identified in Table 3.1-20, and according to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (County of San Diego, August 24, 2011), a significant traffic impact would occur if:

- The additional or redistributed ADT generated by the Project would cause on-site Mobility Element Roads to operate below LOS C during peak traffic hours;
- The additional or redistributed ADT generated by the Project would significantly increase congestion on a Mobility Element Road or State Highway currently operating at LOS E or LOS F, or would cause a Mobility Element Road or State Highway to operate at LOS E or LOS F as a result of the Project; or
- The additional or redistributed ADT generated by the Project would cause a non-Mobility Element residential street to exceed its design capacity.

City of San Diego

As identified in Table 3.1-21 and according to the City of San Diego, Significance Determination Thresholds (2011), a project is considered to have a significant traffic impact if the project:

- Degrades a roadway segment from acceptable LOS D to unacceptable LOS E or F; or
- Increases existing LOS E roadways by more than 0.02 (volume to capacity) or 1.0 MPH.
- Increases existing LOS F roadways by more than 0.01 (volume to capacity) or 0.5 MPH.

Analysis

Table 3.1-26, Existing + Project Segments – ADT Volumes and Levels of Service, summarizes the existing roadway segments' ADT volumes and Levels of Service both without and with the Project. As shown, all of the analyzed roadway segments would operate at LOS D or better with implementation of the Project. Therefore, impacts to roadway segments under Existing Plus Project conditions would be **less than significant**.

Signalized Intersections

Guidelines for the Determination of Significance

County of San Diego

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), a significant traffic impact would occur if the additional or redistributed ADT generated by the Project would significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or would cause a signalized intersection to operate at LOS E or LOS F as identified in Table 3.1-20.

City of San Diego

According to the City of San Diego, Significance Determination Thresholds (2011), a project is considered to have a significant impact if the project:

- Degrades an intersection from acceptable LOS D to unacceptable LOS E or F; or

- Increases existing LOS E intersection or ramp metering delays by more than 2.0 seconds; or
- Increases existing LOS F intersection or ramp metering delays by more than 1.0 second.

Analysis

Table 3.1-27, Existing + Project Intersections – Levels of Services, summarizes the existing intersection LOS both without and with the Project. It should be noted that the intersection of the Project Driveway at Four Gee Road is unsignalized in the existing condition and would be signalized after construction. As shown in Table 3.1-27, all of the analyzed intersections would operate at LOS D or better without and with implementation of the Project. The Project would not significantly increase congestion at a signalized intersection, nor cause a signalized intersection to operate at LOS E or LOS F. Therefore impacts to signalized intersections under Existing Plus Project conditions would be **less than significant**.

Unsignalized Intersections

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), a significant traffic impact would occur if:

- The additional or redistributed ADT generated by the Project would add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D;
- The additional or redistributed ADT generated by the Project would add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E;
- The additional or redistributed ADT generated by the Project would add six or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F;
- The additional or redistributed ADT generated by the Project would add six or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F; or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Analysis

As noted above, the intersection of Project Driveway at Four Gee Road is unsignalized only in the existing condition and would be signalized after construction. All other Project intersections are signalized. As shown in Table 3.1-27, the intersection of Project Driveway at Four Gee Road operates at LOS A in both the morning and evening

weekday peak hours and weekend Sunday peak hour under existing conditions. As shown, this intersection would operate at LOS B with implementation of the Project.

Although the intersection of Project Driveway at Four Gee Road would operate at an acceptable LOS under all conditions, the Project includes the installation of a traffic signal at this intersection as a Project design feature. Due to the proximity of the Project Driveway to the adjacent Rancho Santa Fe fire station, this traffic signal would connect with the traffic signal at the intersection of Four Gee Road and Camino Del Sur.

An operational analysis to evaluate the vehicular queue was performed at the Project Driveway/Four Gee Road and Four Gee Road/Camino Del Sur intersections. The proposed improvements at the intersection of Four Gee Road and Camino Del Sur (as part of the Camino Del Sur widening projects) are accounted for in the operational analysis. The operations analysis is based on vehicle queuing for high demand movements at these intersections. The 95th percentile queue was reported. This analysis provided a basis for estimating the future storage requirements at these intersections. The future queue estimates are provided in Table 3.1-28, Future Queue Analysis.

The operations analysis indicates that the estimated maximum vehicle queue for the southbound leg at the intersection of Four Gee Road and Camino Del Sur would not exceed the capacity. The estimated maximum vehicle queue for the southbound leg at the intersection of Four Gee Road and Camino Del Sur would, at times, exceed the capacity prior to traffic signal installation. However, as a Project mitigation for fire safety (Chapter 2.4), the Project will install a traffic signal at the Project entrance and Four Gee Road prior to Project operation. The Project will also interconnect this new signal with the signal at Four Gee Road and Camino Del Sur. This would avoid the queues. Therefore, a **less than significant impact** to unsignalized intersections under Existing Plus Project conditions would occur.

During the NOP process, comments were raised about ingress and egress for La Viña residents. The La Viña community is located south of the Project site and is accessed via Tallus Glen. Tallus Glen intersects Four Gee Road north of Camino Del Sur. As discussed above, the future signal at the Project driveway on Four Gee Road will interconnect with the signal at Four Gee Road and Camino Del Sur to ensure coordinated operation. The intersection of Four Gee Road and Camino Del Sur will operate at an adequate level of service. Excessive queuing along Four Gee Road was not identified during the analysis. Thus ingress and egress issues at the La Viña community are not anticipated. Impacts would be **less than significant**.

Freeway Segments and Ramp Intersections

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), a significant traffic impact would occur if:

- The Project would cause a freeway segment or ramp intersection operating at LOS E or F with the Project to exceed a change of 0.01 V/C ratio for freeways or 2 second delay for intersections.

Analysis

No freeway segments were included within the study area in the traffic analysis. Typically a freeway would be analyzed if a project contributed 50 trips in peak direction. The Project contributes less than 50 trips.

As shown in Table 3.1-27, the intersection of Camino Del Norte at I-15 southbound ramps would operate at acceptable LOS D or better both without and with the Project during the weekday AM and PM peak hours and Weekend (Sunday) peak hour. The Project would increase delay at this intersection by 0.2 seconds during the weekday AM peak hour, 0.1 seconds during the weekday PM peak hour, and decrease delay by 1.0 second during the weekend (Sunday) peak hour.

The intersection of Camino Del Norte at I-15 northbound ramps would operate at acceptable LOS D or better both without and with the Project during the weekday AM and PM peak hours and Weekend (Sunday) peak hour. The Project would increase delay at this intersection by 0.3 seconds during the weekday AM peak hour, 0.3 seconds during the weekday PM peak hour, and 1.8 second during the weekend (Sunday) peak hour. These two intersections do not meet the significance criteria for ramp delay as they will operate at acceptable LOS D or better during all peak hour scenarios. Therefore, **no impact** to freeway segments or ramps would occur under Existing Plus Project conditions.

Traffic Hazards Due to an Existing Transportation Design Feature

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), the determination of significant hazards to an existing transportation design feature would be on a case-by-case basis, considering the following factors:

- Design features/physical configuration of access roads may adversely affect the safe movement of all users along the roadway;
- The percentage or magnitude of increased traffic on the road due to the Project may affect the safety of the roadway;
- The physical conditions of the Project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects; and
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

Analysis

The Project circulation system, including driveway corner sight distances, was designed in conformance with County of San Diego Public Road Standards and would not have a significant impact related to the safe movement of users along the area roadways.

The Project's main access point is from Four Gee Road at the proposed Grace Way. The proposed improved width is 44 feet, which is more than the minimum required width

of 24 feet, as identified in the County of San Diego Public Road Standards. The intersection of the Project driveway and Four Gee Road is the first location from which a car may turn left or right to leave the area. This intersection will be signalized to allow safe ingress and egress.

The Project does not provide nor is it required to provide secondary access. The internal loop road allows for fire truck access to within 150 feet of all portions of the buildings when a truck is parked perpendicular to parked cars as required by Section 503 of the Consolidated Fire Code. Section 2.4 (Hazards/Fire Safety) of this DSEIR includes a list of access road design considerations to ensure emergency access would be designed appropriately and in accordance with all applicable regulations. The internal loop road is consistent with the San Diego County Standards for Private Roads. These standards require a 24-foot wide improved road width. The Project will have a 26-foot improved width (exclusive of parking) and exceeds the County standard.

Policy M-4.4 of the Mobility Element addresses road design to accommodate emergency vehicles. The internal road loop has been designed to meet Section 503 of the Consolidated Fire Code, County Ordinance 10148, and District Ordinance 2014-01A.

Objective CE-2 of the Santa Fe Valley Specific Plan addresses emergency access. The Project provides adequate emergency access consistent with the standards of the Rancho Santa Fe Fire Protection District.

Therefore, although the Project would result in increased traffic on new and existing roadways, impacts associated with safety of those roadways would be **less than significant**.

Traffic Hazards to Pedestrians or Bicyclists

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), the determination of significant hazards to pedestrians or bicyclists would be on a case-by-case basis, considering the following factors:

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and existing the site, and the visibility of cars to pedestrians and bicyclists;
- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety;
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the Project site;
- The percentage or magnitude of increased traffic on the road due to the Project that may adversely affect pedestrian and bicycle safety;

- The physical conditions of the Project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian or vehicle/bicycle conflicts;
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable; and
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Analysis

The Project would be constructed in accordance with County standards and would not include design features or physical configurations on a road segment or at an intersection that would adversely affect the visibility of pedestrians, bicyclists, or other non-motorized users to drivers entering and exiting the site, and the visibility of cars to pedestrians, bicyclists, and other non-motorized users. There is an existing sidewalk along the Project frontage on Four Gee Road that would remain with implementation of the Project. The Project driveway, therefore, would not conflict with existing pedestrian movements as it will be signalized with marked crosswalks to ensure pedestrian safety. The Project also would not preclude or substantially hinder the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the Project site. For these reasons, impacts to pedestrian and bicyclist safety would be **less than significant**.

Objective CE-4 of the Santa Fe Valley Specific Plan calls for the provision of adequate and convenient non-vehicular circulation within the Specific Plan Area that is sensitive to environmental resources. Pedestrian facilities have been incorporated into the Project design and overall Project footprint. Any impacts to sensitive environmental resources would have already been identified for the overall Project footprint and would not be specific to pedestrian facilities.

Alternative Transportation

Guidelines for the Determination of Significance

According to the *County of San Diego Guidelines for Determining Significance, Transportation and Traffic* (2011), a significant impact to alternative transportation would occur if:

- The Project would not comply with the County's stated objective for alternative transportation in General Plan Public Facility Element Objective 4, which states, "Reduction in the demand on the road system through increased public use of alternate forms of transportation and other means."

The Public Facility Element is no longer part of the County's General Plan; however, this stated objective is consistent with current General Plan Mobility Element Goal M-9 and Conservation and Open Space (COS) Element Goal COS-16 pertaining to alternative sustainable mobility. Goal M-9 seeks to "Reduce the need to widen or build roads through effective use of the existing transportation network and maximizing the use of alternative modes of travel throughout the County." Goal GOS-16 encourages "Transportation and mobility systems that contribute to environmental and human

sustainability and minimize GHG [greenhouse gases] and other air pollutant emissions." Therefore, the stated Public Facility Element objective would be implemented through specific policies of the Mobility and COS Elements as detailed below.

Analysis

There are two policies under Goal M-9, Effective Use of Existing Transportation Network, that would be applicable to the Project, including:

- M-9.1: Transportation Systems Management. Explore the provision of operational improvements (i.e., adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

No roadway widening or addition of road lanes is proposed as part of the Project. The closest MTS bus stop to the Project site is the Route 20 stop located on Camino Del Norte, just east of Bernardo Center Drive, approximately 3 miles from the Project site. A transit center is planned in Black Mountain Ranch (BMR) approximately 0.3 miles from the site. Construction of major components of BMR are ongoing.

The Project does not directly affect Route 20. Current transit service would not be affected since road closures and detours would not be required due to construction of the Project. Therefore, the Project would neither impede nor enhance transit opportunities.

- M-9.3: Preferred Parking. Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. Encourage parking cash out programs to reimburse employees for the cost of "free" on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements.

Analysis

The Project applicant would provide at least 34 preferred parking spaces for electric and/or hybrid vehicles via painted indicators and signage in the parking lot in accordance with the 2010 California Green Building Standards Code and per Section 6792 of the Zoning Ordinance. In addition, the Church would provide two vans that would pick up patrons to minimize the use of single occupancy vehicles traveling to the Project site. These patrons would typically live within five to ten miles of the Project site. Therefore, the Project will provide incentives for electric and/or hybrid vehicles and also facilitate vanpool opportunities.

There are also three policies under Goal COS-16, Sustainable Mobility, that would be applicable to the Project, including:

- COS-16.1: Alternative Transportation Modes. Work with SANDAG and local transportation agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies; and

- COS-16.5: Transit-Center Development. Encourage compact development patterns along major transit routes.

Analysis

The Project site is not located along a major transit route. However, the closest bus route is the 880 express bus service of the MTS, located approximately 0.5 mile from the Project site. A Route 20 bus stop is located on Camino Del Norte, just east of Bernardo Center Drive, approximately 3 miles from the Project site. In addition, the BMR transit center is planned approximately 0.3 miles from the Project. The closeness of transit facilities will facilitate the use of mass transit. As previously mentioned, the Church would provide two vans that would pick up patrons to minimize the use of single occupancy vehicles traveling to the Project site. This service is currently a feature of the existing church operation, and would continue with the proposed Project. The Project would neither impede nor enhance transit opportunities

- COS-16.2: Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.

Analysis

The Church would provide two vans that would pick up patrons. This would minimize the use of single occupancy vehicles traveling to the Project site.

Objective CE-3 of the Santa Fe Valley Specific Plan calls for consistent access to regional public transit systems to serve planned development in the Santa Fe Valley. An express bus transit route is located approximately 0.5 mile from the site, and Bus Route 20 stops approximately 3.0 miles from the site. A new transit station is planned in the newly constructed Del Sur Shopping Center approximately 0.3 miles from the site. The church will provide two vans to pick up church members for services and activities. The Project does not preclude the extension of public transit in the vicinity.

In summary, the Project would not conflict with the policies of the County's General Plan Goals M-9, Effective Use of Existing Transportation Network, or COS-16, Sustainable Mobility. For these reasons, impacts to alternative transportation would be **less than significant**.

Parking

Guidelines for the Determination of Significance

Section 6764 of the County of San Diego Zoning Ordinance identifies the parking requirements for civic uses, including public assembly/religious assembly uses. Per the Zoning Ordinance, 0.25 parking spaces per person, based on total occupancy of the largest assembly room, are required. Since the Project would have an ultimate buildout of a 1,500-seat sanctuary, a total of 375 off-street parking spaces will be required for the Project.

Analysis

Per Section 6764 of the County of San Diego Zoning Ordinance, a total of 375 off-street parking spaces would be required. The Project would provide 417 parking spaces on site, which is 42 spaces above the code requirement.

If additional parking spaces are needed during holiday services, an area on the east end of the Project site would have decomposed granite to accommodate any necessary overflow parking onsite. Impacts would be **less than significant**.

3.1.6.4 *Cumulative Impact Analysis*

The Project's cumulative study area was determined using current methodology in the County of San Diego's Guidelines for the Determination of Significance, Transportation and Traffic. Other future development projects, i.e., cumulative projects, in the vicinity of the Project have the potential to contribute additional vehicle trips and traffic impacts to the same road segments and intersections as those evaluated in the Project traffic analysis. A summary of the cumulative projects (which generate more than 500 ADT) is included with their respective and cumulative traffic generation in Table 3.1-29, Cumulative Project Traffic Generation. Projects which generate more than 500 ADT were selected as they had full traffic impact studies completed for more accurate assignments of cumulative trips to the Project study area.

Ambient growth would also result in increased vehicle trips and traffic impacts beyond those analyzed under Existing Conditions. The traffic analysis conservatively assumed that every parcel builds out to the General Plan designation and that all GPAs within the study area are approved and implemented. The SANDAG Series 12 is a Year 2050 development forecast, which assumes development of each parcel consistent with its General Plan land use. A 27 percent growth rate from existing to 2050 was derived and was then applied to the existing counts to reach the 2050 year forecasted volumes.

The impacts associated with the Project in combination with this cumulative traffic are addressed in two cumulative analysis scenarios: (1) Existing Plus Ambient Plus Cumulative Plus Project, in which existing traffic plus ambient traffic are combined with the Project traffic, and (2) General Plan Buildout, in which long-range 2050 traffic forecasts (prepared at SANDAG using the Series 12 Year 2050 model) are analyzed.

<u>Existing Plus Ambient Plus Cumulative Plus Project Impacts</u>

Roadway Segments

As shown in Table 3.1-30, Existing + Ambient + Cumulative + Project Segments - ADT Volumes and Levels of Service, the following roadway segments would operate at an unacceptable LOS both without and with the Project:

- Camino Del Norte from Paseo Montanoso to I-15 Ramps (LOS E during Weekday peak hour)

This segment is under City of San Diego jurisdiction. As shown, Project-related traffic would change the volume to capacity ratio by 0.01 second at along the roadway segments. This volume increase is below the City's significance threshold of 0.02 second for LOS E roadway segments (as specified in Table 3.1-21, City of San Diego

Significant Traffic Impact Thresholds). Therefore, a **less than significant impact** would occur under Existing + Ambient + Cumulative + Project street segment conditions.

Intersections

As shown in Table 3.1-31, Existing + Ambient + Cumulative + Project Intersections - Levels of Service, the following three intersections would operate at an unacceptable LOS both without and with the Project:

- Camino Del Norte at Bernardo Center Drive (LOS E during the Weekday AM and PM peak hour)
- Camino Del Norte at I-15 Southbound Ramps (LOS E during the Weekday AM peak hour)
- Camino Del Norte at I-15 Northbound Ramps (LOS E during the Weekday AM peak hour)

These intersections are all within City of San Diego's jurisdiction. As shown in Table 3.1-31, the change in delay at the intersection of Camino Del Norte at I-15 Southbound Ramps would not exceed the City's significance threshold of 2.0 seconds for LOS E intersections (as specified in Table 3.1-21, City of San Diego Significant Traffic Impact Thresholds) and impacts would be **less than significant**.

Additionally, per the County's Transportation Impact Fee Ordinance, the Project applicant is required to pay into the County TIF Program. The County TIF program enables projects to achieve CEQA compliance by paying a fair share toward the cost of improving roads in the future as the levels of service become unacceptable due to the increased traffic volume caused by the cumulative effects of various developments. The TIF Program provides funding for construction of transportation facilities needed to support traffic generated by new development and to meet state law requirements. As sufficient funds become available, the County will implement the improvements that it has planned. The potential growth represented by the Project was included in the growth projections upon which the TIF Program is based. Therefore, payment of the TIF, which would be required at issuance of building permits, in combination with other components of the program described above, would ensure potential cumulative traffic impacts from the Project are less than significant. Further, as noted in CEQA Guidelines Section 15130(a)(3), a project contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The Project's payment of TIF further supports the conclusion that cumulative traffic impacts are **less than significant**.

General Plan Buildout

General Plan conditions represent traffic conditions in 2050. This analysis reflects the conditions that are proposed in the General Plan. Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. For this analysis, the General Plan 2050 traffic forecast model was used to develop General Plan base traffic volumes.

All circulation improvements are assumed to be completed under General Plan conditions. The effect of the Project on the study area circulation network was evaluated. Table 3.1-32, General Plan Segments – ADT Volumes and Levels of Service, shows the General Plan roadway segment conditions without and with the Project. As shown, the following roadway segments are projected to operate at unacceptable LOS both without and with the Project:

- Camino Del Norte from Bernardo Center Drive to Paseo Montanoso (LOS F during the Weekday)
- Camino Del Norte from Paseo Montanoso to I-15 Ramps (LOS F during the Weekday)

These two segments are within the County's jurisdiction. Along each of these segments, the change in volume to capacity ratio was calculated to be 0.01 second. Therefore, the Project was not determined to change the volume to capacity ratio in excess of the County's significance threshold of 0.01 second for LOS F roadway segments. Impacts would be **less than significant**.

3.1.6.5 *Significance of Impacts*

Project- and cumulative-level impacts are less than significant. The analysis found that all roadway segments and intersections would continue to operate at acceptable levels of service with the addition of the Project. No direct or indirect impacts of any significance are anticipated, nor are any cumulative impacts identified for the Project. The Project would not create any traffic hazards due to an existing transportation design feature, to pedestrians or bicyclists, nor affect alternative transportation or parking. Payment of the TIF would ensure potential cumulative traffic impacts from the Project are less than significant. Therefore, no mitigation is required.

3.1.6.6 *Conclusion*

This analysis of existing roadway segment and peak-hour intersection performance summarizes the traffic study prepared by a County-approved traffic consultant. The analysis found that all roadway segments and intersections are currently operating a LOS C or better. No direct or indirect impacts of any significance are anticipated, nor are any cumulative impacts identified for the Project.

The Project would not create any traffic hazards due to an existing transportation design feature, to pedestrians or bicyclists, nor affect alternative transportation or parking.

3.1.7 Utilities and Service Systems

The assessment of the Project's potential to have an adverse effect on utilities and service systems (water, wastewater, solid waste and energy) is based on information provided by local service providers. This information is included as a technical appendix to this DSEIR:

- Appendix P: Project Facility Availability Form – Water (Olivenhain Municipal Water District 2016)

- Appendix P: Project Facility Availability Form – Sewer (Rancho Santa Fe Community Facilities District 2015)

The Santa Fe Valley Specific Plan (SFVSP) EIR (SP95-001) was also reviewed. The SFVSP EIR found impacts related to utilities to be less than significant and no mitigation was required.

No comments were received in response to the Notice of Preparation (NOP) related to utilities and service systems. Comments related to drainage and stormwater are addressed in Section 3.1.3, Hydrology/Water Quality of this DSEIR. A copy of the NOP and comment letters received on the NOP are included in Appendix A

3.1.7.1 *Background*

The previously certified EIR analyzed public services and utilities in Section 4.13. The analysis considered impacts to public services including fire protection, law enforcement, schools, animal control, and parks and recreation and utilities including water, wastewater, solid waste, and gas and electricity. Impacts to public services are analyzed in Section 3.1.5, Public Services, of this DSEIR. This section focuses on impacts related to utilities. The previous EIR found impacts related to utilities to be less than significant and no mitigation was required.

Changes Requiring New Analysis

Since preparation of the previous EIR, time has passed such that overall development, and likely associated population, in the area surrounding the Project has increased, which is the basis for assessment of utilities impacts. Also, the Project would result in a different land use than was assumed in the previously certified EIR. Therefore, the utilities analysis requires an update with current capacity and impacts are discussed in this section. Project Facility Availability Forms are summarized below and included in Appendix P of this DSEIR.

3.1.7.2 *Existing Conditions*

Water Supply and Facilities

Water service would be provided to the Project site by Olivenhain Municipal Water District (OMWD). OMWD provides water, recycled water, and hydroelectricity to northern San Diego County, including portions of the cities of Encinitas, Carlsbad, San Diego, Solana Beach, and San Marcos plus all or portions of the unincorporated communities of Elfin Forest, Rancho Santa Fe, Fairbanks Ranch, Santa Fe Valley, and 4S Ranch. OMWD serves a population of approximately 83,000 over an area of 48 square miles. It provides potable water via 27,000 meters and 400 miles of pipeline. OMWD's David C. McCollom Water Treatment Plant treats up to 34 million gallons of water per day and the 4S Ranch Water Reclamation Facility produces up to two million gallons per day of recycled water.

OMWD is a member agency of the San Diego County Water Authority (SDCWA), which was established in 1943 to provide secure water resources for a growing population and

purchase water from wholesaler Metropolitan Water District (MWD). SDCWA's service area covers 1,486 square miles and a population of 3.2 million. SDCWA's 24 member agencies purchase water from SDCWA for distribution within their respective service areas. OMWD also maintains 17 water storage reservoirs with a combined capacity of approximately 80 million gallons of water.

OMWD prepared its 2015 Urban Water Management Plan (UWMP) in accordance with the Urban Water Management Planning Act and to update and restructure its 2010 UWMP to facilitate the Department of Water Resources review process. The UWMP compares projected water supply and demand through 2040. According to the UWMP, OMWD relies in large part on imported water supplies from the MWD via SDCWA but is also developing its own supplies to increase overall water supply reliability.

OMWD prepared its 2015 Potable and Recycled Water Master Plan to plan future facilities, budget accordingly, and reduce the need for imported water. This document identifies a ten-year and 20-year capital spending plan for a variety of pipeline replacement and rehabilitation, facility retirement, water supply, studies, and building and facility projects.

The Project site is located within Zone D-14 of OMWD's service area and, according to the Project Facility Availability Form dated February 2016, is eligible to receive domestic water service.

Wastewater Treatment

Wastewater service for the Project would be provided by Rancho Santa Fe Community Services District (RSFCSD). The Project site is not currently within the RSFCSD service area, but is located within their adopted sphere of influence. Annexation into the RSFCSD services area is one of the discretionary actions for the Project. Local Agency Formation Commission (LAFCO) approval for the annexation would be required.

RSFCSD currently provides sewer collection and treatment services to approximately 2,600 customers and operates two wastewater treatment plants: the Rancho Santa Fe Water Reclamation Facility and the Santa Fe Valley Water Reclamation Facility.

The Rancho Santa Fe Water Reclamation Facility has an average flow of 350,000 gallons per day and a rated capacity of 450,000 gallons per day. This facility generally provides treatment services for Rancho Santa Fe and other surrounding communities in the unincorporated areas of the county.

In 1997, the RSFCSD annexed the Santa Fe Valley Specific Plan Area, into their services area. In order to serve this area a 485,000 gallon per day 0.485 MGD treatment facility was constructed. The Santa Fe Valley Water Reclamation Facility produces tertiary recycled water, which is then sold to and distributed by OMWD for irrigation of local golf courses.

Solid Waste

Solid waste services for the Project would be provided by a private hauler and transported to a transfer station prior to final disposal at the Sycamore Sanitary Landfill in Santee. The Sycamore Sanitary Landfill has a daily permitted throughput of 5,000

tons/day of solid waste. An expansion of the landfill was approved in 2012 and is forecasted to provide capacity for waste until 2041 (CalRecycle 2015).

Energy

San Diego Gas and Electric (SDGE) is the electricity supplier for San Diego County. For 2012, SDGE reported available and planned resources of 16,614 gigawatt hours (GWh), balanced against the same amount of energy requirements. While no data was available for energy projections between 2013 and 2015, 2016 was reporting as showing an excess of 205 GWh of electricity from existing and planned sources.

Regulatory Setting

Senate Bills 610 and 221

Senate Bill (SB) 610 addresses the issue of water supply availability by requiring preparation of a Water Supply Assessment (WSA) when projects subject to CEQA and larger than certain specified thresholds are under evaluation. The Project does not exceed the specified size threshold of 500 residential units or equivalent, and, therefore, preparation of a WSA is not required. SB 221, a companion bill approved at the same time as SB 610, requires verification of water supplies as a condition of tentative map approval for residential subdivisions of 500 units or more. The Project water use is fewer than 500 residential units or equivalent; therefore, SB 221 is also not applicable to the Project.

