3.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

The environmental issue areas discussed in this section were determined to be potentially significant during the preparation of the Initial Study or Notice of Preparation (NOP) process for the project, but were concluded to be less than significant after further analysis during the Draft Environmental Impact Report (EIR) process.

3.1 Effects Found Not Significant as Part of the EIR Process

3.1.1 Aesthetics

3.1.1.1 Existing Conditions

Viewpoints within the project area were selected based on public viewing areas. Photos were taken to capture the existing visual character of the project site and vicinity. Figure 3.1-1 illustrates the photo-documented key observation points (KOP) and the direction to which the photographs were taken. Figures 3.1-2 through 3.1-4 provide current views of the project site from different viewpoints.

The project site is situated at the terminus of the eastbound off-ramp of Interstate 8 (I-8) at Lake Jennings Park Road. Figure 3.1-2 depicts a view of the northwestern corner of the project site from the I-8 eastbound off-ramp at Lake Jennings Park Road looking east towards Olde Highway 80 (KOP A). As shown in Figure 3.1-2, the northwest corner of the site is adjacent to the intersection of Lake Jennings Park Road and Olde Highway 80. A 7-11 convenience store is located at the corner of Olde Highway 80 and Lake Jennings Park Road. Existing San Diego Gas and Electric (SDG&E) lines and poles are visible along Olde Highway 80.

Two abandoned residential structures previously located on the project site, one south of Pecan Park Lane and one north of Pecan Park Lane, were demolished in the summer of 2015. Figure 3.1-3 depicts a view of the project site looking southwest near the Pecan Park Lane/Rios Canyon intersection towards the project's eastern property boundary (KOP B). The land south of Pecan Park Lane has been tilled for agriculture in the past and, as a result, the property supports mostly disturbed vegetation, with some mature trees in scattered locations throughout the property (Figure 3.1-3). Existing SDG&E lines and poles are visible along Pecan Park Lane. KOP B shows the current configuration of the Pecan Park Lane/Rios Canyon intersection, existing Metropolitan Transit System (MTS) bus stop on Pecan Park Lane, and the Pecan Community Association building (on residential zoned land). The site is relatively flat for the northerly three-fourths of the property. Elevation on the project site ranges from 654 to 693 above mean sea level (AMSL).

Directly across Olde Highway 80 to the north of the project site, the properties are fully developed along an approximate 500-foot frontage, with commercial uses, including a 7-11 convenience store, a travel agency, a taco shop, an Italian restaurant, a liquor store, and a Burger King fast food restaurant. On the north side of I-8, is a fast food restaurant and gas station. Additionally, there is a two-story condominium development with tuck under parking. This condominium development, the Knolls, has the appearance of a three-story structure due to its location on a hillside and the presence of the tuck under parking.

To the east/northeast of the proposed project across I-8 are open space areas and lower-density tract homes, including the equestrian-focused community of Blossom Valley, which consists of larger estate homes on large lots. This neighborhood, as well as the eastern portion of the Flinn Springs neighborhood, is outside the urban limit line.

To the west of the proposed project is a church, located on land zoned for commercial uses, and single-family residences. Moving further west along I-8 in the project vicinity is additional single-family residences and commercial and multi-family apartments at the Los Coches Road/I-8 interchange.

Figure 3.1-4 depicts a view of the project site looking south from eastbound I-8 (KOP C). This viewpoint looks towards the project site from a higher vantage point. Motorists along I-8 have a view of the commercial uses along Olde Highway 80, riparian vegetation, and mobile homes. Existing SDG&E lines and poles are visible from this perspective as well. The area immediately to the south of the project area contains Los Coches Creek, a slope bank, and dense riparian vegetation. South of Los Coches Creek are single-family residences and mobile homes. Residential densities vary from 4.3 dwelling units (du) per acre to 14.5 du per acre. Immediately southeast of the project is a 128-space mobile home park. The areas to the south/southeast of the project site include open space and orchards on steeply rising topography, with the communities of Crest, Dehesa, and Harbison Canyon several miles away on the other side of the ridge. These communities, which are not visible from the project site, are primarily lower-density, equestrian-focused residential areas.