Regional Water Supply Agency Plans

SDCWA's 2010 UWMP provides a comprehensive planning analysis at a regional level and includes water use associated with accelerated forecasts of residential development as part of its municipal and industrial sector demand projections. SDCWA utilizes the San Diego Association of Governments (SANDAG) regional growth forecast to calculate future demands within their service area. This provides for consistency between San Diego County planning efforts and SDCWA demand projections, thereby ensuring that adequate supplies are being planned for existing and future water users. The demand associated with accelerated forecasted growth is intended to account for SANDAG's land use development currently projected to occur between 2035 and 2050, but with the likely potential to occur on an accelerated schedule. SANDAG estimates that accelerated residential development could occur within the planning horizon of the 2010 UWMP update. These residential units are not yet included in local jurisdictions' general plans, so their projected demands are incorporated at a regional level. When necessary, this additional demand increment can be used by member agencies (including OMWD) to meet the demands of development projects not identified in the general land use plans, as part of GPAs, and/or new annexations. As documented in the 2010 UWMP, SDCWA is planning to meet future and existing demands, which include the demand increment associated with the accelerated forecasted growth.

State of California Executive Order B-29-15 - In an acknowledgement of California's continuing drought conditions, on April 1, 2015, Governor Brown signed Executive Order B-29-15 mandating state water restrictions for a 25 percent potable water reduction through February 28, 2016. These restrictions require California water

suppliers to California cities and towns to reduce usage as compared to the amounts used in 2013.

In response, and pursuant to its RUWMP, on April 14, 2015 the MWD Board of Directors approved a water supply cut of up to 15 percent to member agencies. The cuts began July 1, 2015. Individual member agencies will see varied supply cuts, which will be determined based on the availability of local water supply and existing water conservation efforts of each agency. On May 14, 2015 the SDCWA Board of Directors adopted measures to restrict landscape irrigation to no more than two days per week, approved water delivery reductions to member agencies for fiscal year 2016 ranging from 12 to 36 percent, and increased funding for conservation and drought outreach programs.

On May 13, 2015, the OMWD Board of Directors voted to move to Water Supply Shortage Level 2 water rates. Under these designations, water conservation measures are mandatory for all customers, with the goal of reducing water usage throughout each district. Subsequently, on May 27, 2015, OMWD's Board of Directors amended its Water Supply Shortage Condition Ordinance to include SWRCB regulations which limit all outdoor irrigation to ten minutes per station, commercial growers and nurseries excluded, to two days per week. On July 20, 2016 OMWD's Board of Directors approved to move out of a Level 2 Water Supply Shortage and into a Level 1 Water Supply Condition. On April 7, 2017, Governor Brown rescinded California's drought-related state of emergency in light of improved hydrological conditions.

AB 939

In 1989, the California Integrated Waste Management Board (CIWMB) passed Assembly Bill 939 (AB) which mandated a 25 percent reduction of waste being disposed of in the landfill system by 1995, and a 50 percent reduction by 2000. In response to AB 939, the CIWMB was established to monitor compliance with waste reduction requirements. According to the CIWMB, all counties within the State are required to have an approved Countywide Integrated Waste Management Plan, which outlines methods for waste diversion and demonstrates sufficient solid waste disposal capacity for a minimum of 15 years.

Applicable Plans and Policies

San Diego County General Plan – Conservation and Open Space Element

The following policies identified in the County of San Diego General Plan (August 2011) Conservation and Open Space Element are related to energy, solid waste and water conservation are applicable to the Project:

- **Policy COS-14.3 Sustainable Development.** Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural design.
- **Policy COS-15.1 Design and Construction of New Buildings.** Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy

efficiency, incorporate the use of sustainable resources and recycled material, and reduce emissions of GHGs and toxic air contaminants.

- **Policy COS-15.4 Title 24 Energy Standards.** Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.
- **Policy COS-17.1 Reduction of Solid Waste Materials.** Reduce greenhouse gas emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated.
- **Policy COS-17.2 Construction and Demolition Waste.** Require recycling, reduction and reuse of construction debris.
- **Policy COS-17.6 Recycling Containers.** Require that all new land development projects include space for recycling containers.
- **Policy COS-19.1 Sustainable Development Practices.** Require land development, building design, landscaping and operational practices that minimize water consumption.

Santa Fe Valley Specific Plan

The SFVSP identifies the following objective related to utilities:

1. **Objective PF-4:** Ensure that potable and reclaimed water is available to Santa Fe Valley concurrent with need.
    a. **Policy PF-4.1:** Each individual project or subdivision shall undergo a hydraulic analysis and pay appropriate capacity fees prior to receiving a potable service availability letter from OMWD. Payment of all capacity fees is to be in accordance with District Ordinance 231, or as specifically waived by the District.
    b. **Policy PF-4.2:** Prior to issuance of grading permits or improvements plans in lieu of grading permits and prior to vesting Major Use Permits, potable water service letter commitments shall be obtained from OMWD.
    c. **Policy PF-4.3:** Prior to issuance of grading permits or improvements plans in lieu of grading permits and prior to vesting Major Use Permits, potable water service letter commitments shall be obtained from OMWD.
    d. **Policy PF-4.6:** Discretionary permit applicants shall be required to provide all fee and easement rights-of-way as required for construction of onsite and offsite facilities pursuant to the Public Facilities Plan as determined by OMWD.
2. **Objective PF-5:** Ensure that wastewater treatment and disposal facilities are provided to serve planned land uses in the SPA concurrent with need.
    a. **Policy PF-5.3:** Prior to approval of Final or Parcel Maps, issuance of grading permits or improvement plans in lieu of grading permits on the property that

will require public sewage treatment and disposal, applicants shall obtain sewer service commitment from the RSFCSD.

b. **Policy PF-4.3:** Prior to issuance of grading permits or improvements plans in lieu of grading permits and prior to vesting Major Use Permits, potable water service letter commitments shall be obtained from OMWD.

3.1.7.3 *Analysis of Project Effects and Determination as to Significance*

Water Supply and Facilities

Guideline for Determination of Significance

A significant impact related to water would occur if the Project would:

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or
- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Guideline Source

This guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

Project Demand and Regional Water Supply

Water supply for the Project would be provided by OMWD. For institutional uses such as a church, OMWD does not have standard water use generation rates. Rather, use generation rates are calculated based upon the quantity and type of water-using fixtures (e.g., bathroom fixtures, drinking fountains, dishwasher in the kitchen facility) and the anticipated number of occupants of the site. The specific fixtures have not been determined at this time, therefore a detailed water demand for the Project cannot be provided.

OMWD's water supply is dependent on SDCWA and, in turn, MWD, as the wholesale water suppliers. Therefore, the water supply reliability assessment relies on SDCWA's 2015 UWMP. Water Code Section 10635 requires that every urban water supplier assess the reliability of its water services during normal, dry, and multiple dry water years. The water supply and demand assessment compares the total projected water use with anticipated water supply over the next 20 years in 5-year increments. The assessment contained in SDCWA's 2015 UWMP projects reliability through the next 25 years to correspond with population growth forecasted by SANDAG.

The near-term service for the proposed water demands of the Project can be accounted for in SDCWA's 2015 UWMP accelerated forecasted growth demand increment, discussed above. This additional demand increment can be used by member agencies to meet the demands of development projects not identified in general land use plans, as part of GPAs, and/or new annexations. As documented in the 2015 UWMP, SDCWA

is planning to meet future and existing demands—including the demand increment associated with accelerated forecasted growth.

As noted above, OMWD used SDCWA's projections for normal, dry year, and multiple dry years to determine future demands through 2040. The forecasted normal year water demands compared with the projected supplies for OMWD are shown in Table 3.1-33, Water Supply and Demand Comparison – Normal Year. As shown in Table 3.1-33, supply will meet demand under the normal year scenario. Therefore there would be adequate water supplies to serve the Project in a normal year.

Table 3.1-34, Water Supply and Demand Comparison – Single Dry Year, provides a comparison of a single dry year supply with projected water demands through 2040. As with the normal year projections, no shortages are anticipated within OMWD's service area in a single dry year through 2040 with existing and planned supplies and implementation of the projects discussed in SDCWA's and OMWD's master planning documents. Therefore there would be adequate water supplies to serve the Project in a single dry year.

Table 3.1-35, Water Supply and Demand Comparison – Multiple Dry Years, presents multiple dry year scenarios (one, two, and three year supplies). Table 3.1-35 shows that in the second and third year of multiple dry years in the 2030 and 2035 time frame OMWD would have a small shortage in supply.

The OMWD UWMP (page 52) noted that the SDCWA's UWMP indicates that management action will be taken to handle such shortages. OMWD is also investigating a brackish groundwater supply that would improve supply reliability. Further, during dry years, such as 2015, when the state required OMWD to reduce demand by 32 percent, OMWD implemented stage 2 of its Water Supply Shortage Ordinance. This included mandatory actions such as two-day per week watering and fines for non-compliance. This resulted in an overall reduction in excess of state orders. Finally, OMWD has prepared for periods of water supply shortage by amending in 2015 its Water Supply Shortage Ordinance (No. 427), which may be considered a water shortage contingency ordinance. The ordinance provides for progressively severe stages of water use restrictions as necessary to accomplish services area-wide water use reductions up to 40 percent. Given the contingency planning that is in place, there would be adequate water supplies to serve the Project in multiple dry years.

As demonstrated by Tables 3.1-33 through 3.1-35, OMWD can reliably meet water demands during normal and single dry year conditions. In summary, potable water demands generated by the Project would be met by water supplies that are planned for and intended to be available through 2040 under normal conditions and in both single and multiple dry years. Therefore, impacts associated with the Project's water supply demand would be **less than significant**.

Water Supply Facilities

Potable water to the site would be served by a water main entering the site at Grace Way. Non-potable water for irrigation would be provided by an offsite well to which the

Project has legal access. Please see Figure 1-2 in Chapter 1 for a location of the existing well.

As noted above, the Project site is located within the boundaries of OMWD, which would provide water service for fire protection and church uses. OMWD, in their Project Facility Availability Form (see Appendix P), identified that the Project site is within OMWD boundaries and is eligible to receive domestic service. OMWD's supplemental water availability letter indicates that they have or will have adequate facilities with sufficient capacity to serve the Project at a minimum of 25 psi pressure. This sufficiency assumes normal operating conditions, completion of all necessary facilities including on- and off-site water lines, facilities, and appurtenances. OMWD's commitment to water service availability is also conditioned on the following additional requirements, which would be met by the Project applicant:

- Payment of all improvement fees, as appropriate, when due in accordance with District Ordinance 301, or successor Ordinance.
- Applicant is required to have a hydraulic analysis prepared by the District's consulting engineer to ascertain the impact of the Project on the District's water system and to determine fire flow availability as required by the Fire Department. Applicant must provide fire flow requirements to the District.
- Applicant is required to provide all fee and easements as required for construction of on- and off-site facilities as required by the District.
- Applicant is required to construct all on- and off-site facilities as required by the District.
- Applicant is required to execute District Agreement for pipeline construction and furnish all necessary documents for insurance, bonding, and pay all District's charges as they are invoiced.
- In accordance with District Assessment District 96-01, lots of ½ acre or less may have a ¾-inch meter installed unless owner chooses to upgrade the meter and pay the additional fees and charges. Lots greater than ½ acre but less than three acres require one-inch meters to be installed. Lots in excess of three acres require a minimum 1½-inch meter to be installed. Larger meters may be required by the District.
- The District may require larger meters than the Assessment District 96-01 lot size criteria dictate if the individual residence requires water service greater than can be accommodated by the standard ¾-inch meter irrespective of the lot size.
- Applicant is required to comply with District Ordinance 280 for the mitigation of impacts to the District's Assessment District 96-1R. Ordinance 280 requires an executed agreement to request increased EDUs required by the Project.

Wastewater Treatment

Guideline for Determination of Significance

A significant impact related to wastewater would occur if the Project would:

- Exceed wastewater treatment requirements of the applicable RWQCB.
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Guideline Source

This guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

The Project would be served by a system of public sewer mains that would connect to the existing RSFCSD sewer network at the Project boundary. The Project proposes to discharge domestic waste to a community sewer system that is permitted to operate by the RWQCB. A Project facility availability form has been received from RSFCSD that indicates the district will serve the Project. Therefore, because the Project will be discharging wastewater to a RWQCB permitted community sewer system and will be required to satisfy the conditions listed above, the Project is consistent with the wastewater treatment requirements of the RWQCB, including the Regional Basin Plan.

The former residences on the Project site used a septic system, so there was not any wastewater generation going into the RSFCSD system. The Project site is currently located within RSFCSD's adopted sphere of influence and would annex into the RSFCSD for wastewater service. LAFCO approval would be required for the annexation.

Based upon information from Ms. Paula Melendrez, District Administrator at RSFCSD, the RSFCSD Ordinance Code determines wastewater demand in terms of equivalent dwelling units (EDUs). One church unit represents 1.33 EDUs, with each church unit equaling 150 sanctuary seats. With a full buildout of 1,500 seats, the Project equals 10 church units or 13.33 EDUs. Each EDU is assumed to generate 250 gallons per day (gpd) of wastewater. Thus the Project is expected to generate up to 3,325 gpd of wastewater at full buildout of the Project.

According to the Project Facility Availability Form prepared by RSFCSD, wastewater facilities are expected to be available based on existing infrastructure and the capital facility plans of RSFCSD. The Project would not require significant alterations to existing sewage systems and infrastructure or substantially reduce the capacity of existing facilities. Thus, impacts related to wastewater treatment and conveyance would be **less than significant**.

Solid Waste

Guideline for Determination of Significance

A significant impact related to solid waste would occur if the Project would:

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Not comply with federal, state, and local statutes and regulations related to solid waste.

Guideline Source

This guideline is based upon Appendix G of the CEQA Guidelines.

Analysis

Landfill Capacity

Construction and demolition debris would be generated by the Project, as there are two existing residences and associated outbuildings that would need to be demolished prior to the start of Project construction. Construction and demolition debris recycling is available through EDCO and other private franchise haulers.

The Sycamore Sanitary Landfill is owned by the City of San Diego and operated by Allied Waste Disposal and Republic Services Inc. According to CalRecycle (2015) the facility has a daily permitted capacity of 5,000 tons/day for solid waste with an anticipated closure date of 2040.

Solid waste generation rates vary by land use. For this analysis, the generation rates used in the CalEEMod software was used. This is similar to the methodology used in other church EIRs in Southern California and equates to approximately 57 tons per year of waste for every 10,000 SF of church/place of worship use. At buildout, the Project will have 89,234 SF of church use. Therefore, solid waste generated by the Project (prior to recycling) is expected to be 508 tons per year, or 2,783 lbs/day. However, assuming a 50 percent diversion rate through recycling, this amount would be reduced to 254 tons per year or 1,391 lbs/day. With consideration of the diversion rate, the Project's solid waste generation can be accommodated at the landfill based upon the available daily permitted capacity. Impacts would be **less than significant**.

Compliance with Statutes Related to Solid Waste

Implementation of the Project will generate solid waste. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). The Project will deposit all solid waste at a permitted solid waste facility and therefore, will comply with Federal, State, and local statutes and regulations related to solid waste. **No impact** is identified for this issue area.

Energy

Guideline for Determination of Significance

Appendix F of the CEQA Guidelines provided guidance for analyzing significant energy implications of a project. The introduction states that "[t]he goal of conserving energy

implies the wise and efficient use of energy." Three means of achieving this goal are listed:

1. Decreasing overall per capita energy consumption;
2. Decreasing reliance on fossil fuels such as coal, natural gas, and oil, and;
3. Increasing reliance on renewable energy sources.

Emphasis in the discussion should be on "avoiding or reducing inefficient, wasteful and unnecessary consumption of energy."

Guideline Source

This guideline is based upon Appendix F of the CEQA Guidelines.

Analysis

Effect on Consumption of Energy Resources

The Project proposes a church and fellowship areas in five buildings in two phases to total 89,234 SF. The building functions will consist of Sanctuary/ Administration (43,500 SF), Education (12,934 SF), Meeting Spaces (5,932 SF), Fellowship Hall (13,812 SF) and Learning Center (13,056 SF). The Project also includes parking areas, outdoor gathering areas, and an outdoor recreation use without nighttime lighting. The site will operate seven days a week, with operational house generally from 8 AM to 5 PM, and selected evening activities terminating at 10 PM. Primary activity will occur on Sunday with worship services held between 9 AM and 10 PM. Energy services will be provided by SDGE.

There will be two major categories of energy use - construction, and operations. Energy use by type of energy will fall into distinct categories as shown in Table 3.1-36, Project Energy Use by Energy Type and Use Categories.

Energy use during construction will include construction vehicles such as excavators, scrapers, forklifts, and rollers. Energy used to fabricate, finish, and transport materials is embodied in the material used. Electricity would be used for construction lighting, field services (trailers), and electrically driven construction equipment such as air compressors, drills, saws, and pumps, among other equipment. Primary fuel use would be associated with gasoline- and diesel-powered mobile construction equipment and commuting of workers to and from the construction site. Full details of energy use are provided in the air quality and global climate change reports associated with this DSEIR (Appendices K and L respectively).

The major energy use during operation of the Project would be for heating and cooling of buildings, followed by lighting. Energy will also be required to operate pumps that will supply water to the Project, both off-site and onsite by the pump on an existing well, which will provide non-potable water for irrigation.

Most building operations will use electricity. These include lighting and cooling operations. Heating in the Project buildings and cooking in the café will be generated from natural gas. Energy use for the operation of the facility uses data provided by the U.S. Environmental Protection Agency's ENERGY STAR® program. Data for energy

use by building type is provided at "energystar.gov/buildings/about-us/research-and-reports/portfolio-manager-data trends." For each of the buildings/uses on the site, source energy use is calculated as follows, in thousands of British Thermal Units (kBtus):

Use Type	Area (SF)	kBtu/SF /Year	Total Energy Use (kBtus)
Building Area	89,243	70.7	6,309.4
Landscaped Area[1]			10.8
Total			**6,320.2**

[1] Assumes 5 hp pump. Excludes hardscape that will not require watering. Water provided by on-site pump so embodied energy is assumed to be limited to energy use of water pump.

Total annual Project energy use is estimated to be 6,320.2 million Btus, or 1,849 kWh. Overall total annual non-residential electricity use in San Diego County in 2015 was 12,863 billion kWh (Department of Conservation, ecdms.energy.ca.gov/elecbycounty.aspx. The Project represents less than one thousandth of total County non-residential electricity use. The Project will therefore have a minimal effect on overall energy use in the County. Further, the Project proposes energy efficiency measures which are discussed later in this section.

The Project is projected to use 3,519.1 million Btus for heating annually, or 35,199.4 Therms. This is less than one thousandth of a percent of the overall non-residential use in San Diego County in 2015, which was 208.8 million Therms (Department of Conservation, ecdms.energy.ca.gov/gasbycounty.aspx). Impacts to State-wide natural gas use would therefore not be significant. Proposed conservation measures are discussed later in this section.

Effects on Energy Supplies

SDGE is the electricity supplier for San Diego County. For 2012, SDGE reported available and planned resources of 16,614 GWh, balanced against the same amount of energy requirements. While no data was available for energy projections between 2013 and 2015, 2016 was reporting as showing an excess of 205 GWh of electricity from existing and planned sources. The Project would require approximately 1,782 kWh of electricity, or 0.18 GWh. This is far below the projected excess of electricity in the Project's initial year of operation. Therefore the Project would not require construction of additional electrical generation capacity.

Effect on Peak and Base Demand for Electricity

Peak demand for electricity occurs when so much electrical equipment is in use at one time that it places a strain on the entire electric system. This generally occurs in

California during summer heat waves in the weekday afternoon, hours when air conditioners at both homes and businesses are running at full strength.

The Project would continue to operate during peak energy demand periods, and so would constitute a new source of peak demand usage. Non-residential construction falls under California Title 24 regulations. The Title 24 revision that took effect on July 1, 2017 introduced additional energy conservation requirements into building construction in California. This revision has provisions for more sustainable and energy efficient construction practices that will affect both the types of materials used and the way in which finished systems will be tested. Title 24 provisions are detailed below. The Project's overall demand will be reduced from historic levels of residential energy use due to compliance with Title 24 changes. *Transportation Energy Use*

Energy will also be expended in trips to and from the Project. The Project has been estimated to create 392 Average Daily Traffic (ADT) on weekdays and 2,775 on Sundays. This includes all uses for the Project. The Project is a joint effort by three churches in the region, all of which are operational and have their own congregations. Since the three existing churches are located in the region, traffic will be diverted from three separate locations to a single location. Net energy use in the form of gasoline will therefore not increase significantly with the new Project. Nevertheless the Project incorporates features to reduce gasoline use such as charging hook-ups for electric cars and operation of a shuttle for church members.

Title 24 regulations include electrical vehicle hookups as a part of new construction, enabling a reduction in gasoline consumption for transportation. Electric vehicle use is also projected to increase significantly statewide in the coming years, and it is reasonable to conclude that some residents would incorporate electric vehicles into their driving mix. The Project is located near existing MTS bus routes. The Project is also providing a shuttle service option for church patrons.

Energy Conservation

The State of California controls building standards throughout the state through Title 24. The standards underwent a significant revision in 2013 that mandated greater energy conservation in the construction and operation of all buildings. The California Energy Commission expects the new standards to reduce annual electricity consumption by 613 gigawatts (GWh) and natural gas consumption by 10 million Therms per year (CEC, Title 24, 2013). Further energy efficiency requirements were added in the 2016 Title 24 revisions. These changes affect all aspects of the building process. Several of the new features are outlined in Table 3.1-37, Title 24 2014 Selected Energy Efficiency Requirements.

Additional efficiencies in energy use will be achieved through the use of local water for the Project. Irrigation water will be provided on-site. Irrigation consumes approximately 70 percent of the water used in San Diego County. It is estimated that it takes 13,022 kWh to import each million gallons of potable water into the region (Global Climate Change Analysis, RECON Environmental, 2017). Therefore reducing demand for

imported potable water that would be used for irrigation represents a significant conservation of energy.

Propane is a clean burning, low emissions fuel that does not leave residue that could contaminate soils. It is also produced in California, thereby minimizing pollution and saving energy associated with transport over very large distances. The Project's propane use represents an efficient use of energy.

Finally, SDGE is expanding its portfolio of renewable energy sources. Energy from these sources will be fed into the electricity grid and distributed to customers. As SDGE customers, the Project will indirectly participate in the increased use of renewable energy.

The Project will consume energy in the construction and operation of an 89,234 SF facility. Construction energy use will be governed by a construction management plan for the Project that will include measures to prevent the waste of energy such as no vehicle idling, tuning of vehicles prior to use, and efficient staging and operation of vehicles. Operational aspects of the Project represent a very small fraction of overall energy use in San Diego County, and will incorporate measures to increase energy efficiency and prevent waste through 2017 Title 24 requirements. SDGE has the capacity to serve the Project without the construction of new facilities. Transportation energy will not be wasted because destinations that can meet residents' needs for consumables and jobs already exist in the area or are in the process of being developed. Project services are being drawn from other locations in the region; therefore the Project does not significantly generate new traffic trips or represent a draw for traffic at great distances. Mass transit is available to the site and the Project will provide its own shuttle service, which will reduce vehicle trips.

The Project will conserve energy through new building standards that will lead to a reduction in per capita energy use when compared to current developments. Alternative energy use will take place in the form of solar panels on Project rooftops, a projected increase in use of electric vehicles, and reliance on SDGE's expanding portfolio of alternative energy sources. Although the Project will increase energy usage in the County, it will incorporate efficiencies in its design that will result in a per capita decrease in energy use, and will not result in inefficient, wasteful, or unnecessary consumption of energy. Impacts would be **less than significant**.

Consistency with General Plan Conservation and Open Space Element

The Project is consistent with Policy COS-15.1 The Project has been designed with the goal to comply with criteria established in the LEED rating system. LEED is an internationally recognized green building certification system developed by the U.S. Green Building Council. LEED promotes sustainable building and development practices through rating systems that recognize projects that implement strategies for better environmental health and performance in the following key areas: sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, locations and linkages, awareness and education, innovation in design, and regional priority.

The Project is consistent with Policy COS-15.4 as it will incorporate measures to increase energy efficiency and prevent waste through 2017 Title 24 requirements.

The Project is consistent with Policies COS-17.1, COS-17.2 and COS-17.6. Waste generated from demolition of the existing structures and new construction will be recycled. Construction and demolition debris recycling is available through EDCO and other private franchise haulers that serve the Project area. Recycling containers would be placed throughout the buildings to encourage recycling and divert waste from the landfill.

The Project is consistent with Policy COS-19.1 as it will incorporate sustainable development practices. The Project applicant plans to design and construct the Project with the goal of obtaining LEED certification, which takes into consideration building design, water efficiency and operational practices to minimize water consumption.

Consistency with Santa Fe Valley Specific Plan

The Project is consistent with water and wastewater objectives and policies identified in the SFVSP. The Project applicant has coordinated with both OMWD and RSFCSD regarding water and wastewater service for the Project site. Project Facility Availability forms for both water and sewer are included in Appendix P and indicate that these districts can serve the Project. The Project applicant will meet the specific conditions identified by OMWD, as detailed above.

3.1.7.4 *Cumulative Impact Analysis*

Water Supply and Infrastructure

Cumulative projects that are located within the OMWD service area and require potable water service would contribute to a cumulative increase in demand for OMWD water supply and infrastructure.

Cumulative projects considered in this DSEIR are identified in Table 1-2 and on Figure 1-11 in Chapter 1. Of the 20 cumulative projects identified in Table 1-2, all are located within the OMWD service area with the exception of the Black Mountain Ranch Subarea Plan, Santaluz, Black Mountain Ranch Open Space Park, and the T-Mobile Cell Tower. These four projects would be served by the City of San Diego.

Of the 15 cumulative projects that are within the OMWD service area, 10 are not of a nature that would require potable service (e.g., cell towers, administrative permits, or land use modifications that do not result in increased development). The remaining five projects that would require potable water service from OMWD includes Rancho Cielo SPA, Cielo Village MUP, Starwood Santa Fe TM, TPM 21205, and TPM 21207. In total these projects would increase demand by developing a total of 28 residential units. When the water demand from the cumulative projects is considered with the demand from the Project, cumulative impacts would be **less than significant**.

Wastewater

Cumulative projects that are located within the RSFCSD service area or adopted sphere of influence and require wastewater services would contribute to a cumulative increase

in demand for RSFCSD wastewater treatment services and infrastructure. Of the 20 cumulative projects identified in Table 1-2, eight are located within the RSFCSD service area or adopted sphere. These projects include: SPA 11-001, TM 5556, TPM 21207, MUP 11-018, MUP 08-003, Administrative Permit (AD) 10-010, Grading Permit (L)-15626 and VAC 13-001.

Of the eight cumulative projects that are within the OMWD service area, seven are not of a nature that would require wastewater service (e.g., cell towers, administrative permits, or land use modifications that do not result in increased development). The one remaining project, TM 5556 (Starwood Santa Fe Valley) would allow for up to eight residential lots. When the wastewater service demand from the Starwood Santa Fe Valley project is considered with the demand from the Project, cumulative impacts would be **less than significant**.

Solid Waste

Cumulative projects that generate solid waste would need to have that waste accommodated in regional landfills. Based upon the location of the cumulative projects, it is expected that their waste would be accommodated at the Sycamore Sanitary Landfill, similar to the Project. Given the capacity available at the landfill, cumulative impacts would be **less than significant.**

Energy

Total Project use will be 6,320.2 million Btus, or 1,849 kWh. Overall annual non-residential energy use in San Diego County in 2015 was 12,863 billion kWh.[12] The Project represents less than one thousandth percent of total County non-residential electricity use. The Project will therefore have a minimal effect on overall energy use in the County. Cumulative energy impacts would be **less than significant**.

3.1.7.5 *Significance of Impacts*

Based upon the analysis presented in Sections 3.1.7.3 and 3.1.7.4, Project- and cumulative-level impacts related to water, wastewater and solid waste would be less than significant. No mitigation is required.

3.1.7.6 *Conclusion*

Development of the Project would result in an incremental increase in the need for water, wastewater, and solid waste services. The Project would also increase the demand for electricity and gas.

Analysis in this chapter concluded that there would be adequate water supply and water infrastructure to serve the Project. Project design features, such as the use of low water fixture and drought tolerant species will reduce water demand. Well water will also be used to offset the use of potable water for irrigation.

[12] Department of Conservation, ecdms.energy.ca.gov/elecbycounty.aspx

The analysis also concluded that the Project could be served by RSFCSD and that there is adequate treatment capacity and infrastructure to serve the Project. Similarly, there is adequate landfill capacity and the Project would comply with federal, state and local regulations pertaining to solid waste.

Analysis in this chapter concluded that the Project would avoid or reduce inefficient, wasteful and unnecessary consumption of energy. In addition, cumulative impacts were also determined to be less than significant.

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3.2 Effects Found Not Significant During the Environmental Checklist Review

Six issues were found to have less than significant effects as detailed in the County 15162 Checklist for the Project (refer to Appendix A, Notice of Preparation and Responses to Notice of Preparation). Issues with effects found not to be significant are briefly discussed below, with an explanation regarding the assessed lack of significance.

3.2.1 Agriculture and Forest Resources

The previously certified Santa Fe Valley Specific Plan (SFVSP) EIR did not specifically analyze impacts to forestry resources. Impacts to agricultural resources were discussed in Section 4.1, Land Use.

The SFVSP EIR recognized that approximately 995 acres of the Specific Plan area were in agricultural use and that development pursuant to the approved Specific Plan would cause an irreversible environmental change by converting the area from undeveloped with scattered agricultural operations to primarily residential land use. Of this acreage, 575 acres were classified as farmland of local importance. Impacts resulting from development of the Specific Plan were determined not to be significant as impacts to 575 acres represented a loss of 0.54 percent of lands designated as farmland of local importance within the County of San Diego.

A portion of the Project site (4.2 acres) has been used as an organic farm to produce strawberries. Development as proposed in the SFVSP EIR would have removed this agricultural area. The loss of this agricultural production area would have been considered in the certified EIR and analyzed in the Land Use section, as the Project was identified as an area of future development in the certified EIR. No new environmental impacts associated with agriculture resources would occur from implementation of the Project.

Since certification of the SFVSP EIR, the State CEQA Guidelines have been revised to include thresholds related to forest resources. The Project site does not contain forest resources, is not used for forest production, and is not zoned for timberland or timberland production. Thus, no further analysis of forest resources is required.

3.2.2 Geology and Soils

The previously certified EIR identified potentially significant and mitigable impacts to Geological Resources. The mitigation measure in the previously certified SFVSP EIR (measure 8A) required that prior to recordation of a Final Map, issuance of grading permits and approval of improvement plans, the subdivider shall submit a geotechnical study prepared by a qualified geologist to the satisfaction of the Director of Public Works. This study shall include, but not be limited to, identification of liquefaction prone areas, landslide prone areas, and any areas of problem soils. Recommended measures shall be incorporated into the grading and/or improvement plans.

Pursuant to the above-listed mitigation measure, a Geotechnical Report would be required for the Project prior to issuance of grading permits and/or approval of improvement plans. Proposed civic structures, including churches, as proposed by the Project, will comply with California Building Code guidelines to address the potential for ground motion due to seismic activity. Therefore, impacts would be less than significant and no additional mitigation is required.

3.2.3 Mineral Resources

The previously certified SFVSP EIR did not specifically analyze mineral resources. The Project site and surrounding area are classified as MRZ-3 with mineral resources potentially being present. However, the Project site is small in area and is surrounded by recreational, open space, residential and commercial land uses consistent with previously approved development permits, which are not compatible with future extraction of mineral resources on the Project site. Therefore, implementation of the Project will not result in the loss of availability of a known mineral resource that would be of value since any mineral resource extraction would be unlikely due to incompatible land uses and lot sizes that are too small to make extraction of minerals economically feasible. No new environmental impacts associated with mineral resources would occur from implementation of the Project.

3.2.4 Paleontological Resources

The previously certified SFVSP EIR identified potentially significant and mitigable impacts to Paleontological Resources. Mitigation measures in the previously certified SFVSP EIR (measures 9A through 9C) require grading monitoring by a qualified paleontologist for those areas identified as having a moderate or moderate to high potential for paleontological sensitivity. As shown on Figure 4.10-1 of the previously certified SFVSP EIR, the southern portion of the Project site has a moderate to high rating for paleontological sensitivity. The northern portion of the site has an “unknown” rating for paleontological sensitivity. Mitigation identified in the previously certified SFVSP EIR would be applicable to the Project and implementation of the mitigation measures would be required as a condition of Project approval. No new environmental impacts associated with paleontological resources would occur from implementation of the Project.

3.2.5 Population and Housing

The previously certified SFVSP EIR found no significant environmental effects related to population/demographics. The Project will result in the removal of a single-family residence and a bunk house, which also serves as a residence. The loss of these homes was considered in the certified SFVSP EIR in Section 4.1, Land Use. According to the EIR, displacement of approximately five residences and up to 14 individuals would be minor and incremental and, since more intense development would be implemented in lieu of the existing limited on-site development, no significant impact was noted. No new environmental impacts associated with population and housing

would occur from implementation of the Project. No revisions to the previous SFVSP EIR resulting from significant new environmental effects or a substantial increase in the severity of previously identified significant effects are required.

3.2.6 Recreation

The previously certified SFVSP EIR found no significant impacts to recreation. The original Project proposed both active and passive recreational facilities including a golf course and trails which currently exist in the Specific Plan area. A portion of the San Dieguito River Park Trail (Coast to Crest Trail) goes through the Santa Fe Valley Specific Plan area, very near the current location of the Project. The Project will not result in an increase in use of recreational facilities in the immediate area because the Project will not generate any new residents that require the provision of recreational resources. Further, proposed onsite recreation facilities for church patrons include a tot lot play area and a volleyball court. No new environmental impacts associated with recreation would occur from implementation of the Project.

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N

W E

S

GRAPHIC SCALE

30 0 15 30 60 120

LEGEND

D.G. PARKING
(SECTION TO BE DETERMINED BY SOILS ENGINEER)

POROUS A.C. PAVING
(SECTION TO BE DETERMINED BY SOILS ENGINEER)

CONCRETE PAVERS
(SECTION TO BE DETERMINED BY SOILS ENGINEER)

BIO-FILTRATION BMP

SELF RETAINING DMA

STORM DRAIN D-60

OVERFLOW INLET (UNLESS OTHERWISE LABELED)

RIP RAP D-40

Notes:
Underlying Hydrologic Soils Group for the entire project is Soils Group D.
Approximate depth to ground water is >20'.
There are no wells, springs or watercourses on the developed project site.
There are no critical coarse sediment yield areas on the project site.
The existing residence and accessory buildings are to be removed.

FOUR GEE ROAD

NODE A
POC #1

NODE B
POC #2

NODE C
POC #3

NODE D
POC #4

PROPERTY LINE

EXISTING OPEN SPACE EASEMENT

EXISTING CREEK BED

EXISTING FLOWAGE EASEMENT

IMP : 205
1,925 sf
BIOFILTRATION

IMP : 207
395 sf
BIOFILTRATION

IMP : 206
811 sf
BIOFILTRATION

IMP : 212
663 sf
BIOFILTRATION

IMP : 214
636 sf
BIOFILTRATION

IMP : 213
1,968 sf
BIOFILTRATION

IMP : 215
315 sf
BIOFILTRATION

IMP : 216
822 sf
BIOFILTRATION

IMP : 219
1,351 sf
BIOFILTRATION

IMP : 220
895 sf
BIOFILTRATION

IMP:218
549 sf
BIOFILTRATION

IMP : 217
423 sf
BIOFILTRATION

IMP : 211
2,102 sf
BIOFILTRATION

IMP : 210
5,811 sf
BIOFILTRATION

IMP : 209
287 sf
BIOFILTRATION

IMP : 208
426 sf
BIOFILTRATION

IMP : 204
6,961 sf
BIOFILTRATION

IMP : 201
479 sf
BIOFILTRATION

BASIN 205
0.60 AC

BASIN 207
0.08 AC

BASIN 206
0.51 AC

BASIN 212
0.24 AC

BASIN 214
0.39 AC

BASIN 213
0.20 AC

BASIN 215
0.12 AC

BASIN 211
0.37 AC

BASIN 210
1.15 AC

BASIN 216
0.24 AC

BASIN 219
0.36 AC

BASIN 220
0.23 AC

BASIN 218
0.13 AC

BASIN 217
0.11 AC

BASIN 209
0.16 AC

BASIN 201
0.22 AC

BASIN 208
0.24 AC

BASIN 204
1.77 AC

BASIN DMA : 172
0.16 AC

BASIN DMA : 170
0.31 AC

DMA : 1
3,160 sf
Landscape

DMA : 34
426 sf
Landscape

DMA : 32
692 sf
Landscape

DMA : 39
164 sf
Landscape

DMA : 40
124 sf
Landscape

DMA : 43
70 sf
Landscape

DMA : 42
70 sf
Landscape

DMA : 88
118 sf
Landscape

DMA : 89
91 sf
Landscape

DMA : 94
288 sf
Landscape

DMA : 99
469 sf
Landscape

DMA : 109
236 sf
Landscape

DMA : 107
201 sf
Landscape

DMA : 128
118 sf
Landscape

DMA : 300
46,284 sf
Natural

DMA : 26
1,523 sf
Tot Lot

DMA : 30
52 sf
Landscape

DMA : 23
52 sf
Landscape

DMA : 16
52 sf
Landscape

DMA : 72
158 sf
Landscape

DMA : 71
250 sf
Landscape

DMA : 70
260 sf
Landscape

DMA : 62
1,104 sf
Landscape

LANDSCAPE

BUILDING

Roof Drains

DENSE TREES

DENSE BRUSH

CULTIVATED

DIRT

BRUSH

PM 18105 Landscape Area
9 Dwellings

MLB Engineering
Professional Civil Engineers and Land Surveyors
404 South Live Oak Park Road, Fallbrook, CA 92028
Phone 760 731 6603
E Mail: MLBenesh@pacbell.net

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Hydromodification Management Exhibit - Post Development

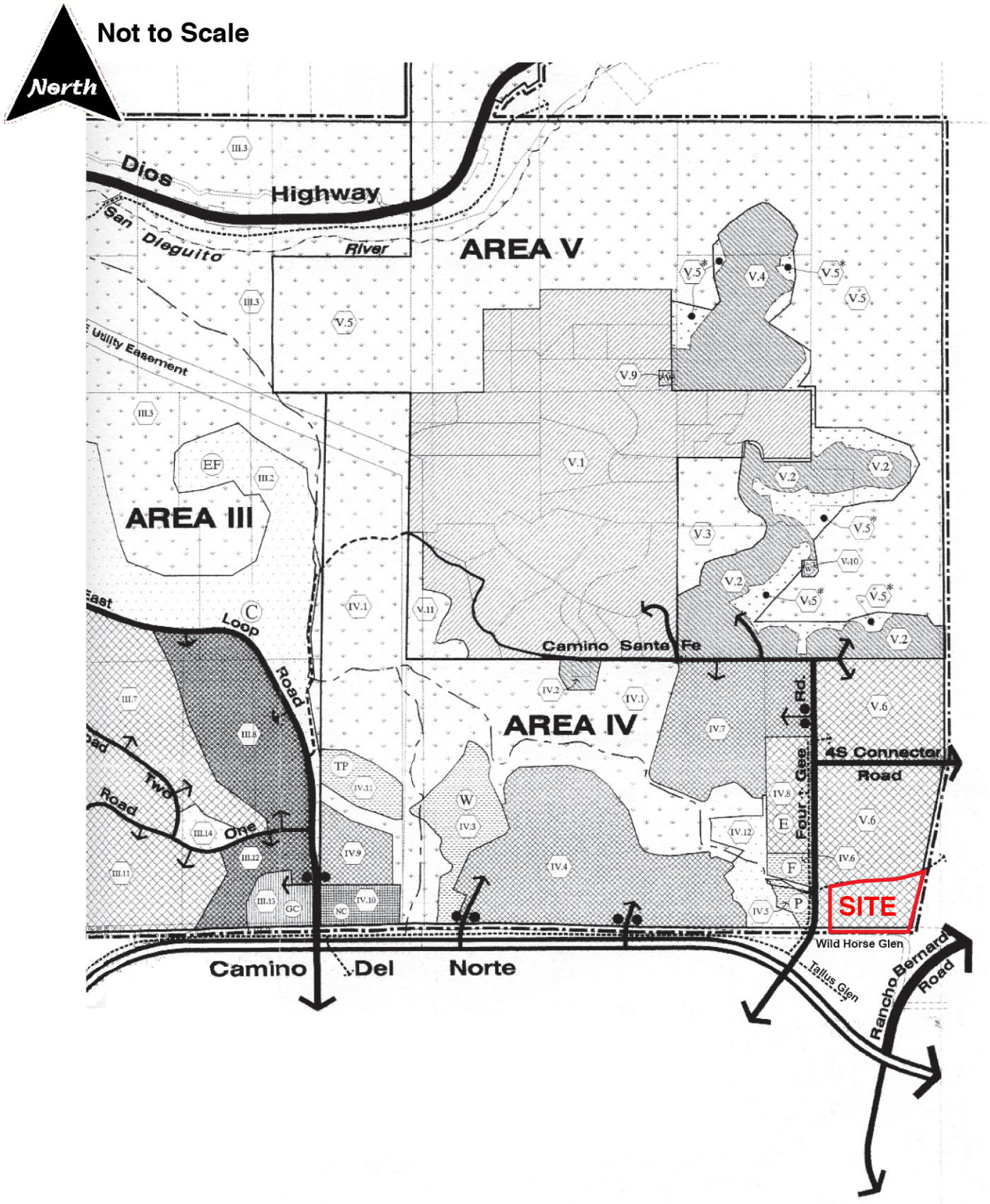
Figure 3.1-1

This Attachment will be included on the Final SWMP.

Use this checklist to ensure the required information has been included on the plans:

The plans must identify:

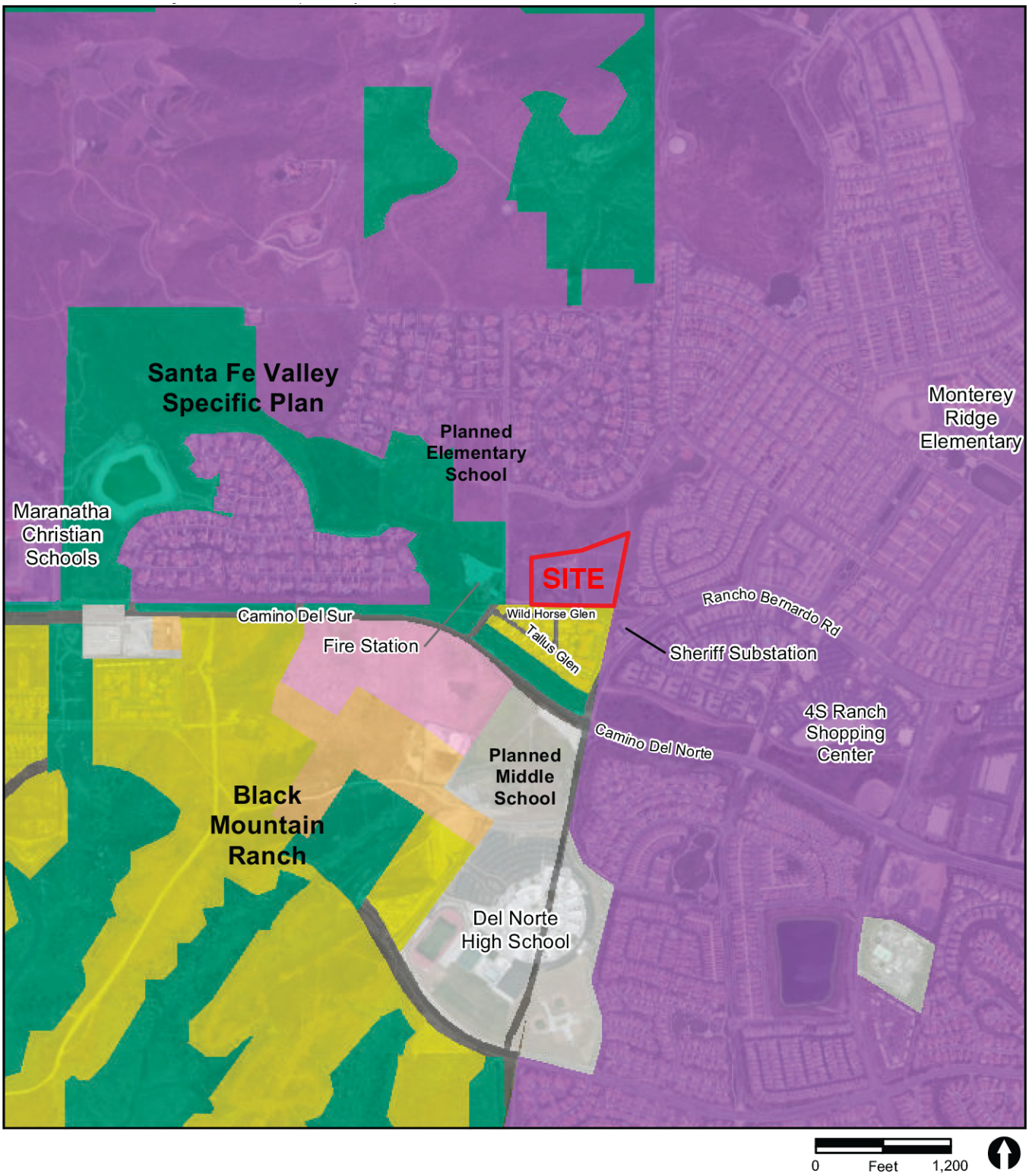
- ☐ Structural BMP(s) with ID numbers matching Step 6 Summary of PDP Structural BMPs
- ☐ The grading and drainage design shown on the plans must be consistent with the delineation of DMAs shown on the DMA exhibit
- ☐ Details and specifications for construction of structural BMP(s)
- ☐ Signage indicating the location and boundary of structural BMP(s) as required by County staff
- ☐ How to access the structural BMP(s) to inspect and perform maintenance
- ☐ Features that are provided to facilitate inspection (e.g., observation ports, cleanouts, silt posts, or other features that allow the inspector to view necessary components of the structural BMP and compare to maintenance thresholds)
- ☐ Manufacturer and part number for proprietary parts of structural BMP(s) when applicable
- ☐ Maintenance thresholds specific to the structural BMP(s), with a location-specific frame of reference (e.g., level of accumulated materials that triggers removal of the materials, to be identified based on viewing marks on silt posts or measured with a survey rod with respect to a fixed benchmark within the BMP)
- ☐ Recommended equipment to perform maintenance
- ☐ When applicable, necessary special training or certification requirements for inspection and maintenance personnel such as confined space entry or hazardous waste management
- ☐ Include landscaping plan sheets showing vegetation requirements for vegetated structural BMP(s)
- ☐ All BMPs must be fully dimensioned on the plans
- ☐ When proprietary BMPs are used, site-specific cross section with outflow, inflow, and model number must be provided. Photocopies of general brochures are not acceptable.
- ☐ Include all source control and site design measures described in Steps 4 and 5 of the SWQMP. Can be included as a separate exhibit as necessary.



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Santa Fe Valley Specific Plan

Figure 3.1-3

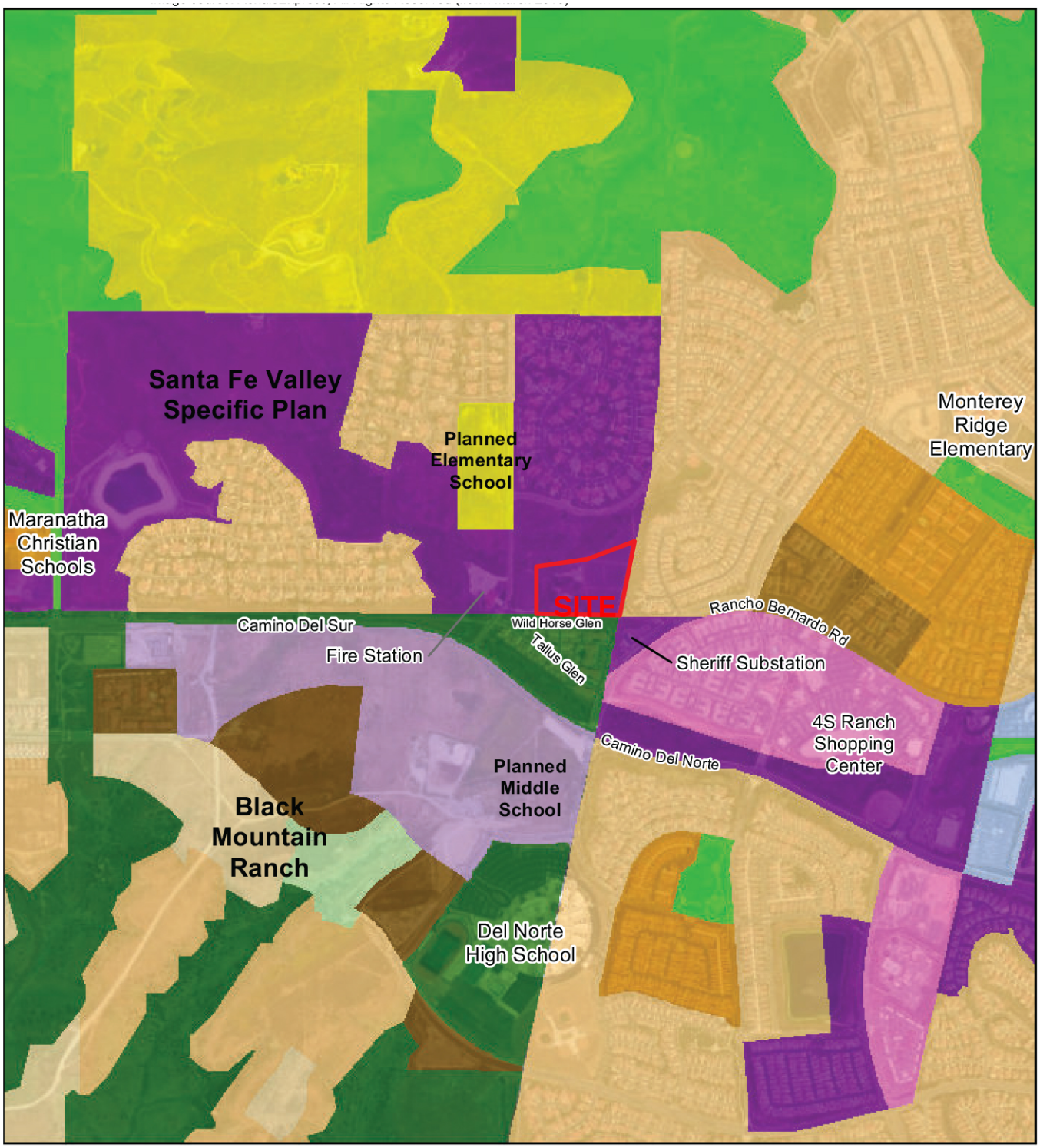


RECON

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Land Uses within One Mile of the Project Site

Figure 3.1-4

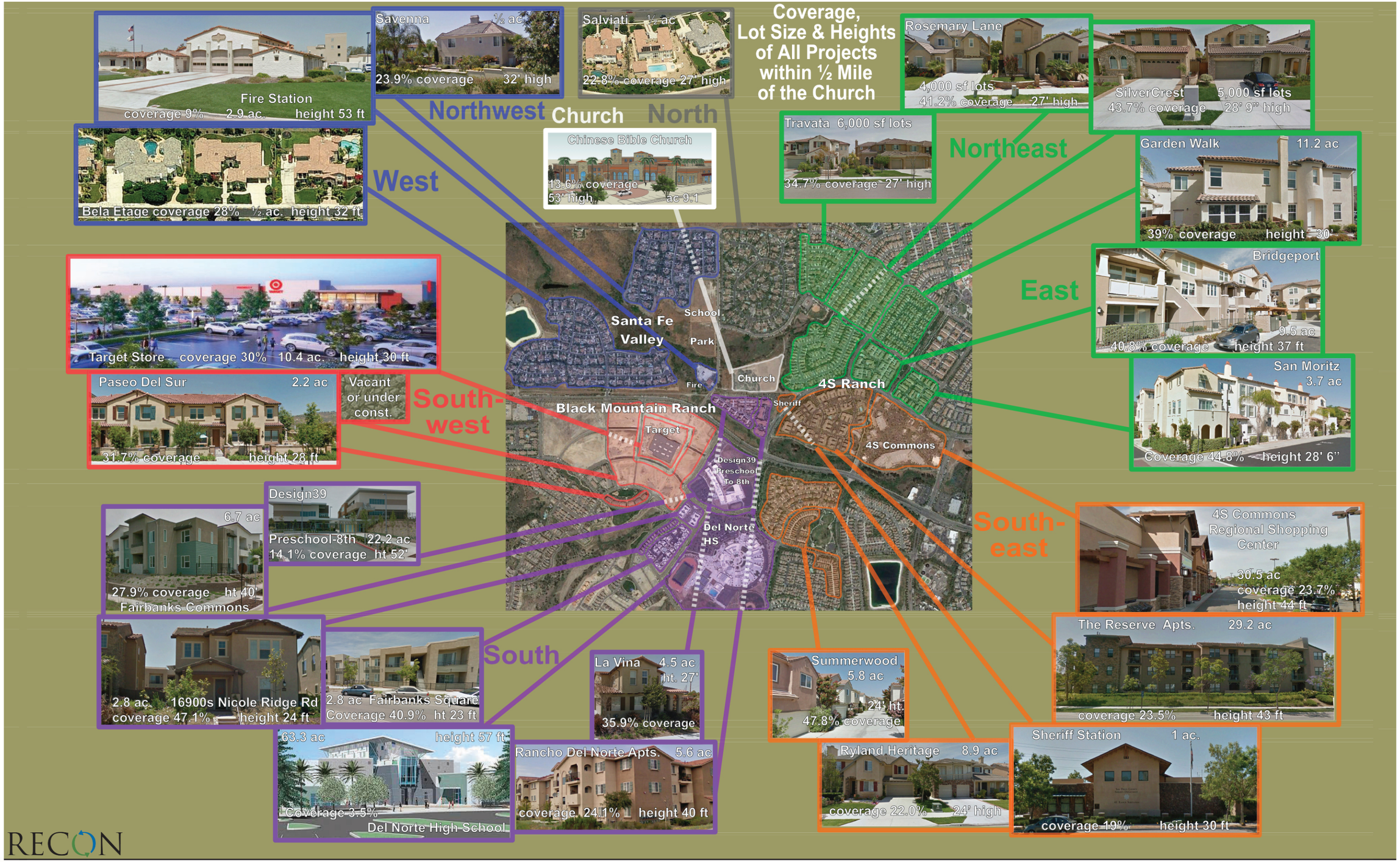


RECON

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Zoning within One Mile of the Project Site

Figure 3.1-5



RECON

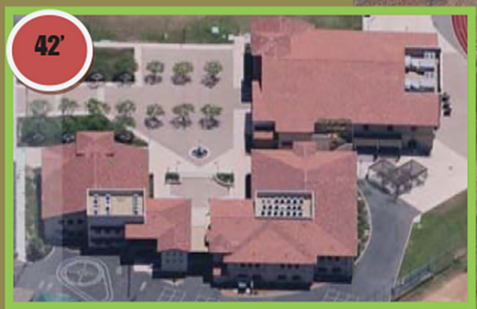
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Surrounding Land Uses

Figure 3.1-6

Tallest Buildings and Towers
1 Mile from the Church

RECON



Maranatha Christian Schools' MUP approved 42' tower 8/10s mi. W



Fire Station tower 53'
200' W



Chinese Bible Church 53' tower



The Reserve at 4S Ranch 43'high, 31 bldgs., 500' to SE.

Spec. Plan approved School for 700 students



4S Commons– 44' tower 4/10s mi. E



Rancho Del Norte Apts. 40' bldgs, 300' S



Maranatha Chapel MUP approved 70' tower 1 mi. E

Santa Fe Valley

BMR Urban Core plan approx. 187,000+ sf

Black Mtn. Ranch

4S Ranch

Middle School 156,000sf planned



Del Sur Elementary tower, 48' high, 1 mi. W



Del Sur Elementary entry, 43' high, 1 mi. W



Del Norte High School 4 light towers, 70' each, ½ mi. S



Del Norte High School Admin , 57' high, ½ mi. S

Some heights are estimates. Jan 9, 2013

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Tallest Buildings and Towers within One Mile of the Project Site

Figure 3.1-7

40 Largest Buildings
1 Mile from the Church

12 Largest Projects



Maranatha Christian Schools' 140,409 sf MUP (approx. 60,000 sf completed including a 24,000 sf gym and 22,000 sf classroom bldg.) is located 8/10s of a mile to the west.



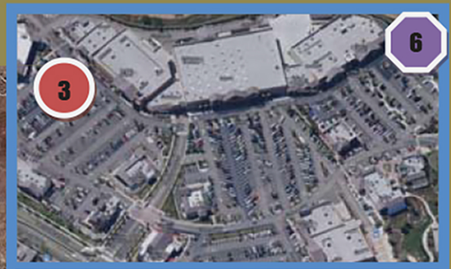
Chinese Bible Church – 89,234 sf MUP (Sanctuary Bldg. 43,500 sf. Fellowship Hall 13,812 sf.)



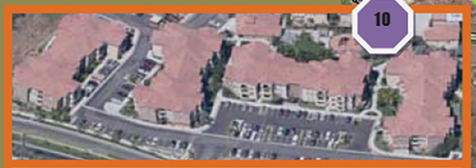
Bridgeport Condos approx. 437,000 sf in 13 bldgs.. (8 bldgs. approx. 40,000 sf each including garages) 1/4 mile East of church.



Gianni at 4S Ranch approx. 400,000 sf in 22 buildings. (6 bldgs. approx. 32,000 sf each including garages and common spaces.) Less than ½ mile to the East.



4S Commons - 266,000 sf (one bldg. approx. 135,000 sf) 4/10s of a mile to East.



Rancho Del Norte Apts. – approx. 138,000 sf. (4 bldgs. approx. 34,000 sf each) 300' to south.



Maranatha Chapel MUP - 200,000 sf with approx. 78,000 sf built to date. (1 building approx. 48,000 sf) 1 mi. E



Del Sur Elementary, one 81,000 sf bldg. 1 mi. west



Northrop approx. 108,000 sf bldg. 7/10s Mi. E.



16990 Goldentop approx. 63,000 sf bldg. 7/10s Mile E.



16016 Fairbanks Ridge Apts. approx. 280,000 sf 6/10s miles from church. (6 bldgs. approx. 26.000 sf. each. 7 bldgs. approx. 17,000 sf.each. Admin. approx. 3,300 sf)



Del Norte High School 210,093 sf (Admin. Bldg. approx. 66,000 sf and Gym 31,000 sf) just ½ mile south..



The Reserve at 4S Ranch over 800,000 gross sf. (includes 19 bldgs. approx. 40,000 sf each w/ garages, storage, common space, etc.) 300' to SE.



Jerome's approx. 350,000 sf bldg. 8/10s mi. E.



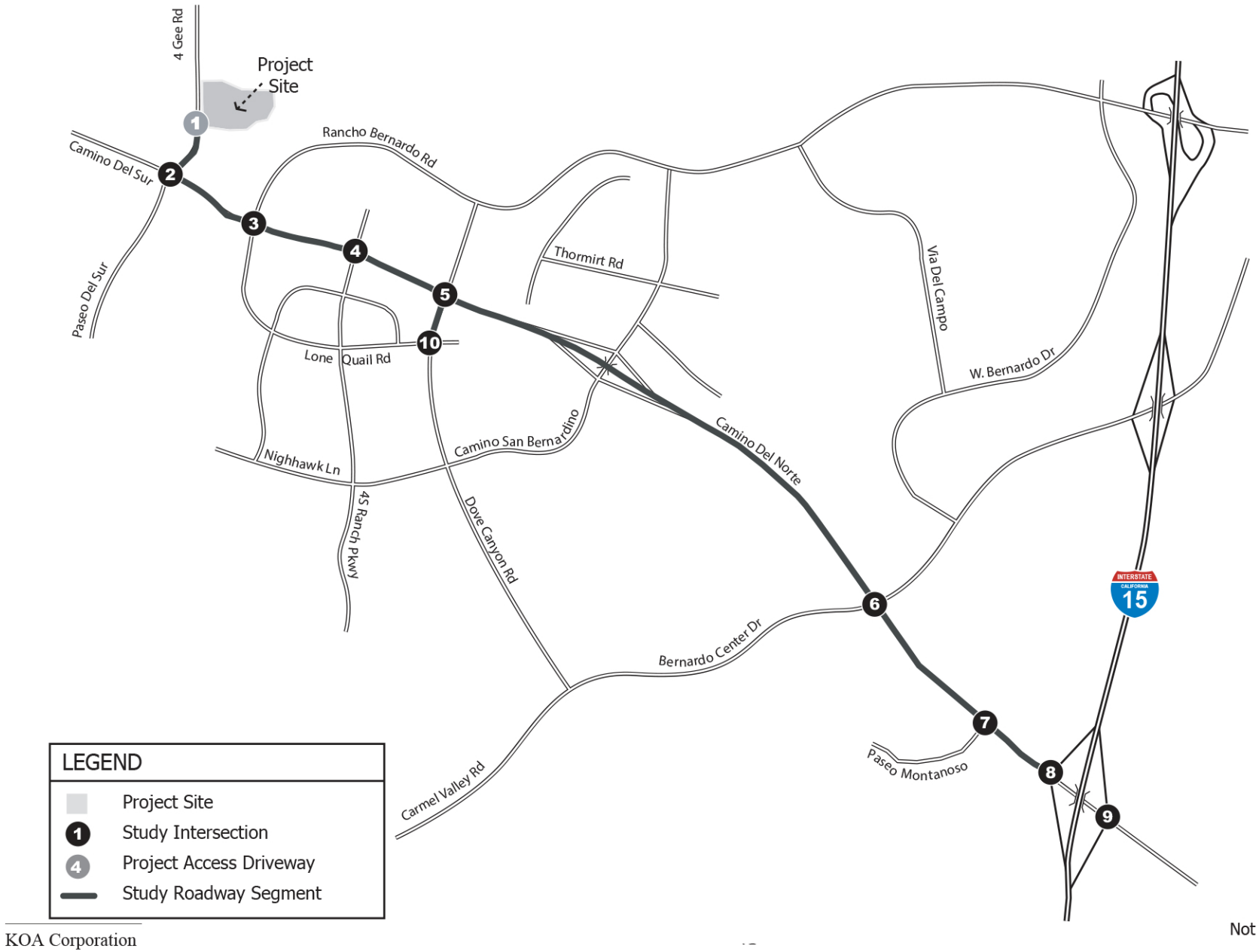
Gen. Atomic approx. 137,000 sf bldg. 1 Mile E.

Jan 4, 2013

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Largest Buildings and Projects within One Mile of the Project Site

Figure 3.1-8

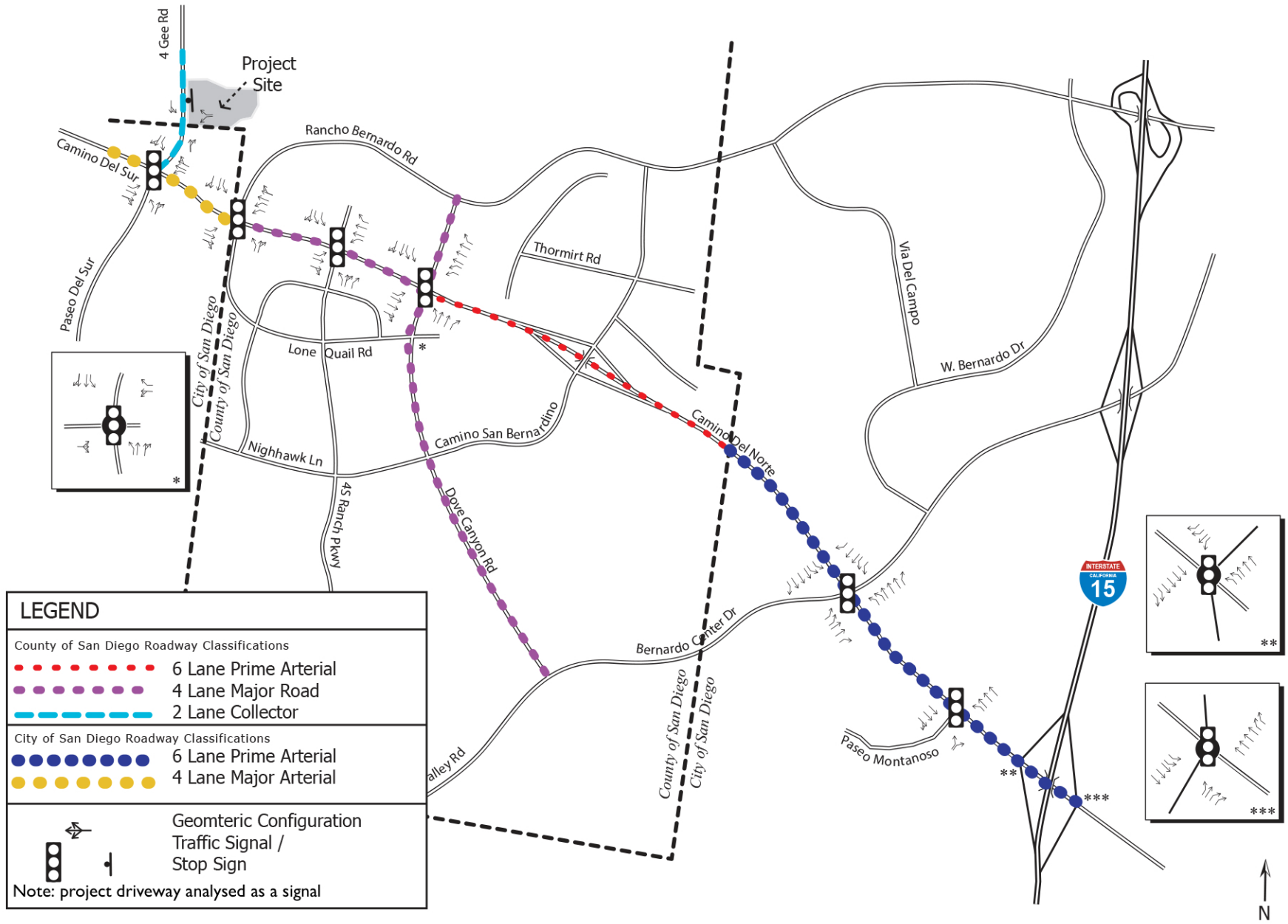


KOA Corporation

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Project Traffic Study Area

Figure 3.1-9

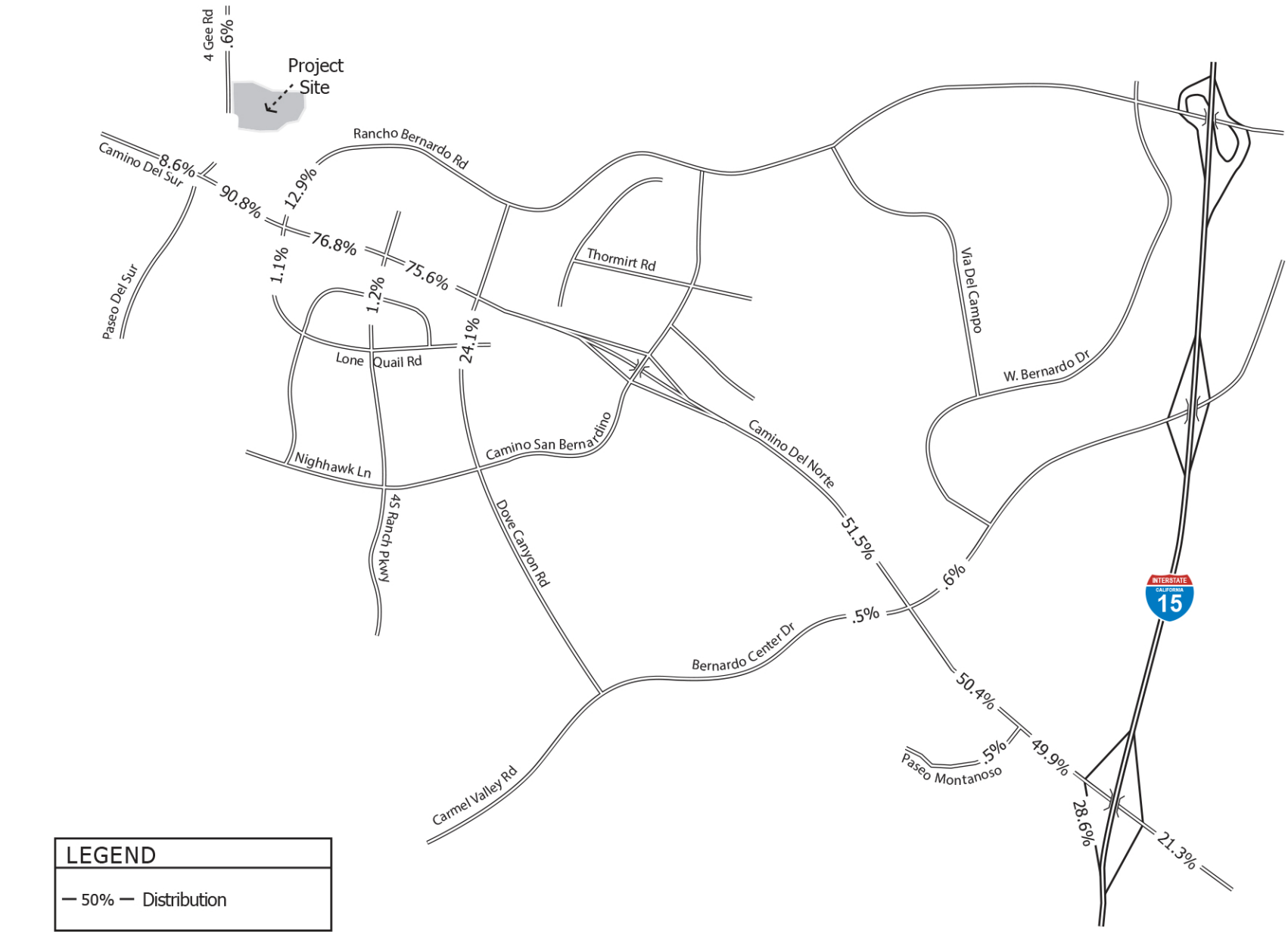


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Existing Circulation Network

Figure 3.1-10



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Project Trip Distribution

Figure 3.1-11

Pollutant	Average Time	California Standards		National Standards		
		Concentration	Measurement Method	Primary	Secondary	Measurement Method
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	--	--	Ethylene Chemiluminescence
	8 hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)	0.075 ppm (147 µg/m³)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m³)	Non-Dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm (56 µg/m³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	0.053 ppm (100 µg/m³)	Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m³)		0.100 ppm (188 µg/m³)	--	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	Ultraviolet Fluorescence	0.030 ppm for certain areas	--	Pararosaniline
	24 hours	0.04 ppm (105 µg/m³)		--	--	
	3 hours	--		--	0.5 ppm (1300 µg/m³)	
	1 hour	0.25 ppm (655 µg/m³)		0.075 ppm (196 µg/m³)	--	
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	150 µg/m³	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		--	--	
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15 µg/m³	15 µg/m³	Inertial Separation and Gravimetric Analysis
	24 hours	--		35 µg/m³	35 µg/m³	
Sulfates	24 hours	25 µg/m³	Ion Chromatography	--	--	--
Lead (Pb)	30-day Average	1.5 µg/m³	Atomic Absorption	--	--	Atomic Absorption
	Calendar Quarter	--		1.5 µg/m³	1.5 µg/m³	
	3-month Rolling Average	--		0.15 µg/m³	0.15 µg/m³	
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence	--	--	--
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m³)	Gas Chromatography	--	--	--

ppm= parts per million

µg/m³ = micrograms per cubic meter

mg/m³= milligrams per cubic meter

Source: California Air Resources Board 2015, www.arb.ca.gov

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Ambient Air Quality Standards

Table 3.1-1

Pollutant	Averaging Time	2012	2013	2014	Most Stringent Ambient Air Quality Standard	Monitoring Station
Ozone	8 hour	0.073	0.074	0.079	0.070	Escondido
	1 hour	0.084	0.084	0.099	0.09	Escondido
PM_{10}	Annual	18.0 µg/m³	23.2 µg/m³	21.5 µg/m³	20 µg/m³	Escondido
	24 hour	33.0 µg/m³	82.0 µg/m³	44.0 µg/m³	50 µg/m³	Escondido
$PM_{2.5}$	Annual	10.5 µg/m³	10.5 µg/m³	9.6 µg/m³	12 µg/m³	Escondido
	24 hour	70.7 µg/m³	56.3 µg/m³	77.5 µg/m³	35 µg/m³	Escondido
NO_2	Annual	0.013	0.013	0.011	0.030	Escondido
	1 hour	0.062	0.061	0.063	0.100	Escondido
CO	8 hour	3.70	NA	NA	9.0	Escondido
	1 hour	4.4	NA	NA	20.0	Escondido

Source: www.arb.ca.gov/aqd/aqd.htm (Measurements of all pollutants at Escondido station)

Pollutant	Total Emissions		
Construction Emissions			
	Pounds per Day (lbs/day)		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)	55		
Oxides of Nitrogen (NOx)	250		
Oxides of Sulfur (SOx)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)	75		
Operational Emissions			
	lbs/hour	lbs/day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	55	10
Oxides of Nitrogen (NOx)	25	250	40
Oxides of Sulfur (SOx)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)	---	75	13.7
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million without T-BACT (Toxics Best Available Control Technology) 10 in 1 million with T-BACT		
Non-Cancer Hazard	1.0		

Construction Phase	Duration	Equipment/Crew	Number
Mass Grading	55 days	Grader	1
		Rubber-Tired Dozers	1
		Tractor/Backhoe/Loaders	1
		Water Trucks	1
Fine Grading	25 days	Grader	1
		Rubber-Tired Dozers	1
		Tractor/Backhoe/Loaders	1
		Water Trucks	1
Trenching	10 days	Excavator	2
		Other General Industrial Equipment	1
		Tractor/Loader/Backhoe	1
Paving	10 days	Paving Equipment	2
		Pavers	1
		Roller	1
		Cement and Mortar mixer	4
		Tractor/Loader/Backhoe	1
Building Construction	140 days	Cranes	1
		Forklifts	2
		Generators	1
		Tractor/Loader/Backhoe	1
		Welders	3

Emission Source	VOCs	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition						
Fugitive Dust	-	-	-	-	0.11	0.02
Off Road Diesel	3.94	40.64	29.80	0.04	2.31	2.15
Hauling	0.03	0.42	0.28	0.001	0.03	0.02
Worker Trips	0.03	0.04	0.40	0.001	0.07	0.02
TOTAL	**4.00**	**41.10**	**30.48**	**0.04**	**2.52**	**2.21**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Mass Grading						
Fugitive Dust	-	-	-	-	1.84	0.98
Off Road Diesel	5.05	55.13	32.88	0.04	2.76	2.54
Worker Trips	0.04	0.05	0.49	0.001	0.08	0.02
TOTAL	**5.09**	**55.18**	**33.37**	**0.04**	**4.68**	**3.54**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Fine Grading						
Fugitive Dust	-	-	-	-	1.93	0.97
Off Road Diesel	5.05	55.13	32.88	0.04	2.76	2.54
Worker Trips	0.04	0.05	0.49	0.001	0.08	0.02
TOTAL	**5.09**	**55.18**	**33.37**	**0.04**	**4.77**	**3.53**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Trenching						
Off Road Diesel	2.29	25.37	17.45	0.03	1.40	1.29
Worker Trips	0.04	0.05	0.49	0.001	0.08	0.02
TOTAL	**3.33**	**25.42**	**17.94**	**0.03**	**1.48**	**1.31**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	0.00	-	-	-	-	-
Off Road Diesel	2.37	21.41	13.76	0.02	1.60	1.48
On Road Diesel	0.05	0.44	0.49	0.001	0.03	0.01

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Maximum Daily Estimated Construction Emissions

Table 3.1-5a

Emission Source	VOCs	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Worker Trips	0.09	0.10	1.14	0.002	0.19	0.05
TOTAL	**2.51**	**21.95**	**15.39**	**0.02**	**1.82**	**1.54**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Off Road Diesel	4.18	28.04	18.97	0.03	1.83	1.75
Vendor Trips	0.18	1.20	1.34	0.003	0.09	0.04
Worker Trips	0.10	0.12	1.33	0.003	0.22	0.06
TOTAL	**4.46**	**29.36**	**21.64**	**0.04**	**2.14**	**1.85**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Architectural Coatings						
Architectural Coatings Emissions	20.42	-	-	-	-	-
Off Road Diesel	0.37	2.37	1.88	0.003	0.20	0.20
Worker Trips	0.02	0.02	0.22	0.001	0.04	0.01
TOTAL	**20.81**	**2.39**	**2.10**	**0.00**	**0.24**	**0.21**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Maximum Simultaneous Emissions – Phase 1[1]	**20.81**	**96.27**	**63.84**	**0.08**	**10.22**	**7.28**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

[1]Maximum emissions occur during demolition and mass grading, except for VOCs, which occur during simultaneous architectural coatings application and building construction.

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Maximum Daily Estimated Construction Emissions

Table 3.1-5a

Emission Source	VOCs	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Fine Grading						
Fugitive Dust	-	-	-	-	1.97	0.97
Off Road Diesel	4.57	48.56	30.70	0.04	2.42	2.22
Worker Trips	0.03	0.04	0.44	0.001	0.08	0.02
TOTAL	**4.60**	**48.60**	**31.14**	**0.04**	**4.47**	**3.21**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Trenching						
Off Road Diesel	2.01	21.29	17.28	0.03	1.17	1.08
Worker Trips	0.03	0.04	0.44	0.001	0.08	0.02
TOTAL	**2.04**	**21.33**	**17.72**	**0.03**	**1.25**	**1.10**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	0.00	-	-	-	-	-
Off Road Diesel	2.10	18.93	13.53	0.02	1.38	1.27
On Road Diesel	0.04	0.34	0.42	0.001	0.03	0.01
Worker Trips	0.07	0.09	0.93	0.002	0.19	0.05
TOTAL	**2.21**	**19.36**	**14.88**	**0.02**	**1.60**	**1.33**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Off Road Diesel	3.48	24.78	18.23	0.03	1.53	1.46
Vendor Trips	0.11	0.93	1.15	0.003	0.09	0.03
Worker Trips	0.09	0.10	1.09	0.003	0.22	0.06
TOTAL	**3.68**	**25.81**	**20.47**	**0.04**	**1.84**	**1.55**
Screening-Level Thresholds	75	250	550	250	100	55

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Maximum Daily Estimated Construction Emissions Phase 2 Lbs-Day

Table 3.1-5b

Emission Source	VOCs	NOx	CO	SO_x	PM_{10}	$PM_{2.5}$
Fine Grading						
Fugitive Dust	-	-	-	-	1.97	0.97
Off Road Diesel	4.57	48.56	30.70	0.04	2.42	2.22
Worker Trips	0.03	0.04	0.44	0.001	0.08	0.02
TOTAL	**4.60**	**48.60**	**31.14**	**0.04**	**4.47**	**3.21**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Trenching						
Off Road Diesel	2.01	21.29	17.28	0.03	1.17	1.08
Worker Trips	0.03	0.04	0.44	0.001	0.08	0.02
TOTAL	**2.04**	**21.33**	**17.72**	**0.03**	**1.25**	**1.10**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	0.00	-	-	-	-	-
Off Road Diesel	2.10	18.93	13.53	0.02	1.38	1.27
On Road Diesel	0.04	0.34	0.42	0.001	0.03	0.01
Worker Trips	0.07	0.09	0.93	0.002	0.19	0.05
TOTAL	**2.21**	**19.36**	**14.88**	**0.02**	**1.60**	**1.33**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Building Construction						
Off Road Diesel	3.48	24.78	18.23	0.03	1.53	1.46

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Maximum Daily Estimated Construction Emissions, Phase 2 (lbs/day)

Table 3.1-5b

	VOCs	NOx	CO	Sox	PM_{10}	$PM_{2.5}$
Summer, Lbs/day						
Area Sources	2.39	0.00	0.01	0.00	0.00	0.00
Energy Use	0.03	0.26	0.21	0.002	0.02	0.02
Vehicular Emissions	8.14	14.67	70.49	0.17	11.18	3.11
TOTAL	**10.53**	**14.92**	**70.71**	**0.17**	**11.20**	**3.13**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Winter, Lbs/day						
Area Sources	2.00	0.00	0.01	0.00	0.00	0.00
Energy Use	0.03	0.26	0.21	0.002	0.02	0.02
Vehicular Emissions	8.73	15.56	76.95	0.16	11.18	3.12
TOTAL	**10.75**	**15.81**	**77.17**	**0.16**	**11.20**	**3.14**
Screening-Level Thresholds	75	250	550	250	100	55
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*
Tons/year						
Area Sources	0.44	0.00	0.00	0.00	0.00	0.00
Energy Use	0.005	0.05	0.04	0.00	0.004	0.004
Vehicular Emissions	0.77	1.47	7.03	0.02	1.04	0.29
TOTAL	**1.22**	**1.47**	**7.07**	**0.02**	**1.04**	**0.29**
Screening-Level Thresholds	13.7	40	100	40	15	10
Above Screening-Level Thresholds?	*No*	*No*	*No*	*No*	*No*	*No*

Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO_2)	50–200	1	1
Methane (CH_4)*	12.4	28	84
Nitrous oxide (N_2O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF_4	50,000	6,630	4,880
C_2F_6	10,000	11,100	8,210
C_3F_8	2,600	8,900	6,640
C_4F_{10}	2,600	9,200	6,870
c-C_4F_8	3,200	9,540	7,110
C_5F_{12}	4,100	8,550	6,350
C_6F_{14}	3,100	7,910	5,890
SF_6	3,200	23,500	17,500

SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2014.

GWP = Global warming potential

Source	Methodology
Construction	Construction emissions amortized over 30 years and added to operational emissions.
Vehicles	Vehicle emissions account for Pavley I, LEV III, and LCFS. Additionally, vehicle emissions account for reduced trip lengths (-17.8 %) resulting from the more central location of the project site as compared to the existing church location.
Energy	Energy emissions include, increased energy efficiency (25.7 percent over 2008 Title 24, Part 6 standards for electricity and 21.0 percent for natural gas.) Electricity-related emissions to account for the difference between the SDG&E renewable mix in 2009 and the final requirement of RPS in 2020 of 33 percent.
Area	The Proposed Project would not include fireplace or woodstove and all landscaping equipment would be electric.
Water	Water use emissions were based on standard water consumption rates and energy intensity factors and account for a 20 percent reduction in indoor water use from CALGreen and a 25 percent reduction in outdoor water use from xeriscaping.
Solid Waste	Emissions were calculated using standard generation rates and emission factors, which are based on CalRecycle waste generation rates. Emissions take into account a 25 percent reduction in standard waste generation rates to account for the remaining reduction requirements of AB 341.
SOURCE: SDG&E 2011. lbs = pounds; MWh = megawatt hour	

Construction Phase	Total Emissions	Amortization Period	Amortized Emissions
Phase 1	366	30 years	12
Phase 2	261		9
Total	626		21

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Summary of Construction Emissions ($MT CO_2E$)

Table 3.1-9

Emission Source	Phase 1	Phase 2(1)	Project Buildout
Vehicles	300	150	450
Energy Use	175	45	220
Area Sources	>1	>1	>1
Water Use	127	46	174
Solid Waste Disposal	16	3	19
Operations	**618**	**244**	**862**
Construction	12	9	21
Total	**630**	**253**	**883**
Note: (1) Operations emissions associated with Phase 2 of the Proposed Project were calculated by subtracting Phase 1 emissions from project buildout emissions.			

Policy	Policy Description	Project Consistency
COS-14.1	Land Use Development Form. Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.	The Proposed Project has been located more centrally for existing and future congregation members to reduce commute times compared to current congregation experiences.
COS-14.2	Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.	The Proposed Project would not conflict with implementation of the policy.
COS-14.3	Sustainable Development. Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.	The Proposed Project would not conflict with implementation of the policy.
COS-14.4	Sustainable Technology and Projects. Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.	The Proposed Project would not conflict with implementation of the policy.

Policy	Policy Description	Project Consistency
COS-14.5	Building Siting and Orientation in Subdivisions. Require that buildings be located and oriented in new subdivisions and multi-structure non-residential projects to maximize passive solar heating during cool seasons, minimize heat gains during hot periods, enhance natural ventilation, and promote the effective use of daylight.	The Proposed Project would incorporate cool roof technologies on all buildings which utilize light-colored, reflective roofing materials to significantly reduce heat absorption.
COS-14.6	Solar Access for Infill Development. Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.	The Proposed Project would incorporate solar PV panels to offset a portion of its energy use.
COS-14.7	Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.	
COS-14.8	Minimize Air Pollution. Minimize land use conflicts that expose people to significant amounts of air pollutants.	The Proposed Project would not conflict with implementation of the policy.
COS-14.9	Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.	The Proposed Project would not conflict with implementation of the policy.
COS-14.10	Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.	Project construction equipment is regulated by the U.S. EPA non-road diesel engine standards. Although primarily intended to reduce criteria pollutant emissions, use of more fuel-efficient and cleaner-burning equipment may result in modest GHG emissions reductions.
COS-14.11	Native Vegetation. Require development to minimize the vegetation management of native vegetation while ensuring sufficient clearing is provided for fire control.	The Proposed Project is infill development and would include limited vegetation management.

Policy	Policy Description	Project Consistency
COS-14.12	Heat Island Effect. Require that development be located and designed to minimize the "heat island" effect as appropriate to the location and density of development, incorporating such elements as cool roofs, cool pavements, and strategically placed shade trees.	The Proposed Project would incorporate cool roof technologies on all buildings, lighter colored pavers in large areas of the parking lot, lighter decomposed granite in large areas of the parking lot, and large canopy trees in the parking lot, the entry street, open space, and around buildings.
COS-14.13	Incentives for Sustainable and Low GHG Development. Provide incentives such as expedited project review and entitlement processing for developers that maximize use of sustainable and low GHG land development practices in exceedance of State and local standards.	The Proposed Project would not conflict with implementation of the policy.
COS-15.1	Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.	The Proposed Project would be designed and with the goal of obtaining LEED certification.
COS-15.2	Upgrade of Existing Buildings. Promote and, as appropriate, develop standards for the retrofit of existing buildings to incorporate design elements, heating and cooling, water, energy, and other elements that improve their environmental sustainability and reduce GHG.	The Proposed Project would not conflict with implementation of the policy.
COS-15.3	Green Building Programs. Require all new County facilities and the renovation and expansion of existing County buildings to meet identified "green building" programs that demonstrate energy efficiency, energy conservation, and renewable technologies.	The Proposed Project would not conflict with implementation of the policy.
COS-15.4	Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.	The Proposed Project would comply with Title 24 Energy Standards.
COS-15.5	Energy Efficiency Audits. Encourage energy conservation and efficiency in existing development through energy efficiency audits and adoption of energy saving measures resulting from the audits.	The Proposed Project would not conflict with implementation of the policy.

Policy	Policy Description	Project Consistency
COS-15.6	Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.	The Proposed Project would not conflict with implementation of the policy.
COS-16.1	Alternative Transportation Modes. Work with SANDAG and local transportation agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies.	The Proposed Project would not conflict with implementation of the policy.
COS-16.2	Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.	The Proposed Project will implement a voluntary commute trip reduction program with parishioners to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.
COS-16.3	Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions.	The Proposed Project would not conflict with implementation of the policy.
COS-16.4	Alternative Fuel Sources. Explore the potential of developing alternative fuel stations at maintenance yards and other County facilities for the municipal fleet and general public.	The Proposed Project would not conflict with implementation of the policy.
COS-16.5	Transit-Center Development. Encourage compact development patterns along major transit routes.	The Proposed Project would not conflict with implementation of the policy.
COS-17.1	Reduction of Solid Waste Materials. Reduce greenhouse gas emissions and future landfill capacity needs through reduction, reuse, or recycling of all types of solid waste that is generated. Divert solid waste from landfills in compliance with State law.	The Proposed Project would comply with Construction and Demolition Debris Ordinance, which requires that 90 percent of inerts and 70 percent of all other construction materials from a project be recycled.
COS-17.2	Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.	
COS-17.3	Landfill Waste Management. Require landfills to use waste management and disposal techniques and practices to meet all applicable environmental standards.	The Proposed Project would not conflict with implementation of the policy.

Policy	Policy Description	Project Consistency
COS-17.4	Composting. Encourage composting throughout the County and minimize the amount of organic materials disposed at landfills.	The Proposed Project would not conflict with implementation of the policy.
COS-17.5	Methane Recapture. Promote efficient methods for methane recapture in landfills and the use of composting facilities and anaerobic digesters and other sustainable strategies to reduce the release of GHG emissions from waste disposal or management sites and to generate additional energy such as electricity.	The Proposed Project would not conflict with implementation of the policy.
COS-17.6	Recycling Containers. Require that all new land development projects include space for recycling containers.	The Proposed Project would incorporate space for recycling containers.
COS-17.7	Material Recovery Program. Improve the County's rate of recycling by expanding solid waste recycling programs for residential and non-residential uses.	The Proposed Project would not conflict with implementation of the policy.
COS-17.8	Education. Continue programs to educate industry and the public regarding the need and methods for waste reduction, recycling, and reuse.	The Proposed Project would not conflict with implementation of the policy.
COS-18.1	Alternate Energy Systems Design. Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.	The Proposed Project would not conflict with implementation of the policy.
COS-18.2	Energy Generation from Waste. Encourage use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites.	The Proposed Project would not conflict with implementation of the policy.
COS-18.3	Alternate Energy Systems Impacts. Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.	The Proposed Project would not conflict with implementation of the policy.
COS-19.1	Sustainable Development Practices. Require land development, building design, landscaping, and operational practices that minimize water consumption.	The Proposed Project includes several outdoor water reduction measures including xeriscape planting and installing weather- or soil moisture-based automatic irrigation system controllers and provision of outdoor water from an existing on-site well. All landscaping equipment would be electric.
COS-19.2	Recycled Water in New Development. Require the use of recycled water in development wherever feasible. Restrict the use of recycled water when it increases salt loading in reservoirs.	The Proposed Project would not conflict with implementation of the policy.

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Project Consistency With County General Plan Policies

Table 3.1-11

Pollutant	Anticipated from Project Site	Receiving Water Pollutants of Concern
Sediment	X	X
Nutrients	X	X
Heavy Metals	X	
Trash & Debris	X	
Oxygen Demanding Substances	X	
Oil & Grease	X	
Bacteria & Viruses		X
Pesticides	X	X

X= Anticipated (expected)

Node	Pre - Construction Area (Acre)	Pre - Construction Runoff, Q100 (CFS)	Pre - Construction Runoff Velocity[2], V100 (FPS)	Post - Construction Area (Acre)	Post - Construction Runoff[1], Q100 (CFS)	Post - Construction Runoff Velocity, V100 (FPS)	Net Change
A	4.3	7.6	2+/-	4.3	7.6	2+/-	0%
B	6.6	12.3	2+/-	6.2	13.1	4.2[3]	+6.5%
C	0.7	1.5	2+/-	0.8	1.6	2.0[4]	+6.7%
D	4.4	9.4	2+/-	4.6	10.6	2.0	+12.8%

[1] Does not take into account effect of bio-retention areas on peak flow.

[2] Pre-Construction runoff from site is through natural overland drainage channels. Two feet per second is assumed based on the calculations for the channel along Four Gee Road.

[3] Based on a 24-inch storm drain flowing full.

[4] Based on a 12-inch storm flowing full.

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Comparison of Pre-Construction and Post-Construction Runoff and Velocity **Table 3.1-13**

Site Design Requirement	Project Approach
Maintain natural drainage pathways and hydrologic features	Existing flowage and open space easement will protect existing creek/wash.
Conserve natural areas, soil, and vegetation	Areas within the open space and flowage easement will remain untouched. The remainder of the site has been extensively used for agriculture.
Minimize impervious area	Permeable pavement, pavers, decomposed granite, and gravel will be used in the parking areas to reduce impervious areas.
Minimize soil compaction	Areas within the open space and flowage easement will remain untouched.
Impervious area dispersion	Roof drains and runoff from other impervious surfaces will be directed to bio-filtration planters.
Runoff collection	Permeable pavement is being utilized.
Landscaping with native or drought tolerant species	
Harvesting and using precipitation	Bio-filtration with cisterns is being implemented on the project site.

Source Control Requirement	Applicable to Proposed Project
Food service	Not applicable. The project does not include food service.
Refuse areas	Yes.
Industrial processes	Not applicable. The project does not include industrial processes.
Outdoor storage of equipment or materials	Not applicable. The project does not include outdoor storage.
Vehicle and equipment cleaning	Not applicable. The project does not include vehicle cleaning.
Vehicle/equipment repair and maintenance	Not applicable. The project does not include vehicle repair.
Fuel dispensing areas	Not applicable. The project does not include fuel dispensing.
Loading docks	Not applicable. The project does not include loading docks.
Fire sprinkler test water	Yes.
Miscellaneous drain or wash water	Not applicable. The project does not include miscellaneous wash water.
Plazas, sidewalks, and parking lots	Yes.

Source Control Requirement	Applicable to Proposed Project
Prevention of illicit discharges into the MS4	Yes.
Storm drain stenciling or signage	Yes.
Protect outdoor materials storage areas from rainfall, run-on, runoff, and wind dispersal	Not applicable. There are no planned outdoor materials storage areas.
Protect materials stored in outdoor work areas from rainfall, run-on, runoff, and wind dispersal	Not applicable. There are no planned outdoor materials storage areas.
Protect trash storage areas from rainfall, run-on, runoff, and wind dispersal	Yes.
On-site storm drain inlets	Yes.
Interior floor drains and elevator shaft sump pumps	Yes.
Interior parking garages	Not applicable. The project does not include interior parking garages.
Need for future indoor and structural pest control	Yes.
Landscape/outdoor pesticide use	Yes.
Pools, spas, ponds, fountains, and other water features	Not applicable. The project does not include water features.

	Property Name	Acreage (acres unless otherwise noted)	Coverage (percent)	Maximum Height (feet)
Project Site	**Chinese Bible Church**	**9.1**	**13.6**	**53**
South	La Viña	4.5	35.9	27
	Rancho del Norte Apartments	5.6	24.1	40
	Del Norte High School	63.3	3.5	57
	Fairbanks Square	2.8	40.9	23
	Northridge Road	2.8	47.1	24
	Fairbanks Commons	6.7	27.9	40
	Design39	22.2	14.1	52
Southwest	Pasco del Sur	2.2	31.7	28
	Target Store	10.4	30	30
Southeast	Summerwood	5.8	47.8	24
	Ryland Heritage	8.9	22	24
	4S Commons	30.5	23.7	44
	The Reserve Apartments	29.2	23.5	43
	Sheriff Station	1.0	19.0	30
West	Bela Etage	0.5	28.0	32
	Fire Station	2.9	9.0	53
Northwest	Savenna	0.5	23.9	32
North	Salviati	0.5	22.8	27
East	Bridgeport	9.5	40.8	37
	San Moritz	3.7	44.8	29
Northeast	Travata	6,000 square foot	34.7	27
	Rosemary Lane	4,000 square foot	41.2	27
	Silvercrest	5,000 square foot	43.7	29
	Garden Walk	11.2	39.0	30

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Summary of Surrounding Land Uses

Table 3.1-16

Principle	Project Consistency
Support a reasonable share of projected regional population growth.	As noted in the County's General Plan "The County of San Diego will continue to provide a diversity of choices for the type and character of community in which we live. These choices will include villages that contain a mix of housing types that are located near retail businesses, employment, schools, parklands, churches, and public institutions." (GP p.2-4). The church is a civic uses that will support the community and the projected regional population by providing jobs and services in close proximity to the County's planned "Village." The Proposed Project is consistent with this guiding principle.
Promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in a compact pattern of development	The project proposes a civic use that will support the existing surrounding community. Since it is located within close proximity to the central area or core of the "Village," a reduced commute and/or increased use of alternative transportation to and from the site is encouraged; therefore, promoting a development pattern that is accommodating and close. The Proposed Project is consistent with this guiding principle.
Reinforce the vitality, local economy, and individual character of existing communities when planning new housing, employment, and recreational opportunities.	The proposed church is consistent with the design, form and architectural characteristics of the structures surrounding the property. The proposed civic use will provide support to the existing community that is intended to strengthen the livelihood of its residents. The Proposed Project is consistent with this guiding principle.
Promote environmental stewardship that protects the range of natural resources and habitats that uniquely define the County's character and ecological importance.	Previously dedicated open space is located on and adjacent to the site. The existing open space preserve will remain. The project proposes to replace the existing development and row crops, with new structures, and associate parking and landscaping. The proposed structures are designed away from the existing open space and provide an adequate wetland buffer. The access road will impact non-native grassland habitat that will be mitigated off-site. In addition, the Landscape Plan stipulates that exotic plant species that are listed on the California Invasive Plant list would not be included. The Proposed Project is consistent with this guiding principle.
Ensure that development accounts for physical constraints and the natural hazards of the land.	The proposed project will be graded similarly to existing development in the neighborhood. In addition, a defensible space will be provided through site design because the proposed parking and driveways will be located around all buildings. The Proposed Project is consistent with this guiding principle.

Principle	Project Consistency
Provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation.	The project's use for religious assembly would be consistent with the County's General Plan by placing civic uses near the neighboring villages. By placing the support services or civic uses nearby, the transportation network is more closely connected, thus encouraging alternative forms of transportation (walking, bussing, and biking). The Proposed Project is consistent with this guiding principle.
Maintain environmentally sustainable communities and reduce greenhouse gas emissions that contribute to climate change.	As stated previously, the project proposes a civic use that will support the existing surrounding community. Since it is located adjacent to 4S Ranch village and within close proximity to the central area or core of the "Village," a reduced automobile commute and/or increased use of public transit, walking, and bicycling to and from the site is encouraged. This will result in less consumption of gasoline, air pollution, and greenhouse gas emissions. The Proposed Project is consistent with this guiding principle.
Preserve agriculture as an integral component of the region's economy, character, and open space network.	The project proposes a civic use on a large parcel adjacent to village uses and would serve as an appropriate transitional use between dense urban development and commercial uses within 4S Ranch and the surrounding area. Therefore, the project would not retain agriculture, but is nevertheless an appropriate land use at this location. The Proposed Project is consistent with this guiding principle.
Minimize public costs of infrastructure and services and correlate their timing with new development.	The project proposes to provide civic services to the surrounding residences. Since the project is within close proximity to surrounding existing development, the project would have minimal new infrastructure demands. Public infrastructure costs (new traffic lights) will be incurred by the developer. No new public roads are proposed. The Proposed Project is consistent with this guiding principle.
Recognize community and stakeholder interests while striving for consensus. In summary, the Guiding Principles provide for the development of land uses, investment in infrastructure and public services, and conservation of natural resources that enable the County's residents and businesses to enjoy a more sustainable environment, economy, and well-being and health.	The project representatives continue to follow the processes outlined and recommended by County staff. Project process involves notifying and meeting with various stakeholders including various community groups and design review boards, and communicating directly with individuals to address any questions and concerns. The project has made many changes in order to accommodate the issues expressed. The Proposed Project is consistent with this guiding principle.

Policy Number	Policy	Consistency Analysis
LU-2.8	**Mitigation of Development Impacts**. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.	The proposed structures are outside of the 60 CNEL contour, outdoor use areas will be exposed to noise levels below 65 CNEL, and interior noise levels should not exceed 45 CNEL for any buildings in the development. No mitigation is deemed necessary to maintain compliant interior noise levels. Temporary construction noise must be mitigated using a noise barrier with a height of at least 7.5 feet and a width of at least 200 feet to be placed between the construction activity and the residential property line. The overall use of the site, including the school and off-peak activities, would be greater than what currently exists, but would generally be compatible with the other existing (and proposed) local schools, shopping center, urban core, and multi-family residential developments.
LU-3.1	**Diversity of Residential Designations and Building Types.** Maintain a mixture of residential land use designations and development regulations that accommodate various building types and styles.	The proposed project is not a residential land use, but is proposed on land that is designated for residential development. As a church, the proposed project is an acceptable use in this area with a MUP. The proposed project would serve to provide a mixture of land uses that would accommodate various building types and styles adding to the diversity of the community and providing needed services ancillary to residential uses.
LU-5.1	**Reduction of Vehicle Trips within Communities.** Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.	The project site is adjacent to both residential and civic land uses and is nearby to two commercial centers, thus contributing to a mixture of land uses in the community that would serve to reduce vehicle trips and encourage walking and bicycling for church functions. The closest public transit routes (MTS bus routes 20, 235, 237, 290, and 945 with service to the Rancho Bernardo Transit Station) are located along the I-15 corridor, so the project site is not convenient to public transit.

Policy Number	Policy	Consistency Analysis
LU-5.2	**Sustainable Planning and Design**. Incorporate into new development sustainable planning and design.	The project proposes a civic use that will support the existing surrounding community. Since it is located within close proximity to the central area or core of the "Village," a reduced commute and/or increased use of alternative transportation to and from the site is encouraged; therefore, promoting a development pattern that is accommodating and close. The project would place civic uses on a approximately 9 acre parcel adjacent to village uses. Additionally, the project would serve as an appropriate transitional use between dense urban development and commercial uses within 4S Ranch and the surrounding area. Therefore, the project is an appropriate land use at this location.
LU-5.4	**Planning Support.** Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.	The proposed project consists of the infill of a vacant parcel on the edge of a rapidly developing community. Connection to existing bicycle lanes and sidewalks will be provided as will facilities for the parking of bicycles on the project site, thus encouraging walking and biking to the project site from the surrounding community.
LU-6.5	**Sustainable Stormwater Management**. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.	A Stormwater Management Plan has been prepared for this project to comply with this policy and meets current standards.

Policy Number	Policy	Consistency Analysis
LU-5.2	**Sustainable Planning and Design**. Incorporate into new development sustainable planning and design.	The project proposes a civic use that will support the existing surrounding community. Since it is located within close proximity to the central area or core of the "Village," a reduced commute and/or increased use of alternative transportation to and from the site is encouraged; therefore, promoting a development pattern that is accommodating and close. The project would place civic uses on a approximately 9 acre parcel adjacent to village uses. Additionally, the project would serve as an appropriate transitional use between dense urban development and commercial uses within 4S Ranch and the surrounding area. Therefore, the project is an appropriate land use at this location.
LU-5.4	**Planning Support.** Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.	The proposed project consists of the infill of a vacant parcel on the edge of a rapidly developing community. Connection to existing bicycle lanes and sidewalks will be provided as will facilities for the parking of bicycles on the project site, thus encouraging walking and biking to the project site from the surrounding community.
LU-6.5	**Sustainable Stormwater Management**. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.	A Stormwater Management Plan has been prepared for this project to comply with this policy and meets current standards.

Policy Number	Policy	Consistency Analysis
LU-6.6	**Integration of Natural Features into Project Design**. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.	The project site design protects and preserves the natural features of the previously dedicated open space to the north and to the west of the project, except for the driveway easement. It will also maintain the existing vistas on-site. The existing trees located outside of the previously dedicated open space on-site are ornamental and in association with the existing residence, therefore no indigenous trees would be removed on-site.
LU-6.7	**Open Space Network**. Require projects with open space to design contiguous open space areas that protect wildlife habitat and corridors; preserve scenic vistas and areas; and connect with existing or planned recreational opportunities.	The project does not propose any new open space. The existing open space was intended to preserve the wetland and surrounding habitat in association with the northern drainage. This area is part of the Santa Fe Valley Specific Plan open space network. A wetland buffer will separate the proposed development from the existing open space. In addition, a masonry retaining wall and vinyl coated chain link fence will help prevent human and animal encroachment into the open space.

Policy Number	Policy	Consistency Analysis
LU-6.8	**Oversight of Open Space**. Require that open space associated with future development that is intended to be preserved in perpetuity either be: (1) retained in private ownership of the property owner or a third party with a restrictive easement that limits use of the land as appropriate; or (2) transferred into public ownership of an agency that manages preserved open space. The owner of the open space will be responsible for the maintenance and any necessary management unless those responsibilities are delegated through an adopted plan or agreement. Restrictive easements shall be dedicated to the County or a public agency (approved by the County) with responsibilities that correspond with the purpose of the open space. When transferred to a third party or public agency, a funding mechanism to support the future maintenance and management of the property should be established to the satisfaction of the County.	The existing open space was previously dedicated to the County through the Golem Tentative Subdivision Map (Parcel Map 18105, TM #5123;PM #5387). The project does not propose any open space. A wetland buffer will separate the proposed development from the existing open space. In addition, a masonry retaining wall and vinyl coated chain link fence will help prevent human and animal encroachment into the open space.
LU-6.9	**Development Conformance with Topography**. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.	The majority of the site has been previously disturbed. Proposed grading will be limited to areas outside of the existing open space and with current County standards in order to conform to the natural topography, while still allowing development. The project engineer has completed a slope analysis to determine grading conformance and has confirmed that all grading is in conformance with the County's Grading Ordinance and Resource Protection Ordinance.

Policy Number	Policy	Consistency Analysis
LU-13.1	**Adequacy of Water Supply**. Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both indoor and outdoor water conservation measures to reduce demand.	The project will use the existing well for landscape irrigation. In addition, specific water conservation measures are mandated for new ground-up construction per the Global Climate Change Analysis (RECON 2015). Such conservation measures are: 20 percent mandatory reduction in indoor water use relative to specified baseline levels, 50 percent construction/demolition waste diverted from landfills, mandatory inspections of energy systems to ensure optimal working efficiency, and requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards. Municipal water service would be provided by the Olivenhain Municipal Water District (OMWD). OMWD has provided a Project Facility Availability statement dated January 15, 2016 confirming the ability of the District to provide sewer service to the project site.
LU-14.2	**Wastewater Disposal**. Require that development provide for the adequate disposal of wastewater concurrent with the development and that the infrastructure is designed and sized appropriately to meet reasonably expected demands.	Project is within Rancho Santa Fe Community Services District and is eligible to apply to LAFCO to connect to the existing sewer in the street. The Rancho Santa Fe Community Services District has provided a Project Facility Availability statement dated November 23, 2015 confirming the ability of the District to provide sewer service to the project site.
LU-18.1	**Compatibility of Civic Uses with Community Character**. Locate and design Civic uses and services to assure compatibility with the character of the community and adjoining uses, which pose limited adverse effects. Such uses may include libraries, meeting centers, and small swap meets, farmers markets, or other community gatherings.	The project would be compatible with surrounding land uses by providing services to the nearby residential developments. The project also proposes to offer meeting and community gatherings regardless of religious affiliation.
LU-18.2	**Co-Location of Civic Uses**. Encourage the co-location of civic uses such as County library facilities, community centers, parks, and schools. To encourage access by all segments of the population, civic uses should be accessible by transit whenever possible.	The project would co-locate civic uses with the variety of services on-site: church and cafe.

Development	Building Size (Total s.f.)	Building Footprint (s.f.)	Lot Size (Approximate s.f.)	Site Coverage
1. Chinese Bible Church	**89,234**	**54,020**	**396,000**	**13.6%**
2. Jerome's Warehouse	364,560	364,560	775,500	47.0%
3. 4S Commons	135,744	135,744	575,140	23.6%
4. Del Norte High School	210,093	97,000	2,755,897	3.5%
5. Del Sur Elementary	129,602	64,801	664,850	9.7%
6. Rancho del Norte Apartments	138,000	46,000	105,000	43.8%
7. The Reserve at 4S Ranch Apartments	893,000	298,718	1,269,829	23.5%
8. Bridgeport Condos	437,000	168,684	413,000	40.8%
9. Gianni at 4S Ranch	400,000	200,000	540,000	37%
10. Northrop	108,000	54,000	274,000	19.7%
11. 16990 Goldentop	63,000	35,000	205,500	17%
12. General Atomic	137,000	68,500	490,000	14%
13. 16016 Fairbanks Ridge Apartments	280,000	95,000	426,000	22%
14. Maranatha Christian Schools	140,409	71,000	823,000	8.6%
15. Maranatha Chapel	200,000	78,000	470,000	16.6%

s.f. = square feet.

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Site Coverage Comparison

Table 3.1-19

Operational Details for Chinese Bible Church of San Diego		
Day of the Week	Time	Activity
Monday through Friday	8 AM to 6 PM	Pastoral offices, Administration
	10 AM to 3 PM 6 PM to 10 PM	Recreation, Fellowship, Church-related activities
	8 AM to 10 PM	Church café and Bible bookstore
Saturday and Sunday	9 AM to 10 PM	Church café and Bible bookstore
		Recreation, Fellowship, Church-related activities
	6 PM to 10 PM	Worship, Prayer, Bible study, Church-related activities
Sunday	9 AM to 10 PM	Main worship services

Note 1: Activities will be ended in enough time to allow for gates to be locked at 10 PM.
Note 2: Deliveries will be restricted to administration hours (8 AM to 6 PM) and will not be allowed on the eastern side of the facility.
Note 3: The overflow parking lot will be closed at 6 PM unless a special event is in progress. Parishioners will be alerted to the closing at least a half an hour before closing.

Chinese Bible Church Special Events Schedule (Revised)				
Holidays	**Duration (days)**	**Number of Events per Year**	**Start Time**	**End Time**
Worship Celebration	4	1	10:00 AM	9:00 PM
Ministry Appreciation Day	1	1	3:30 PM	9:00 PM
I can Anniversary Celebration	1	1	10:00 AM	7:30 PM
Ministry Conference (Spring and Fall)	3	2	10:00 AM	9:00 PM
Community Days	2	1	10:00 AM	7:30 PM
School's Out Celebration	1	1	10:00 AM	7:30 PM
Family Celebration	2	1	10:00 AM	9:00 PM
Outdoor Events				
Spring Festival	1	1	10:00 AM	7:00 PM
Youth Expo	5	1	10:00 AM	7:00 PM
Harvest Fair	1	1	10:00 AM	7:00 PM
Total	**24**	**11**		

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads and Intersections					
	Road Segments			Intersections	
Operations	2-Lane Road	4-Lane Road	6-Lane Road	Signalized	Unsignalized
LOS E	200 ADT	400 ADT	600 ADT	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

Source: County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements, Transportation and Traffic (August 2011)

Notes:

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

Level of Service With Project	Allowable Increase Due to Project Impacts[1]				
	Freeways	Roadway Segments		Intersections	Ramp Metering
	V/C	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E[2]	0.010	0.02	1.0	2.0	2.0[3]
F[2]	0.005	0.01	0.5	1.0	1.0[3]

Source: City of San Diego, Significance Determination Threshold (January 2011)
Notes:
Delay measured in seconds. V/C = Volume to Capacity Ratio (capacity at LOS E should be used).
Speed = Arterial speed measured in miles per hour for Congestion Management Program (CMP) arterials.

1. If a proposed project's traffic impacts exceed the values shown in the table, then the impacts are deemed "significant." The project applicant shall identify feasible mitigations to achieve LOS D or better.
2. The acceptable LOS standard for roadways and intersections in San Diego is LOS D. However, for undeveloped locations, the goal is to achieve LOS C.
3. The impact is only considered significant if the total delay exceeds 15 minutes.

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City of San Diego Significant Traffic Impact Thresholds

Table 3.1-21

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project		
			ADT	LOS	V/C
Weekday					
4 Gee Rd					
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,088	B	0.191
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	25,523	C	0.638
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,071	B	0.542
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	20,839	B	0.563
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	26,816	B	0.470
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	49,587	C	0.826
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	51,471	D	0.858
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	13,355	A	0.361
Weekend					
4 Gee Rd					
From Camino Del Surr to Project Driveway[1]	2-lane Collector	16,200	2,306	B	0.142
Camino Del Sur					
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	14,661	A	0.367
Camino Del Norte					
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	12,740	A	0.344
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	13,402	A	0.362
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	19,134	A	0.336
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	29,855	B	0.498
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	32,566	B	0.543
Dove Canyon Rd					
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	8,978	A	0.243

Note: [1] County of San Diego Jurisdiction, [2] City of San Diego Jurisdiction

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Existing Segments ADT Volumes and Levels of Service

Table 3.1-22

Traffix	Report	Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekend Sunday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
601	1	Project Driveway at 4 Gee Rd [1,2]	1.8	A	0.8	A	2.4	A
602	2	Camino Del Sur at 4 Gee Rd [3]	23.2	C	20.9	C	23.4	C
603	3	Camino Del Norte at Rancho Bernardo Rd [2]	38.2	D	35.7	D	28.2	C
604	4	Camino Del Norte at 4S Ranch Pkwy [2]	22.4	C	26.5	C	25.4	C
605	5	Camino Del Norte at Dove Canyon Rd [3]	28.7	C	29.9	C	29.5	C
606	6	Camino Del Norte at Bernardo Center Dr [3]	44.9	D	42.3	D	28.4	C
607	7	Camino Del Norte at Paseo Montanoso [3]	15.1	B	15.9	B	14.4	B
608	8	Camino Del Norte at I-15 SB Ramps [3]	46.4	D	25.6	C	22.6	C
609	9	Camino Del Norte at I-15 NB Ramps [3]	52.2	D	35.8	D	21.2	C
610	10	Lone Quail Rd at Dove Canyon Rd [2]	26.2	C	26.8	C	26.8	C

Source: KOA Corporation (2017)
Note: [1] Unsignalized Intersection

[2] County of San Diego Jurisdiction

[3] City of San Diego Jurisdiction

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Existing Intersections Levels of Service

Table 3.1-23

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Weekday Trip Generation										
Church (House of Worship)	43.5	ksf	Rate	9	5%	60%	40%	8%	50%	50%
			Trips	392	20	12	8	31	16	16
			TOTAL	392	20	12	8	31	16	16

Source: KOA Corporation (2017)
Generation Rate Source: SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002).

Note: Numbers may not total due to rounding.

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Weekday Project Trip Generation

Table 3.1-24

Land Use	Intensity	Units	Rate/Trips	Daily	Sunday Peak Hour		
					Total	In	Out
Sunday Trip Generation							
Church (House of Worship)	1,500	Seats	Rate	1.85	33%	50%	50%
			Trips	2,775	925	463	463
			TOTAL	2,775	925	463	463

Source: KOA Corporation (2017)
Trip Generation Source: ITE Trip Generation 8th Edition.

Note: Numbers may not total due to rounding.

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Weekend Project Trip Generation

Table 3.1-25

Roadway Segment Name	Lanes/Class	Capacity	Without Project			Project Traffic	With Project			Δ	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C	V/C	
Weekday											
4 Gee Road											
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	3,088	B	0.191	390	3,478	B	0.215	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	25,523	C	0.638	356	25,879	C	0.647	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,071	B	0.542	301	20,372	B	0.551	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	20,839	B	0.563	296	21,135	B	0.571	0.01	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	26,816	B	0.470	202	27,018	B	0.474	0.00	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	49,587	C	0.826	198	49,785	C	0.830	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	51,471	D	0.858	196	51,667	D	0.861	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	13,355	A	0.361	94	13,449	A	0.363	0.00	No
Weekend											
4 Gee Road											
From Camino Del Norte to Project Driveway[1]	2-lane Collector	16,200	2,306	B	0.142	2,758	5,064	C	0.313	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	14,661	A	0.367	2,520	17,181	B	0.430	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	12,740	A	0.344	2,131	14,871	B	0.402	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	13,402	A	0.362	2,098	15,500	B	0.419	0.06	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	19,134	A	0.336	1,429	20,563	A	0.361	0.03	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	29,855	B	0.498	1,399	31,254	B	0.521	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	32,566	B	0.543	1,385	33,951	B	0.566	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	8,978	A	0.243	669	9,647	A	0.261	0.02	No

Source: KOA Corporation (2017)
Notes: [1] County of San Diego Jurisdiction, [2] City of San Diego Jurisdiction

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Existing + Project Segments - ADT Volumes and Levels of Service

Table 3.1-26

Intersection	Without Project		With Project		Δ Delay	Significant?
	Delay	LOS	Delay	LOS		
Weekday AM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	1.8	A	2.8	A	1.0	No
Camino Del Sur at 4 Gee Rd [3]	23.2	C	23.3	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	38.2	D	38.4	D	0.2	No
Camino Del Norte at 4S Ranch Pkwy [2]	22.4	C	22.4	C	0.0	No
Camino Del Norte at Dove Canyon Rd [3]	28.7	C	28.7	C	0.0	No
Camino Del Norte at Bernardo Center Dr 3	44.9	D	45.0	D	0.1	No
Camino Del Norte at Paseo Montanoso [3]	15.1	B	15.1	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	46.4	D	46.6	D	0.2	No
Camino Del Norte at I-15 NB Ramps [3]	52.2	D	52.5	D	0.3	No
Lone Quail Rd at Dove Canyon Rd [2]	26.2	C	26.2	C	0.0	No
Weekday PM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	0.8	A	4.7	A	3.9	No
Camino Del Sur at 4 Gee Rd [3]	20.9	C	21.1	C	0.2	No
Camino Del Norte at Rancho Bernardo Rd [2]	35.7	D	36.1	D	0.4	No
Camino Del Norte at 4S Ranch Pkwy [2]	26.5	C	26.4	C	-0.1	No
Camino Del Norte at Dove Canyon Rd [3]	29.9	C	29.9	C	0.0	No
Camino Del Norte at Bernardo Center Dr [3]	42.3	D	42.5	D	0.2	No
Camino Del Norte at Paseo Montanoso [3]	15.9	B	15.9	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	25.6	C	25.7	C	0.1	No
Camino Del Norte at I-15 NB Ramps [3]	35.8	D	36.1	D	0.3	No
Lone Quail Rd at Dove Canyon Rd [2]	26.8	C	26.7	C	-0.1	No
Weekend Sunday Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	2.4	A	28.4	C	26.0	No
Camino Del Sur at 4 Gee Rd [3]	23.4	C	41.3	D	17.9	No
Camino Del Norte at Rancho Bernardo Rd [2]	28.2	C	29.8	C	1.6	No
Camino Del Norte at 4S Ranch Pkwy [2]	25.4	C	22.0	C	-3.4	No
Camino Del Norte at Dove Canyon Rd [3]	29.5	C	28.7	C	-0.8	No
Camino Del Norte at Bernardo Center Dr [3]	28.4	C	27.1	C	-1.3	No
Camino Del Norte at Paseo Montanoso [3]	14.4	B	13.6	B	-0.8	No
Camino Del Norte at I-15 SB Ramps [3]	22.6	C	21.6	C	-1.0	No
Camino Del Norte at I-15 NB Ramps [3]	21.2	C	23.0	C	1.8	No
Lone Quail Rd at Dove Canyon Rd [2]	26.8	C	25.9	C	-0.9	No

Source: KOA Corporation (2017)

Notes: [1]Unsignalized Intersection Without Project / Signalized Intersection With Project (Project Feature)

[2]County of San Diego Jurisdiction

[3] City of San Diego Jurisdiction

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Existing + Project Intersections - Levels of Service

Table 3.1-27

Intersection	Lane Group	Existing + Ambient + Cumulative + Project			
		Storage Capacity (ft)	Weekday AM Peak Hour Queue Length (ft)	Weekday PM Peak Hour Queue Length (ft)	Weekend Sunday Peak Hour Queue Length (ft)
Project Driveway at 4 Gee Rd					
Northbound	Right	400	38	72	678
	Thru				
Southbound	Thru	900	83	30	63
	Left				
Westbound	Right	280	0	31	9
	Left	280	21	31	636
4 Gee Rd at Camino Del Sur					
Southbound	Thru	400	301	245	96
	Left	150	120	76	742
Eastbound	Right	250	691	634	611
	Thru	1500	691	634	611
	Left	250	107	172	304
Westbound	Thru	1000	512	411	750
	Left	250	242	291	338
Northbound	Right	250	238	245	130
	Thru	1500	227	245	130
	Left	250	227	76	35

Source: KOA Corporation (2017)

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Future Queue Analysis

Table 3.1-28

Project Name	Type	Size	Daily Trips	Status
Lot 11	Office	290 ksf	3,800	Planned
Lots A & B	Office	390 ksf	6,176	Planned
The Vista	Office	270 ksf	4,545	Planned
BMR North Village	Multiple Uses	-	-	Planned

Source: KOA Corporation (2017)

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Cumulative Project Traffic Generation

Table 3.1-29

Roadway Segment Name	Lanes/ Class	Capacity	Without Project			Project Traffic	With Project			Δ	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C	V/C	
Weekday											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,212	B	0.198	390	3,601	B	0.222	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	26,544	C	0.664	356	26,900	C	0.672	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	20,874	B	0.564	301	21,175	B	0.572	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	21,673	B	0.586	296	21,969	B	0.594	0.01	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	27,889	B	0.489	202	28,091	B	0.493	0.00	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	54,098	D	0.902	198	54,296	D	0.905	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	55,289	E	0.921	196	55,484	E	0.925	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	14,079	A	0.381	94	14,174	A	0.383	0.00	No
Weekend											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	2,467	B	0.152	2,758	5,226	C	0.323	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	15,687	B	0.392	2,520	18,207	B	0.455	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	13,632	A	0.368	2,131	15,763	B	0.426	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	14,340	A	0.388	2,098	16,438	B	0.444	0.06	No
From Dove Canyon Rd to Bernardo Center Dr [1]	6-lane Prime Arterial	57,000	20,473	A	0.359	1,429	21,903	A	0.384	0.03	No
From Bernardo Center Dr to Paseo Montanoso [2]	6-lane Prime Arterial	60,000	31,945	B	0.532	1,399	33,343	B	0.556	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	34,846	B	0.581	1,385	36,230	C	0.604	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	9,606	A	0.260	669	10,275	A	0.278	0.02	No

Source: KOA Corporation (2017)

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Existing + Ambient + Cumulative + Project Segments - ADT Volumes and Levels of Service

Table 3.1-30

Intersection	Without Project		With Project		Change in Delay	Significant?
	Delay	LOS	Delay	LOS		
Weekday AM Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	1.8	A	2.7	A	0.9	No
Camino Del Sur at 4 Gee Rd [3]	23.8	C	23.9	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	40.3	D	40.6	D	0.3	No
Camino Del Norte at 4S Ranch Pkwy [2]	22.6	C	22.6	C	0.0	No
Camino Del Norte at Dove Canyon Rd [3]	29.8	C	29.8	C	0.0	No
Camino Del Norte at Bernardo Center Dr [3]	65.8	E	65.8	E	0.0	No
Camino Del Norte at Paseo Montanoso [3]	17.0	B	17.0	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	64.3	E	64.6	E	0.3	No
Camino Del Norte at I-15 NB Ramps [3]	78.2	E	78.7	E	0.5	No
Lone Quail Rd at Dove Canyon Rd [2]	26.3	C	26.3	C	0.0	No
Weekday PM P ak Hou						
Project Driveway at 4 Gee Rd [1,2]	0.8	A	4.6	A	3.8	No
Camino Del Sur at 4 Gee Rd [3]	21.3	C	21.4	C	0.1	No
Camino Del Norte at Rancho Bernardo Rd [2]	37.8	D	38.2	D	0.4	No
Camino Del Norte at 4S Ranch Pkwy [2]	26.8	C	26.7	C	-0.1	No
Camino Del Norte at Dove Canyon Rd [3]	30.6	C	30.7	C	0.1	No
Camino Del Norte at Bernardo Center Dr [3]	64.3	E	64.7	E	0.4	No
Camino Del Norte at Paseo Montanoso [3]	18.8	B	18.8	B	0.0	No
Camino Del Norte at I-15 SB Ramps [3]	34.1	C	34.3	C	0.2	No
Camino Del Norte at I-15 NB Ramps [3]	49.7	D	50.1	D	0.4	No
Lone Quail Rd at Dove Canyon Rd [2]	27.6	C	27.6	C	0.0	No
Week nd Su ay Peak Hour						
Project Driveway at 4 Gee Rd [1,2]	2.4	A	28.5	C	26.1	No
Camino Del Sur at 4 Gee Rd [3]	23.5	C	42.5	D	19.0	No
Camino Del Norte at Rancho Bernardo Rd [2]	28.4	C	30.4	C	2.0	No
Camino Del Norte at 4S Ranch Pkwy [2]	25.5	C	22.4	C	-3.1	No
Camino Del Norte at Dove Canyon Rd [3]	29.6	C	29.0	C	-0.6	No
Camino Del Norte at Bernardo Center Dr 3	32.7	C	31.1	C	-1.6	No
Camino Del Norte at Paseo Montanoso [3]	14.6	B	13.8	B	-0.8	No
Camino Del Norte at I-15 SB Ramps [3]	26.8	C	24.9	C	-1.9	No
Camino Del Norte at I-15 NB Ramps [3]	27.9	C	30.3	C	2.4	No
Lone Quail Rd at Dove Canyon Rd [2]	26.9	C	26.0	C	-0.9	No

Source: KOA Corporation (2017)

Note: [1]Unsignalized Intersection Without Project / Signalized Intersection With Project (Project Feature)

[2]County of San Diego Jurisdiction

[3] City of San Diego Jurisdiction

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Existing + Ambient + Cumulative + Project Intersections - Levels of Service

Table 3.1-31

Roadway Segment Name	Lanes/ Class	Capacity	Without Project			Project Traffic	With Project			Δ	Sig?
			ADT	LOS	V/C		ADT	LOS	V/C	V/C	
Weekday											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	3,922	B	0.242	390	4,311	C	0.266	0.02	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	32,414	D	0.810	356	32,770	D	0.819	0.01	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	25,490	C	0.689	301	25,791	C	0.697	0.01	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	26,466	C	0.715	296	26,762	C	0.723	0.01	No
From Dove Canyon Rd to Bernardo Center Dr[1]	6-lane Prime Arterial	57,000	34,056	B	0.597	202	34,258	B	0.601	0.00	No
From Bernardo Center Dr to Paseo Montanoso[2]	6-lane Prime Arterial	60,000	62,975	F	1.050	198	63,173	F	1.053	0.00	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	65,368	F	1.089	196	65,564	F	1.093	0.00	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	16,961	B	0.458	94	17,055	B	0.461	0.00	No
Weekend											
4 Gee Road											
From Camino Del Sur to Project Driveway[1]	2-lane Collector	16,200	2,929	B	0.181	2,758	5,687	C	0.351	0.17	No
Camino Del Sur											
From 4 Gee Rd to Rancho Bernardo Rd[2]	4-lane Major Arterial	40,000	18,619	B	0.465	2,520	21,139	B	0.528	0.06	No
Camino Del Norte											
From Rancho Bernardo Rd to 4S Ranch Pkwy[1]	4-lane Major	37,000	16,180	B	0.437	2,131	18,311	B	0.495	0.06	No
From 4S Ranch Rd to Dove Canyon Rd[1]	4-lane Major	37,000	17,021	B	0.460	2,098	19,118	B	0.517	0.06	No
From Dove Canyon Rd to Bernardo Center Dr[1]	6-lane Prime Arterial	57,000	24,300	B	0.426	1,429	25,729	B	0.451	0.03	No
From Bernardo Center Dr to Paseo Montanoso[2]	6-lane Prime Arterial	60,000	37,916	C	0.632	1,399	39,314	C	0.655	0.02	No
From Paseo Montanoso to I-15 Ramps[2]	6-lane Prime Arterial	60,000	41,359	C	0.689	1,385	42,744	C	0.712	0.02	No
Dove Canyon Rd											
From Camino Del Norte to Lone Quail Rd[1]	4-lane Major	37,000	11,402	A	0.308	669	12,071	A	0.326	0.02	No

Source: KOA Corporation (2017)
Note: [1] County of San Diego Jurisdiction

Note: [2] City of San Diego Jurisdiction

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General Plan Segments - ADT Volumes and Levels of Service

Table 3.1-32

	2020	2025	2030	2035	2035
Supply Totals	22,843	23,163	23,283	23,813	23,639
Demand Totals	22,843	23,163	23,283	23,813	23,639
Difference	0	0	0	0	0

Source: OMWD 2015, Table 7-2

	2020	2025	2030	2035	2035
Supply Totals	24,289	24,639	24,789	25,345	25,558
Demand Totals	24,289	24,639	24,789	25,345	25,558
Difference	0	0	0	0	0

Source: OMWD 2015, Table 7-3

		2020	2025	2030	2035
First Year	Supply totals	21,836	22,225	22,449	22,371
	Demand totals	26,998	28,811	30,886	32,128
	Deficit	0	0	0	0
Second Year	Supply totals	21,766	23,323	22,657	22,810
	Demand totals	21,766	23,323	22,657	23,036
	Deficit	0	0	0	226
Third Year	Supply totals	21,702	22,423	22,539	21,960
	Demand totals	21,702	22,423	22,867	23,070
	Deficit	0	0	328	1,110

Source: OMWD 2015, Table 7-4
Note: Data not available for 2040.

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Water Supply and Demand Comparison Multiple Dry Years

Table 3.1-35

Use Type	Electricity	Non-transport Gasses	Transportation Fuels(2)
Construction			
Vehicles			X
Materials(3)	X	X	X
Machinery	X	X	
Transportation			X
Operation			
MUP operation	X	X(1)	
Irrigation	X		
Transportation			X

(1) Primarily propane for home operation.
(2) Primarily gasoline and diesel fuel
(3) Embodied energy, or energy needed to manufacture and transport materials.

Improved heating and cooling controls
Air leakage control on all fenestrations and exterior doors
All joints with a potential for leakage shall be sealed
Automatic timing switches on all lighting to include dimmers, daylight controls, occupant sensing controls, part-night sensing controls
Solar zones on roofs for all residences
New building simulation tools allow builders to make tradeoffs between energy saving devices
Greater insulation requirements
Higher standards for window performance in terms of energy conservation

CHAPTER 4.0 PROJECT ALTERNATIVES

4.1 Rationale for Alternative Selection

Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Project was determined to result in potentially significant but mitigable impacts to aesthetics, biological resources, cultural resources, hazards (fire safety), noise, and traffic.

Section 15126.6(f) of the CEQA Guidelines states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The State CEQA Guidelines provide several factors that should be considered in regard to the feasibility of an alternative. Those factors include: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

A range of feasible alternatives was selected to give decision makers and the public information about the relative environmental effects of projects with differing designs and reduced impacts. Four alternatives were selected:

- No Project Alternative
- Specific Plan– Designated Land Use Alternative
- Reduced Development Footprint Alternative
- Reduced Building Height Alternative

A summary of the significant environmental effects that each alternative reduces is provided in Table 4.7-1, Comparison of Project Alternative Impacts to Significant Proposed Project Impacts.

Each of these alternatives was selected in order to avoid or minimize significant impacts associated with the Project as analyzed in this DSEIR. Specifically, the following criteria were considered:

1. The No Project Alternative was included because it would allow retention of uses similar to those currently existing on site, thereby avoiding both construction-period and long-term impacts associated with development of the Project.
2. The Specific Plan-Designated Land Use Alternative was included because it would reflect the use allowed by the SFVSP without a MUP, which would be four residential lots. This alternative avoids some of the long term impacts associated with development of the Project.

3. The Reduced Development Footprint Alternative was included because it would allow retention of most of the Project functions, while reducing impacts to biological resources.
4. The Reduced Building Height Alternative was included because it would allow retention of most of the Project functions, while reducing impacts to aesthetic resources by reducing tower heights and the bulk of buildings.

The Project objectives are:

1. Provide a new church-owned campus of appropriate size and ancillary services to fulfill the religious mission of the church for worship, spiritual growth, fellowship, learning, training, community-building, and spiritual counseling for an existing and growing population of congregants.
2. Fulfill the religious mission of the Chinese Bible Church by training disciples to establish new churches and missions, regionally and worldwide.
3. Provide a consolidated location near existing and underserved populations to facilitate church attendance, the use of public transit, and walkability.
4. Enhance the religious, spiritual, and community-building activities, including Sunday school, through the design and character of the indoor and outdoor spaces.

These four alternatives represent a reasonable range of alternatives, as defined in the State CEQA Guidelines, because they present feasible alternate development patterns that would reduce and/or eliminate significant impacts associated with the Project. These alternatives are compared to the impacts of the Project and are assessed relative to their ability to meet the basic objectives of the Project.

4.1.1 Alternatives Considered But Rejected from Further Study

The following alternative was considered but ultimately rejected for detailed consideration as discussed below.

No alternative locations are proposed in the DSEIR because of limited site selection options. The choice of properties with significantly differing environmental profiles is limited in this region due to:

1. the applicant's need to locate in fairly close proximity to the population base it currently serves,
2. high levels of development already present in the area,
3. the limitations of available sites in terms of area and functionality.

The applicant represents church congregations presently meeting at three rented sites located in Carmel Mountain Ranch, at the Maranatha Christian School in 4S Ranch, and at Westview High School. Any new site should be near the present meeting places to best serve existing member needs, limit long travel times to and from the facility, and promote walkability.

This area is already highly developed, as shown in Figure S-3, Aerial Photograph. As a result available sites with the area required by the applicant are not common. Site ownership and site design are important aspects of the site selection for the applicant, so that the facility can fully express design features that support the religious beliefs of the congregants. Therefore renting is not an option because it would not meet the needs of the applicant. The applicant conducted an extensive survey of area properties before initiating this proposal, and this location was found to best fit their needs. On-going property searches have been conducted and potential sites have not been found. The present site remains the best location that combines all of the factors that the applicant requires for an adequate worship facility.

Any project in the area would rely on existing infrastructure, including primary access routes, rendering a different location more likely to have similar traffic impacts. Proximity to existing development would trigger similar concerns about aesthetics, fire safety, and noise.

The areas in the vicinity that are undeveloped are more distant from developed areas and are frequently located in environmentally sensitive locations, such as hillsides. As such use of these sites could represent a “leap frog” development approach that is discouraged in the General Plan and would likely incur additional environmental impacts.

In addition, no alternative location is proposed because this site presents special features that make it the best choice for a project of this kind. It provides 9.09 acres, adequate room to accommodate buildings, parking, and access with minimal impacts to out disturbing biological resources. It is lower than surrounding uses, making it less obtrusive. And infrastructure is already available to the site.

In summary, no alternative location is provided because the applicant must locate in this general area to be able to continue to serve its congregations. The acceptable area is built out and alternate locations with the required characteristics are not readily available. Available land tends to be located farther from developed areas, adding a burden of infrastructure and “leap frog” development, resulting in more environmental impacts. And the current site presents characteristics that make it particularly well suited for this Project.

4.2 Analysis of the No Project Alternative

4.2.1 No Project Alternative Description and Setting

The No Project Alternative provides an analysis of the site were this Project not to be developed. The land would remain in its present state, supporting an unoccupied residence and caretaker’s residence in the central part of the site, surrounded by a dense grove of eucalyptus, palm trees, and bushes. Figure S-3, Aerial Photograph, provides a view of the site that reflects its current state. The No Project Alternative would not conflict with current land use designations and zoning, and would be consistent with the General Plan and the SFVSP. Existing on-site well would continue to be used for non-potable water needs.

4.2.2 Comparison of the Effects of the No Project Alternative to the Project

No significant impacts would result from this alternative. This alternative would reduce significant impacts in all five areas when compared to the Project: aesthetics, biological resources, cultural resources, hazards (fire safety), and noise. The alternative would not meet any of the applicant's objectives for the Project because no church facilities would be provided.

4.2.2.1 *Aesthetics*

The No Project Alternative would not alter the current aesthetic character of the site. Drivers on local roads would continue to experience the site as an open field with stands of trees. This is in contrast to the Project, which requires a visual buffer and screening to reduce potential visual effects. No Project Alternative impacts are not significant and are reduced from Project levels.

4.2.2.2 *Biological Resources*

The No Project Alternative would not change the existing biological conditions of the site. The biological open spaces to the north and west would continue to be bordered by sparsely developed land. Indirect impacts would still be possible because the area surrounding the site is densely populated, so intrusions could occur. Given the dense vegetative cover in the open space and ready access to alternative means of pedestrian movement (Four Gee Road, Campania Avenue, and the roads to the south of the site), this is not expected to be a significant impact. Activity in the flat areas on the east, such as disking, would be focused on previously cultivated areas that do not currently support significant biological resources. The Project, in contrast, impacts some sensitive biological areas and vacates an area of open space for the Project entry. The No Project Alternative impacts would not be significant and would be reduced from Project levels.

4.2.2.3 *Cultural Resources*

The No Project Alternative would have no impact to cultural resources. There are no resources identified on the site that could be impacted by on-going activity. No new grading or other construction work is proposed that could disrupt as yet undiscovered resources. Disking in the eastern fields could uncover new resources, but there is minimal risk of this occurring because this area has been disked many times in the past. The No Project Alternative has less of an impact on cultural resources than the Project because the Project proposes extensive grading that could uncover previously undiscovered resources or human remains. In summary, impacts are not significant and are reduced from Project levels.

4.2.2.4 *Hazards—Fire Safety*

The single occupied residence on the site does not pose a fire risk over and above what is experienced under normal rural residential circumstances. The house is adjacent to a dense clump of eucalyptus trees, which are known to pose a fire hazard risk. No

additional fire risk would be introduced on the site, however, and therefore impacts would not be significant. The proposed use introduces a new, more intensive level of human activity on the site and requires a fire protection plan to effectively limit the fire risk. The No Project Alternative does not have significant fire safety impacts and reduces fires risk from Project levels.

4.2.2.5 *Noise*

Noise at present is generated by minimal traffic associated with the single occupied residence on the site. Traffic noise would not increase over levels currently occurring on area roadways. No construction would occur so no construction noise would occur. The Project, on the other hand, introduces both construction and operational noise sources into the area. No Project Alternative noise impacts are not significant and are reduced from Project levels.

4.2.3 Conclusion

The No Project Alternative would avoid or reduce significant impacts associated with the Project, which are related to aesthetics, biological resources, cultural resources, hazards—fire safety, and noise. This alternative would not meet any of the Project objectives listed in Subchapter 4.1. Objective 1 would not be met because a new church campus that provides opportunities for expanded worship space and ancillary services such as fellowship, learning, training, and spiritual counseling, would not be built. Objective 2 would not be met because facilities would not be provided for the training of disciples for new churches. Objective 3 would not be met because the consolidated location for existing dispersed congregations would not be provided. The desired effect on church attendance and use of a more efficient means of transit for church attendees would not be realized. Objective 4 would not be met because the high quality, spiritually inspiring facilities envisioned would not be built. Therefore enhanced religious, spiritual, and community-building activities would not be provided.

4.3 Analysis of the Specific Plan-Designated Land Use Alternative

4.3.1 Specific Plan-Designated Land Use Alternative Description and Setting

The Specific Plan-Designated Land Use Alternative is a residential alternative based on the density allowed under the Santa Fe Valley Specific Plan. The Project site is in the southeast corner of Subarea V.6 of the Santa Fe Valley Specific Plan. Subarea V.6 is designated as “low medium density,” defined as one dwelling unit per 1–1.9 acres, which would allow up to four single family homes on the site’s 9.09 acres. A map of the potential subdivision of the site is provided in Figure 4.3-1.

4.3.2 Comparison of the Effects of the Specific Plan-Designated Land Use Alternative to the Project

4.3.2.1 *Aesthetics*

The Specific Plan-Designated Land Use Alternative would alter the current aesthetic character of the site. Four large lots would be created, as shown in Figure 4.3-1, Specific Plan Designated Land Use Alternative. The fallow land on the east would be replaced by three residential lots, while one lot would take up the western half of the site. The two existing residences in the center of the site would likely be removed. Lots are large enough so that they could be developed without removing most of the eucalyptus trees. Views from the north, east, south, and west would change to include the four residences. These would be more visible than the existing residences because there is little tree cover on the eastern half of the site, and some thinning of vegetation would likely be necessary to accommodate larger homes in the center and on the west. Screening of visual impact would depend on the adoption of landscaping by lot owners. Overall, visual impacts would be less than significant because residential structures are a common visual feature of the area and some existing vegetation could be retained.

In contrast, the Project would have significant visual effects due to the removal of trees and subsequent, construction of retaining walls and buildings on the site. Due to their bulk, height, and number, buildings need to be screened to reduce impacts. These effects are mitigated by use of additional landscaping and mature plant specimens.

In summary, the visual effects of the Specific Plan-Designated Land Use Alternative would not be significant and would be reduced when compared to the Project.

4.3.2.2 *Biological Resources*

The Specific Plan-Designated Land Use Alternative would use the current access point from Four Gee Road. Biological impacts could be avoided if the road remains within the already disturbed area defined by the drainage pipes under the road. Two lots would border the open space along the northern boundary. The presence of residents near open space could increase the likelihood of human intrusions, noise, and lighting effects. Provisions for fencing and/or signage would likely be required as part of the discretionary permitting process. These impacts are potentially significant, but are reduced from Project levels, where human presence, lighting, and noise are more intensive.

In summary, the Specific Plan-Designated Land Use Alternative has project-level impacts to biological resources that are significant but mitigable. These impacts are reduced from levels in the Project.

4.3.2.3 *Cultural Resources*

The Specific Plan-Designated Land Use Alternative could impact cultural resources if grading takes place in areas suspected of supporting cultural resources. The exact grading footprint is unknown, and would depend on individual home designs. Monitoring during grading would be required to ensure that if any resources are detected, they

would be properly preserved and documented. Impacts and mitigation are similar to the Project. Mitigation as provided in Chapter 2.3, Cultural Resources, would be required. In summary, cultural resource impacts of the Specific Plan-Designated Land Use Alternative are significant and similar to the Project.

4.3.2.4 *Hazards—Fire Safety*

The Specific Plan-Designated Land Use Alternative would create a residential use on the site that would require fire protection measures. The Project is located in an area of high fire hazard. Design measures would be required by State and County building regulations that would reduce fire risks. This would include defensible space designs that would establish a 100-foot radius around homes where vegetation would be managed. Eucalyptus and palms within the defensible space area may have to be removed or trimmed to meet fire safety requirements because they are on the County's "Undesirable Plant List" of the *Fire, Plants, Defensible Space and You* (Form DPLU#199). Impacts are not significant because regulations are in place that would require a defensible space design. The Project's fire safety effects require similar defensible space measures. The Project's effects have been found to be significant but mitigable because events on the Project site could generate a large volume of traffic exiting the site at about the same time. Traffic controls at the Project entrance would be provided to ensure that church traffic does not interfere with fire station vehicle movements in an emergency. No traffic controls would be needed for the Specific Plan-Designated Land Use Alternative – generated traffic because 48 ADT in a 24 hour period is not expected to interfere with emergency calls. Specific Plan-Designated Land Use Alternative impacts to fire safety are therefore reduced when compared to the Project.

In summary, Specific Plan-Designated Land Use Alternative fire safety impacts are not significant and are reduced from Project levels.

4.3.2.5 *Noise*

The Specific Plan-Designated Land Use Alternative would introduce noise in the area that would be associated with construction and the on-going residential use. Construction of four residences would represent a temporary noise source that would not have long term impacts in the community. The low density of the Project would allow flexibility in siting and as such noise impacts could be somewhat attenuated by distance. Noise impacts would be less than significant. The Project has significant but mitigable noise impacts related to potential noise from large events. The Specific Plan-Designated Land Use Alternative therefore reduces noise impacts when compared to the Project.

In summary, Specific Plan-Designated Land Use Alternative noise impacts are not significant and are reduced from Project levels.

4.3.3 Conclusion

The Specific Plan – Designated Land Use Alternative has significant and mitigable effects in two areas: biological resources and cultural resources. It reduces environmental effects from Project levels in four areas: aesthetics, biological resources, fire safety, and noise. This alternative would not meet any of the applicant's objectives for the Project. Objective 1 would not be met because a new church campus that provides opportunities for expanded worship space and ancillary services such as fellowship, learning, training, and spiritual counseling, would not be built. Objective 2 would not be met because facilities would not be provided for the training of disciples for new churches. Objective 3 would not be met because the consolidated location for existing dispersed congregations would not be provided. The desired effect on church attendance and use of a more efficient means of transit for church attendees would not be realized. Objective 4 would not be met because the high quality, spiritually inspiring facilities envisioned would not be built. Therefore enhanced religious, spiritual, and community-building activities would not be provided.

4.4 Analysis of the Reduced Development Footprint Alternative

4.4.1 Reduced Development Footprint Alternative Description and Setting

The Reduced Development Footprint Alternative proposed a wider buffer between open space and Project buildings. The main sanctuary building is moved east and is reduced in size. The result is more protection for the biological open space to the north and northwest. The biological impact to 0.3 acres of open space west of the site remains because site access in this location would still be required. A graphic of this alternative is shown in Figure 4.4-1, Reduced Development Footprint Alternative.

4.4.2 Comparison of the Reduced Development Footprint Alternative to the Project

4.4.2.1 *Aesthetics*

The Reduced Development Footprint Alternative does have a design that differs from the Project in that buildings on the northern boundary are pulled back from open space. However, the overall building footprints and façades would be similar to the Project. Views from the north looking into the site are somewhat distant, varying from 260 to over 500 feet across an existing open space. This design change will not alter the view appreciably from this vantage point. A retaining wall would still be required. The Reduced Development Footprint Alternative has aesthetic impacts that are similar to the Project, and therefore the discussion of impacts and mitigation in Chapter 2.1, Aesthetics, applies. Impacts are significant and similar to the Project.

4.4.2.2 *Biological Resources*

The Reduced Development Footprint Alternative design differs in the way that the open space north of the site is buffered. Figure 4.4-1 shows the revised design. Buildings A, B and C (the western-most buildings) have been moved east, away from the small area

of existing open space that crosses the site at the northwest boundary. An increased open space buffer along the northern boundary will reduce impacts in several ways. Noise and lighting will be moved farther from the open space boundary. Human presence will be farther removed from the open space, thereby making intrusions less likely. Other aspects of the Reduced Development Footprint Alternative remain similar to the Project and are evaluated in detail in Chapter 2.2, Biological Resources. This includes the impact to 0.3 acres of sensitive open space on the west to allow for the Reduced Development Footprint Alternative entryway. Design features such as the retaining wall and fencing will still be employed. Mitigation would still be required to provide assurances that the open space will remain undisturbed. These include downward-directed lighting and grading restrictions between January 1 and July 15 to protect breeding birds protected under the Migratory Bird Treaty Act (MBTA). Silt and erosion controls through Best Management Practices, and precautions during grading would also be required. In conclusion, the Reduced Development Footprint Alternative's biological impacts are significant and mitigable and are reduced from Project levels.

4.4.2.3 *Cultural Resources*

The Reduced Development Footprint Alternative proposes grading over most of the site, although some building locations are shifted. Therefore cultural resource impacts are similar because cultural resources could be disturbed. The analysis and mitigation provided in Chapter 2.3, Cultural Resources, applies to the Reduced Development Footprint Alternative. Project-level impacts remain significant and mitigable. Impacts are similar to the Project.

4.4.2.4 *Hazards – Fire Safety*

The Reduced Development Footprint Alternative design is similar to the Project. The analysis and mitigation provided in Chapter 2.4, Hazards – Fire Safety, therefore applies to the Reduced Development Footprint Alternative. In summary, Reduced Development Footprint Alternative-level impacts remain significant and mitigable. Impacts are similar to the Project.

4.4.2.5 *Noise*

The Reduced Development Footprint Alternative pulls buildings away from the northern boundary. The design alteration on the northern part of the site will not change the overall conclusions about noise impacts to residences from this direction northward because the noise sources remain in relatively the same position and are not significant. Impacts to breeding birds could be reduced due to the greater distance between development and open space. However, mitigation to account for breeding bird activity will still be necessary. Therefore, impacts are similar to the Project. The analysis and mitigation provided in Chapter 2.5, Noise, applies to the Reduced Development Footprint Alternative. Impacts remain significant and mitigable and are similar to the Project.

4.4.3 Conclusion

The Reduced Development Footprint Alternative has significant effects in five areas. It reduces biological resource effects because the open space buffer is increased. This alternative does not entirely meet Objective 1 because the main sanctuary building would be reduced in size, thereby requiring a reduction of space for ancillary church services such as spiritual counseling, fellowship, and administration. As a result the scope of the church's religious mission would be reduced. In addition, opportunities for the existing and future population of congregants would be limited. The church has been carefully planned and designed to reflect the vision of the church community. Reducing the church capacity would not meet this vision. Objective 2 is not entirely met because a smaller capacity for spiritual activities would limit the ability of the church to attract and train people for its outreach mission. The central plaza is designed to provide mixed sun/shade standing/seating for multiple small groups. It also connects all other uses/spaces and quiet spaces as a unifying factor. As shown in Figure 4.4-1, the central plaza is eliminated and the remaining outdoor space is divided into two smaller and disjointed spaces. Objective 3 is not entirely met because the church plans for this facility is to last for many years. As a result the ability to accommodate growth is essential to its mission. A reduction in the size and location of buildings would therefore limit its capacity to consolidate services and meet the needs of underserved populations in the future. Finally, Objective 4 would not be met because the central outdoor meeting spaces, which are a key part of the church activities envisioned for the Project, are constrained by the closer building locations.

4.5 Analysis of the Reduced Building Height Alternative

4.5.1 Reduced Building Height Alternative Description and Setting

The Reduced Building Height Alternative proposes a reduction in height of three towers and the main sanctuary. Reductions would be as follows:

Element	Project	Reduced Building Height Alternative
Tower 1	43	40
Tower 2	41.5	40
Tower 3	39.5	39.5
Main Sanctuary	40	40

All other aspects of the Reduced Building Height Alternative would remain the same as the Project. The resulting design change is shown in Figure 4.5-1, Reduced Building Height Alternative Elevations. The Reduced Building Height Alternative would not

reduce the ultimate footprint of the Project because the square footage of the buildings would be the same. Seating capacity in the main sanctuary would be the same but the roof of the building would be lowered approximately 6 feet. Lowering the roof would affect the overall sense of spaciousness and "lift" of the main sanctuary interior. Functionality of the towers would not be affected but their aesthetic purpose would be affected, as discussed below.

4.5.2 Comparison of the Reduced Aesthetic Impact Alternative to the Project

4.5.2.1 *Aesthetics*

The aesthetic benefit of the Reduced Building Height Alternative is a reduction in the height and apparent mass of the Project. The height reduction of the three tower elements will make them blend with the proposed buildings when seen from a distance. Their aesthetic benefit of providing visual variation would be visible on closer inspection. A reduction in size of the main sanctuary reduces the central mass of the Reduced Building Height Alternative because the walls are lowered by six feet. This produces a more compact aesthetic effect that is consistent with the SFVSP and general aesthetic character of the area. Views through the site from north and south would be improved. The overall architectural effect is of a block of buildings with fewer articulations, and less mass, as shown in Figure 4.5-1. Design measures and mitigation specified for the Project are still required in this alternative to screen buildings and parking areas and break up long horizontals. Therefore the mitigation required in Chapter 2.1, Aesthetics, is still required. In summary, aesthetic effects are significant and reduced from Project levels.

4.5.2.2 *Biological Resources*

The Reduced Building Height Alternative does not differ from the overall footprint of the Project. Therefore the Reduced Building Height Alternative and the Project would have similar biological impacts. The analysis and mitigation provided in Chapter 2.2, Biological Resources, would apply to the Reduced Building Height Alternative. In summary, the Reduced Building Height Alternative's biological resource impacts are significant and similar to the Project.

4.5.2.3 *Cultural Resources*

The Reduced Building Height Alternative does not differ significantly from the overall footprint of the Project; therefore its potential impacts to cultural resources are similar. The analysis and mitigation provided in Chapter 2.3, Cultural Resources, therefore apply to the Reduced Building Height Alternative. Project-level impacts remain significant and mitigable. In summary, the Reduced Building Height Alternative's cultural resource impacts are significant and similar to the Project.

4.5.2.4 *Hazards – Fire Safety*

The Reduced Building Height Alternative design and layout is similar to the Project. The analysis and mitigation provided in Chapter 2.4, Hazards – Fire Safety, therefore apply to the Reduced Building Height Alternative. Project-level impacts remain significant and mitigable. In summary, the Reduced Building Height Alternative's fire safety impacts are significant and similar to the Project.

4.5.2.5 *Noise*

The Reduced Building Height Alternative does not differ from the overall footprint, design, or operation of the Project. Therefore its noise impacts are similar to the Project. The analysis and mitigation provided in Chapter 2.5, Noise, therefore apply to the Reduced Building Height Alternative. Project-level impacts remain significant and mitigable. In summary, the Reduced Building Height Alternative's noise impacts are significant and similar to the Project.

4.5.3 Conclusion

The Reduced Building Height Alternative has five significant effects. This alternative reduces one Project effect, aesthetics, by reducing building height and mass. This alternative meets three of the four Project objectives, but to a lesser degree than the Project.

This alternative does not entirely meet Objective 1 because ~~the loss of key design features would impact the overall ability of the church to achieve its planned size, scope, and vision for this new opportunity to worship. A reduction in exterior height would have an effect on interior spaces, reducing ceiling heights from 24 to 18 feet, a 25 percent reduction. To reach the ultimate capacity of 1,500 congregants, a balcony is necessary. The height reduction would reduce the size of the balcony, thereby reducing seating capacity~~. reducing ~~Reducing~~ tower heights would in effect remove them from the Project design because they would merge into the overall mass of the building and reinforce a "big box" appearance that would diminish the objective of providing an architecturally distinctive church facility that would attract the scope of activity envisioned by Objective 1. The additional height provides for a more ~~spacious and~~ inviting exterior ~~interior~~ that will allow congregants and visitors alike to feel inspired. The new church, which will host special worship events and more importantly, serve as the spiritual home of the congregation, needs the "sense of place" conveyed by the larger ~~facility and~~ towers. As a result, Objective 1 can only be partially met for by this alternative.

Similarly, the Reduced Building Height Alternative also does not entirely meet Objective 2 and 3 in the same way that a landmark facility will provide a sense of inspiration to its regular visitors, which is essential to the church's attendance, recruitment and mission efforts. ~~A more spacious interior will convey the expansive spiritual vision of the church and thethree~~ Higher towers will symbolize the church's ongoing efforts to reach a sense of spiritual uplift and hope. Both aspects are critical to the church's near- and long-term goals to provide an inspirational and transformative training experience and increase its

local congregation by meeting the needs of underserved populations. A more compact, "big box" church facility will not meet either objective to the same degree as the proposed Project.

Finally, this alternative does not meet Objective 4 of the Project. This alternative would reduce the ~~size of the main sanctuary and~~ height of the towers which would reduce the spaciousness and "lift" of the interior and exterior spaces. The distinctive and inspiring design is replaced with a more monolithic, boxy appearance, as seen in Figure 4.5-1, thereby diminishing the intended religious and spiritual impact of the design. A design modification of this type would also not meet the design standards of the SFVSP.

4.6 Environmentally Superior Alternative

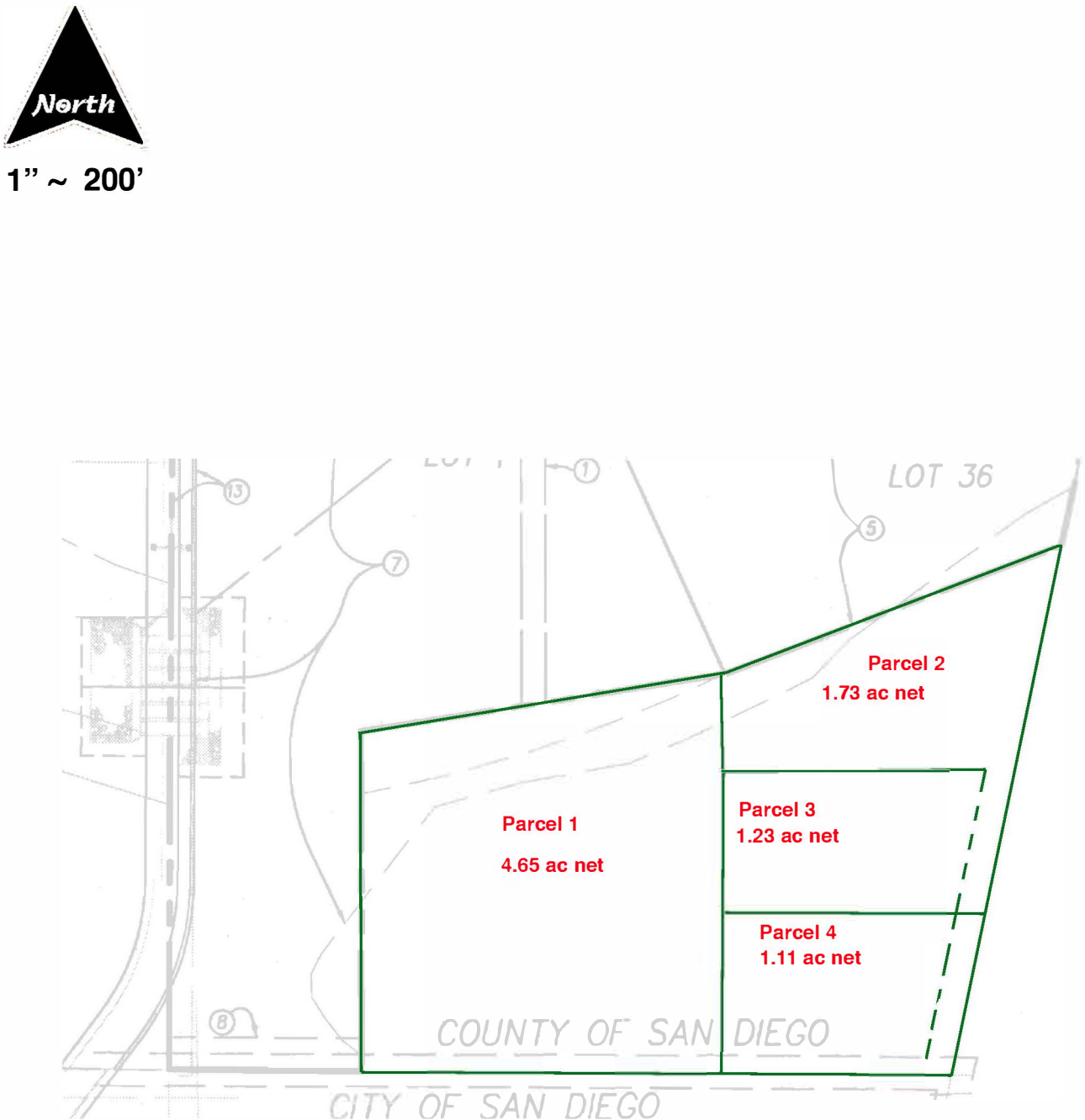
The No Project Alternative would result in minimal to substantially reduced environmental impacts. However, Section 15126.6(e)(2) of the State CEQA Guidelines requires that if the No Project is identified as the environmentally superior alternative, a second alternative shall be identified.

The Specific Plan-Designated Land Use Alternative is identified as the environmentally superior alternative after the No Project Alternative. The Specific Plan-Designated Land Use Alternative has the fewest significant environmental impacts among the alternatives discussed above. It has two significant effects, cultural resources and biological resources. The Specific Plan-Designated Land Use Alternative reduces the most effects when compared with the Project. These reduced effects occur in relation to aesthetics, fire safety, and noise. Neither the No Project Alternative nor the Specific Plan-Designated Land Use Alternative meet any of the applicant's objectives because a church facility would not be constructed under these scenarios.

4.7 Summary of Alternatives

Table 4.7-1 summarizes the potential impacts identified for alternatives in comparison with those identified for the Project. Table S-1 summarizes mitigation required for the Project. Some of this mitigation applies to the Project alternatives, as discussed above.

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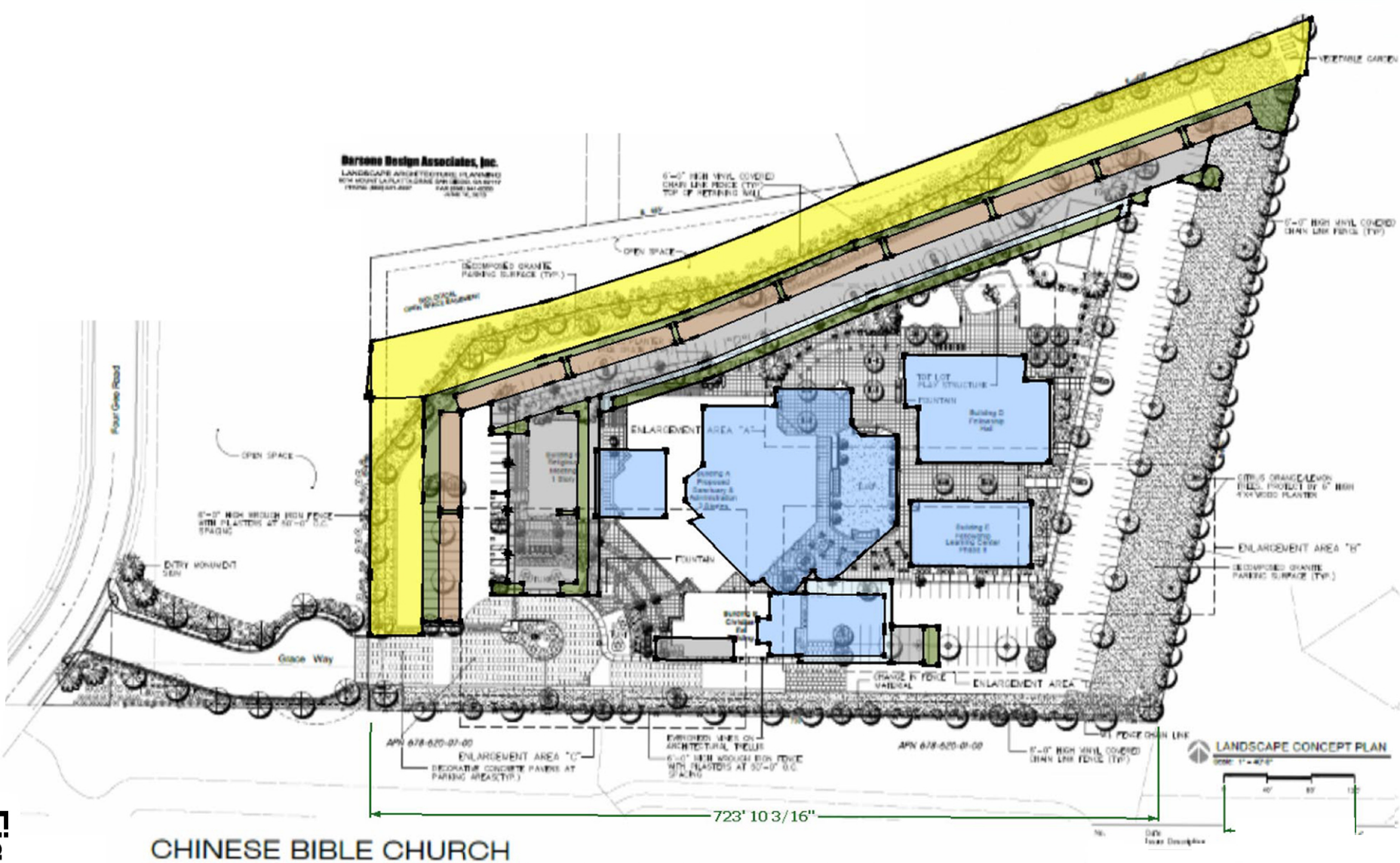
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Specific Plan-Designated Land Use Alternative **Figure 4.3-1**

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1" ~ 133'

North



CHINESE BIBLE CHURCH

HARPER COMMUNITIES INC.

Reduced Development Footprint Alternative

Figure 4.4-1



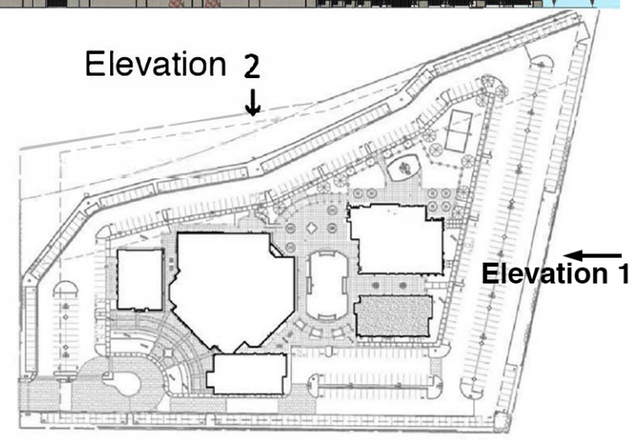
2 North Elevation



1 East Elevation

Average Building Heights*

Sanctuary & Admin	40'-0"
Religious Mtg Bldg	29'-6"
Christian Ed Bldg	29'-6"
Fellowship Hall	32'-5"



SILLMAN WRIGHT ARCHITECTS

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Reduced Building Height Alternative Elevations

Figure 4.5-1

Impact Category	No Project	Specific Plan-Designated Land Use	Reduced Development Footprint	Reduced Building Height
Aesthetics	Less	Less	Similar	Less
Biology	Less	Less	Less	Similar
Cultural Resources	Less	Similar	Similar	Similar
Hazards-Fire	Less	Less	Similar	Similar
Noise	Less	Less	Similar	Similar

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Comparison of Project Alternative Impacts to Significant Proposed Project Impacts

Table 4.7-1

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CHAPTER 7.0 LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

7.1 Mitigation Measures

7.1.1 Aesthetics

M-VIS-1 (Impacts VIS-1, VIS-2a, VIS-3a, and VIS-4a)
To screen the retaining wall along the northern site boundary, the Project shall:

- Paint or clad the wall with a non-reflective earth-toned material that is matched in color to the surrounding and planned vegetation along the wall. Alternatively, earth-toned brick or other building materials may be used.
- Incorporate vertical elements from the base of the wall to break the horizontals of the wall. These elements can be constructed elements or vegetation. Constructed elements shall be of a type and quality that complements the existing design. Vegetation elements shall be able to attain a height that would reach the top of the fence along the wall so as to integrate these two structures.

M-VIS-2 (Impacts VIS-2a, VIS-2b, VIS-3b, and VIS-4b)
Install 36" boxed citrus, 10 gallon shrubs, and 10 gallon vines at the earliest possible point during Project construction. At corners of the eastern boundary, the proposed California peppers shall be 48" box size. Along the east-facing sidewalk, the proposed crepe myrtle shall be 48" box size.

M-VIS-3 (Impacts VIS-2a, VIS-2b, VIS-3b, and VIS-4b)
Install 48 trees and 10 gallon shrubs along the decorative fence line.

7.1.2 Biological Resources

M-BI-1 (Impact BI-1)
Direct impact to 0.3 acre of offsite non-native grassland shall be mitigated at a 1:1 ratio in conformance with the MSCP and BMO through preservation of similar or higher value habitat. Mitigation shall occur at the Crestridge Mitigation Bank in Lakeside, California or any other land determined acceptable by the Director of the Department of Planning & Development Services. Note that the mitigation ratio for non-native grassland is typically 0.5:1. A doubled ratio is required here since this area is located within a dedicated open space easement. Pursuant to the County Report Format and Content Requirements – Biological Resources, if existing dedicated biological open space easements are being vacated, the loss of preserved habitat should be mitigated at twice the required ratios because the original mitigation must be replaced and the current loss of habitat must be mitigated.

M-BI-2 (Impact BI-2)

If any construction work, including onsite tree removal, is proposed during the raptor breeding season (between January 1 and July 15), a qualified biologist shall conduct a nesting raptor survey no more than three days prior to scheduled operations to ensure that no nesting birds in the Project area would be impacted. 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 of 500 feet, be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No Project construction shall be allowed to occur within the fenced zone until the young have fledged and will not be impacted by the Project. A copy of the survey shall be submitted to the Director of Planning & Development Services.

7.1.3 Cultural Resources and Tribal Cultural Resources

M-CR-1 (Impact CR-1)

To mitigate for potential impacts to undiscovered buried archaeological resources including human remains, an archaeological monitoring program and potential data recovery program shall be implemented pursuant to the County of San Diego Guidelines for Determining Significance for Cultural Resources and CEQA and shall include the following requirements:

- Pre-Construction
  - Pre-construction meeting to be attended by the Project Archaeologist and Luiseño Native American monitor to explain the monitoring requirements.
- Construction
  - Monitoring. Both the Project Archaeologist and Luiseño Native American monitor are to be onsite during earth disturbing activities. The frequency and location of monitoring of native soils will be determined by the Project Archaeologist in consultation with the Luiseño Native American monitor. The Project Archaeologist and Luiseño Native American monitor shall also evaluate fill soils to determine that they are clean of cultural resources.
  - If cultural resources are identified:
    - Native American monitor have the authority to divert or temporarily halt ground disturbance operations in the area of the discovery.
    - The Project Archaeologist shall contact the County Archaeologist.

- The Project Archaeologist in consultation with the County Archaeologist and Luiseño Native American shall determine the significance of discovered resources.
- Culturally-affiliated Tribes shall be consulted should Tribal Cultural Resources be identified.
- Construction activities will be allowed to resume after the County Archaeologist has concurred with the significance evaluation.
- Isolates and non-significant deposits shall be minimally documented in the field. Should the isolates and non-significant deposits not be collected by the Project Archaeologist, the Luiseño Native American monitor may collect the cultural material for transfer to a Tribal curation facility or repatriation program.
- If cultural resources are determined to be significant, a Research Design and Data Recovery Program shall be prepared by the Project Archaeologist in consultation with the Luiseño Native American monitor and approved by the County Archaeologist. The program shall include reasonable efforts to preserve (avoid) unique cultural resources or Sacred Sites; the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap if avoidance is infeasible; and data recovery for non-unique cultural resources. The preferred option is preservation (avoidance).
- If tribal cultural resources are identified, consultation shall be conducted with culturally-affiliated tribes to determine the appropriate mitigation.

o Human Remains
- The Property Owner or their representative shall contact the County Coroner and the PDS Staff Archaeologist.
- Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin.
- If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the Property Owner or their representative in order to determine proper treatment and disposition of the remains.
- The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted.

        - Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered.
- Rough Grading
    - Upon completion of Rough Grading, a monitoring report shall be prepared identifying whether resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians, and any culturally-affiliated Tribe who requests a copy.
- Final Grading
    - A final report shall be prepared substantiating that earth-disturbing activities are completed and whether cultural resources were encountered. The report shall be submitted to the South Coastal Information Center, the San Luis Rey Band of Mission Indians, and any culturally-affiliated Tribe who requests a copy.
    - Disposition of Cultural Material.
        - The final report shall include evidence that all prehistoric materials have been curated at a San Diego curation facility or Tribal curation facility that meets federal standards per 36 CFR Part 79. Alternatively, the prehistoric materials may be repatriated to a culturally-affiliated Tribe.
        - The final report shall include evidence that all historic materials have been curated at a San Diego curation facility that meets federal standards per 36 CFR Part 79.

7.1.4 Hazards – Fire Safety and Hazardous Chemicals

M-HZ-1 (Impact HZ-1)

In order to reduce the potential for delays to emergency vehicle response from Fire Station No. 2, the intersection of Four Gee Road and Grace Way shall be signalized. This signal shall be capable of being controlled by strobe or some equivalent means, from Fire Station No. 2, which is located directly across from Grace Way. The purpose is to allow fire station personnel to control traffic so that emergency vehicles can safely exit the fire station unimpeded in an emergency. The signal at the intersection of Camino Del Sur and Four Gee Road shall be connected to this control system so that fire personnel can coordinate signal changes between the two intersections, which are in close proximity to one another. The ability to coordinate the intersection signals will prevent delays in response time as a result of church-related activities. Additionally, road striping “Do Not Block” shall be painted in front of the Fire Station entrance. These measures will be completed prior to occupancy of the facilities.

M-HZ-2a (Impact HZ-2)

If the redevelopment plans include areas of exposed soil where visitors may congregate, soil sampling for pesticides, herbicides, and metals shall be completed. If finished areas where people will congregate are paved or covered with an impermeable surface, sampling would not be necessary.

M-HZ-2b (Impact HZ-2)

If soil is to be transported from the Project site during redevelopment, sampling shall be conducted to confirm if the soil is a hazardous waste due to historic agricultural chemical use.

M-HZ-3 (Impact HZ-3)

A survey for ACM shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during demolition.

M-HZ-4 (Impact HZ-4)

A survey for lead-based paint shall be completed prior to demolition of the existing structures in order to properly manage these contaminants during demolition.

7.1.5 Noise

M-N-1 (Impact N-1)

If any outdoor event is proposed that will involve the use of an outdoor audio system and that includes more than 500 people, or if any outdoor event will extend past 7 PM, the noise impacts of the specific event must include design features and mitigation measures to comply with the applicable noise regulation. The measure was modified to clarify circumstances under which it would apply. Such measures would include, but are not limited to:

- Locating events to maximize attenuation from intervening buildings and topography
- Limiting the time of the event and cease all substantial noise generating activities by 10 PM.
- Limiting the number of attendees not to exceed 500 people to minimize impacts to off-site receptors.
- Associated outdoor audio equipment shall be directed away from the occupied neighbors. Audio equipment would be directed in designated areas, facing towards the center of the site and/or using intervening structures to screen and shield associated noise sources.

The audio system will be tested prior to the event and the system will be adjusted so that noise does not exceed County of San Diego noise

limits. Results will be provided to the County of San Diego 30 days prior to the event to allow review.

7.2 Design Features

7.2.1 Aesthetics

- A unified Mediterranean/Tuscan architectural style will be used throughout the Project. The design will reflect the features shown on the Project elevations discussed in the DSEIR and shown in Figures 1-3 through I-7. Muted roof colors will be employed.
- A Landscape Plan reflecting the Concept Landscape Plan discussed in the DSEIR and shown in Figures 1-7 through 1-9 will be implemented.
- Entry monumentation will be provided at the proposed Grace Way intersection with Four Gee Road and will be outside the existing right of way.
- HVAC and solar equipment on building roofs will be screened from view by a parapet. Solar panel surfaces shall incorporate a non-glare finish.
- Signage will be limited to the entry monumentation noted above, and a church logo, which would be placed on the main sanctuary building. Small directional signs for traffic, parking, or building identification may be used. Temporary signage will be allowed in conformance with County regulations.
- Use full cutoff luminaries, as defined by the Illuminating Engineering Society of North America (IESNA), to minimize the amount of light emitted upward directly from the luminaire. A fully shielded outdoor light ensures that light rays emitted from the fixture are projected below the horizontal plane passing through the lowest point on the fixture from which the light is emitted (LPC Section 59.105).
- Restrict the hours of operation of outdoor lighting to hours of active use (LPC Section 59.107 and Zoning Ordinance Section 6322).
- Require low-pressure sodium light sources[13], which allow astronomers to filter the line spectra from telescopic images (LPC Section 59.105).
- Prohibit the post-construction addition of outdoor lighting that was not included in the Project.
- Select luminaries that control the intensity (candela) distribution (LPC Section 59.105).
- Use well-shielded luminaries (LPC Section 59.105).
- Keep floodlight angles aimed low enabling the entire beam to fall within the intended area to be lit.

[13] The Project proposes LED lighting that provides an equivalent or better lighting benefit.

- Use full cutoff and semi-cutoff lighting. Cutoff designations limit the intensity values in the glare zone and provide shielding (Zoning Ordinance Section 6324).
- Adjust mounting height to reduce spill light (Zoning Ordinance Section 6324).
- Focus exterior illumination, including floodlights and spotlights, downward and into the Project site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be used to minimize spillover effects onto off-site roadways, properties, and open space areas.
- Use landscaping to serve as filtering devices to soften the impact of direct exterior, reflected exterior, and building interior lighting.
- Prohibit signs with flashing, mechanical, strobe, blinking lights, or moving parts.
- Limit lighted monument signs.
- Use low-level pedestrian lighting (e.g., bollards) on the site for pedestrian pathways.
- Use lowest intensity Project lighting necessary for security and safety purposes while still adhering to the recommended levels of the IESNA.

7.2.2 Biological Resources

- Siltation and erosion control Best Management Practices (BMPs) would be implemented during construction, including use of boundary silt fencing, bags of gravel, fiber rolls, weed-free straw wattles and mulch, and slope stabilization.
- The limits of Project impacts (including construction staging areas and access routes) will be clearly delineated with temporary construction fencing, stakes, flags, or markers that will be installed in a manner that does not impact sensitive habitats such that they are clearly visible to personnel on foot and operating heavy equipment. This delineation will be conducted under the supervision of the County-approved biologist prior to commencement of construction activities and will remain in place during all construction activities. All temporary fencing will be shown on grading plans and/or associated construction documents. No work would occur beyond the fenced or demarcated limits of impact. Temporary construction fencing and markers will be maintained in good repair until the completion of Project construction and removed upon Project completion.
- A 50 foot buffer will be provided from the Emergent Wetland (EW). No uses of any kind will be located or allowed within the 50 foot buffer area. An additional 100 foot has been defined for fire protection purposes. Some buildings, parking, hardscape, and landscaping would be located within this area. An easement will be placed over these buffer areas.

7.2.3 Hazards

7.2.3.1 Vegetation

- Flammable vegetation within 100 feet of structures will be managed in accordance with an approved Fire Protection Plan (FPP). The main entrance roadway, Grace Way, will require 30 feet of fuel management on both sides of the road as measured from the improved surface.
- A ~~150~~ 100 foot buffer from the no-build buffer open space shall be created and fuel management will be maintained within this area in accordance with Section 4704.4 of the Consolidated Fire Code and District Ordinance 2014-01A
- .All fuel management and landscaping shall be in conformance with Section 4704.4 of the Consolidated Fire Code and District Ordinance 2014-01A. Additionally Section 4707.4 as adopted by the Rancho Santa Fe Fire Protection District (RSFFPD) requires that the Project submit Landscape Plans to be reviewed and approved by the District. All landscaping must be installed prior to final inspection and certificate of occupancy.
- All of the plants used for landscaping must be listed on the Wildland/Urban Interface Development plant palette included as Appendix D of the FFP (Appendix H of the DSEIR). No plants on the Undesirable Plant List or Invasive Species Plant List shall be planted as per Appendix E of the FPP.
- Vegetation maintenance shall be the responsibility of the Project applicants, its successors or assignees, or owner as designated with the County Tax Assessor. The following maintenance activities shall be performed:
    - Conduct annual or more frequent, if necessary, maintenance to reduce fuel volumes, remove dead and detached material, and maintain in healthy succulent condition.
    - Maintain irrigation in a working condition.
    - Mature trees greater than 18 feet shall be limbed up to a minimum of six feet above the ground.
    - No tree limbs within 10 feet of chimneys or dead limbs overhanging structures or roadways shall be allowed.
    - Trees adjacent to or overhanging roadways, driveways, or other emergency access paths shall be maintained with a minimum height clearance of 13 feet and six inches.
    - Palm trees shall be maintained in conformance with the RSFFPD Policy included as Appendix F of the FPP.
    - Perform additional measures that may be required by the Fire District.

7.2.3.2 Access Road Design Considerations

As per the FPP for the Project, the following Project design features will be implemented related to fire access road design:

- The access road, Grace Way and internal loop shall be constructed in conformance with Section 503 of the Consolidated Fire Code, County Ordinance 10148, and District Ordinance 2014-01A.
- Per Section 503 of the Consolidated Fire Code, fire apparatus access roads shall be provided for every facility, building, or portion of building and shall extend within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. A fire code official may increase the 150 foot minimum when the building is equipped throughout with an approved automatic sprinkler system installed in accordance with sections 903.3.1.1, 903.3.1.2 or 903.3.1.3.
- All other portions of Section 503 of the Consolidated Fire Code apply including but not limited to: dimensions, vertical clearance, grade, surface and imposed loads. The first layer of asphalt must be in place and serviceable prior to delivery of combustible materials to the site.
- To assist emergency personnel to find a building, a lighted directory map meeting current Fire District Standards shall be installed in a pre-approved location.
- Fire lanes shall be marked and fire alarms installed.

7.2.3.3 Ignition Resistant Construction and Fire Protection Systems

Due to the location of the Project in a very high fire hazard severity zone, a range of “fire safe” construction measures will be used that control the materials, design, and safety systems used in the building:

- The Project shall be required to use construction methods for exterior wildfire exposure per Section 4910.1 of the County Ordinance 10148, County Fire Code.
- The construction methods for exterior wildfire exposure in a wildland-urban interface fire area shall be as provided in Chapter 7A of the County Building Code.
- The Project shall also comply with RSFFPD Ordinance 2014-01A.
- The Project shall install an automatic fire protection system sprinklers as appropriate to the use of each building in conformance with the requirements of for Group ‘E’ occupancies as identified by NFPA 13, the State, District and the County Codes.

7.2.4 Noise

The following design feature and noise measure shall be implemented as a condition of Project approval:

- Church bell operations shall be limited to daytime hours and shall comply with the one hour average sound level limit of 50 dBA at the Project property line.
- Construction activities would be limited to hours of 7:00 AM to 7:00 PM, Monday through Saturday (except legal holidays). There will be no construction activity on Sunday. Fences and gates will be installed as a control feature to limit after-hours access to the construction site.
- Overflow parking lot will be closed by 6 PM except during special events. Barriers, signage, and announcements will be used to enforce this limitation.
- The following best management practices will be implemented:
    - Turn off equipment when not in use.
    - Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured, to prevent rattling and banging.
    - Use equipment with effective mufflers.
    - Minimize the use of backup alarms.
    - Equipment staging areas should be placed at locations away from noise-sensitive (occupied) receivers.
- HVAC Equipment Noise
    - The Project includes the installation of rooftop HVAC units on all five proposed buildings. Building B will have a three-foot high parapet wall around the roof, which was considered in the noise modeling for the HVAC equipment. Construction activities shall be limited to the hours of 7:00 AM to 7:00 PM, Monday through Saturday (except legal holidays).

7.2.5 Air Quality

- Architectural coatings would be required to meet the requirements of SDAPCD Rule 67.0, which limits VOC content to 150 g/l for exterior paints and 100 g/l for interior paints.
- Dust control shall be required during equipment loading and unloading.
- Application of water three times daily to unpaved roads.
- Reduction of speeds to 15 MPH on unpaved roads.
- Use of a construction fleet that uses CARB certified Tier III or IV equipment. If construction fleets cannot meet this requirement, the applicant will use the best available fleet.
- Project will promote the use of alternative transportation methods, including the provision of two vans that would pick up patrons.

7.2.6 Greenhouse Gases

- An electric car hook-up parking space will be provided and 34 specially marked parking spaces will be provided for high mpg and electric vehicles.
- Solar panels shall be installed on the roofs of buildings to provide electricity.

7.2.7 Hydrology/Water Quality

- In accordance with BMPs from previous environmental document, the Project will make use of unlined drainage channels, grassed swales along streets and the sides of storm drain channels, and infiltration trenches or basins and riparian strips, as needed.
- Temporary construction BMPs that may be incorporated into final Project design, as needed:
    - Hydraulic stabilization hydroseeding (summer)
    - Bonded or stabilized fiber matrix (winter)
    - Energy dissipater outlet protection
    - Silt fence
    - Fiber rolls (straw wattles)
    - Storm drain inlet protection
    - Stabilized construction entrance
    - Street sweeping and vacuuming
    - Material delivery and storage management
    - Spill prevention and control
    - Concrete waste management
    - Solid waste management
    - Sanitary waste management
    - Structural BMPs: bio-filtration planters
- Site design BMPs shall maintain natural drainage pathways and hydrologic features; conserve natural areas, soil, and vegetation; minimize impervious area; minimize soil compaction; impervious area dispersion; runoff collection; landscaping with native or drought tolerant species; harvesting and using precipitation.
- Source control BMPs shall prevent illicit discharges into the MS4; storm drain stenciling or signage; protect trash storage areas from rainfall, run-on, runoff, and wind dispersal; on-site storm drain inlets; interior floor drains and elevator shaft sump pumps; need for future indoor and structural pest control; landscape/outdoor pesticide use; refuse areas; fire sprinkler test water; and plazas, sidewalks, and parking lots.

- Identified structural BMPs include bio-filtration facilities that require ongoing monitoring and maintenance. Bio-filtration facilities can be readily maintained by the property owner without the need for specialized equipment or training. Accordingly, monitoring and maintenance efforts for these BMPs would be implemented by the Project owner(s) and memorialized through entering into a written BMP Maintenance Agreement with the County. Specific elements of this agreement would include the requirement that the basin areas be limited to the proposed use, granting an access easement to the County, and ensuring adequate funding through means such as a cash deposit, letter of credit, or other means acceptable to the County. Additional structural BMP maintenance information can be found in Attachment 3 of the SWQMP (DSEIR Appendix N).

7.2.8 Land Use and Planning

- Avoidance of the existing open space with an appropriate wetland buffer that is compatible with site design and uses.
- Proper fencing in order to protect sensitive biological open space from potential human and pet encroachment.
- Buildings will be located around a central courtyard and connect with covered walkways.
- Non-potable water for irrigation would be provided by an offsite well to which the Project has legal access.
- Trees/shrubs placed on the Project site shall not obstruct line of sight, which shall be clear from vegetation higher than 36 inches or any other obstacles.
- Roadways serving the Project site shall have a minimum improved paved width of 24 feet. Maximum grade is 20 percent. Surface material shall be a paved all-weather surface that supports 75,000 pounds. All other roadway features must meet the design criteria of the RSFPD. The turning radius for a private driveway shall be a minimum of 28 feet.
- All fire apparatus access roads shall have an unobstructed vertical clearance of not less than 13 feet, six inches. The turning radius of a fire apparatus access road shall comply with the County public and private road standards approved by the Board of Supervisors.
- Any proposed gates that cross over fire access roads or hinder access into a facility shall require an approved emergency Knox key switch and Knox box with keys to all appropriate doors and/or locked gates.
- Fire hydrants and an adequate water supply shall be installed at locations acceptable to RSFPD according to the type of occupancy. The required fire flow for the Project is 2,500 gallons per minute at 20 pounds per square inch residual pressure. Fire hydrants shall be in place and serviceable prior to the delivery of combustible construction materials to the site

- Building construction shall comply with the requirements in the current edition of the County of San Diego amendments of Chapter 7A of the California Building Code and the requirements in RSFFPD Ordinance #2014-01
- A bicycle rack will be installed on the project site.
- Truck deliveries will not be permitted on the east side of the property

7.2.9 TRAFFIC

- The Project will pay TIF fees in accordance with County requirements.

7.2.10 Utilities

- Payment of all improvement fees to OMWD for water service, as appropriate, when due in accordance with District Ordinance 301, or successor Ordinance.
- Applicant is required to have an hydraulic analysis prepared by the OMWD consulting engineer to ascertain the impact of the Project on OMWD's water system and to determine fire flow availability as required by the Fire Department.
- Applicant is required to provide all fee and easements as required for construction of on- and off-site facilities as required by OMWD.
- Applicant is required to construct all on- and off-site facilities as required by OMWD.
- Applicant is required to execute OMWD Agreement for pipeline construction and furnish all necessary documents for insurance, bonding, and pay all OMWD charges as they are invoiced.
- OMWD may require larger meters than the Assessment District 96-01 lot size criteria dictate if the facility requires water service greater than can be accommodated by the standard ¾-inch meter irrespective of the lot size.
- Applicant is required to comply with OMWD Ordinance 280 for the mitigation of impacts to the OMWD Assessment District 96-1R. Ordinance 280 requires an executed agreement to request increased EDUs required by the Project.
- Waste generated from demolition of the existing structures and new construction will be recycled. Recycling containers would be placed throughout the buildings to encourage recycling and divert waste from the landfill.
- Per Section 6764 of the County of San Diego Zoning Ordinance, a total of 375 off-street parking spaces would be required. The Project would provide 417 parking spaces on site, which is 42 spaces above the code requirement.

7.2.11 Geology and Soils

The mitigation measure in the previously certified SFVSP EIR (measure 8A) required that prior to recordation of a Final Map, issuance of grading permits and approval of improvement plans, the Project owner shall submit a geotechnical

study prepared by a qualified geologist to the satisfaction of the Director of Public Works. This study shall include, but not be limited to, identification of liquefaction prone areas, landslide prone areas, and any areas of problem soils. Recommended measures shall be incorporated into the grading and/or improvement plans.

7.2.12 Paleontological Resources

Mitigation measures in the previously certified SFVSP EIR (measures 9A through 9C) require grading monitoring by a qualified paleontologist for those areas identified as having a moderate or moderate to high potential for paleontological sensitivity. As shown on Figure 4.10-1 of the previously certified SFVSP EIR, the southern portion of the Project site has a moderate to high rating for paleontological sensitivity. The northern portion of the site has an "unknown" rating for paleontological sensitivity. Mitigation identified in the previously certified SFVSP EIR would be applicable to the Project and implementation of the mitigation measures would be required as a condition of Project approval.