Regulatory Framework

County Light Pollution Code

The Light Pollution Code (LPC) is a County Regulatory Ordinance (Sections 59.108-59.110) that restricts the use of any outdoor lighting that emits undesirable light rays into the night sky. The code was developed by the San Diego County Department of Planning and Development Services (PDS) and Department of Public Works (DPW) in cooperation with lighting engineers, astronomers, land use planners from SDG&E, Palomar and Mount Laguna observatories, and local community planning and sponsor groups to effectively address and minimize the impact of new sources of light pollution on nighttime views. The standards in the code are the result of this collaborative effort and establish an acceptable level for new lighting.

Although the primary intent of the code is to curb lighting that may affect astronomical research at the Mount Palomar and Mount Laguna observatories, it also contains language to minimize the light spill onto adjacent neighborhoods. The LPC defines two zones in the unincorporated portion of San Diego County. Zone A consists of areas within a 15-mile radius of Mount Laguna and Mount Palomar. Zone B pertains to all areas that are not defined as Zone A. The project site is located in Zone B.

3.1.1.2 Analysis of Project Effects and Determination as to Significance

Two topics under Aesthetics were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***Light.*** Create a new source of substantial light.
2. ***Glare*.** Install highly reflective building materials.

The remaining topics under Aesthetics were identified as having no significant impacts with implementation of the project during the Initial Study process and are summarized in Section 3.2 of this EIR.

Light

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, the project would have a significant adverse environmental effect if the project would create a new source of substantial light, which would adversely affect day or nighttime views in the area.

In addition, according to the County's Guidelines for Determining Significance, Dark Skies and Glare (County of San Diego 2007c), a significant impact 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 Light Pollution Code.
2. Operate Class I or Class III outdoor lighting between 11:00 p.m. and sunrise that is not otherwise exempted pursuant Section 59.108 or Section 59.109 of the San Diego Light Pollution Code.
3. Generate light trespass that exceeds 0.2 foot-candles measured five feet onto the adjacent property.

Impact Analysis.

The project site is located in Zone B as defined by the County's LPC. This means that the project site is not within a 15-mile radius of the Mount Laguna and Mount Palomar observatories. The LPC contains policies restricting the use of outdoor lighting to minimize spill over into the dark night sky and adjacent neighborhoods. The project is for the most part adjacent to commercial uses on the west, north and east and separated from the existing residential neighborhood to the south by the onsite open space area which includes Los Coches Creek. The existing commercial and residential uses in the vicinity generate a moderate amount of light, primarily from street lighting, building lighting, and parking lot lighting.

Project lighting would include lights similar to other developed areas in the County. All light fixtures would have full cutoff illumination shields and full cutoff back shields to avoid light spillage onto adjacent properties. A photometric design concept was created for the project in order to ensure compliance with both the San Diego LPC (Sections 59.108-59.110) and County Zoning Ordinance. Based on the photometric study, the proposed lighting meets the light trespass standards (not exceeding 0.2 foot-candles measured five feet across the property line) at the exterior site property lines along Ridge Hill Road, Olde Highway 80, Rios Canyon Road and along the southern property line.

All Class I lighting (i.e., vehicle fueling area) and all Class III lighting (i.e., outdoor lighting for architectural illumination, monument lighting and landscape lighting) would be turned off between 11:00 p.m. and sunrise, per Section 51.206 of the LPC.

Based on compliance with the LPC and the design measures to minimize light spill, the project would not have a significant impact on day or nighttime views. Compliance with the LPC is required prior to issuance of any building permit for any project and ensures that the project would not create a significant new source of light which would adversely affect daytime or nighttime views.

Glare

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, the project would have a significant adverse environmental effect if the project would create a new source of substantial glare, which would adversely affect day or nighttime views in the area.

In addition, according to the County's Guidelines for Determining Significance, Dark Skies and Glare (County of San Diego 2007c), a significant impact would occur if the project would 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.

Impact Analysis. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset.

Glare impacts are not anticipated as the majority of the proposed commercial buildings would be constructed with concrete, stucco and wood, which are non-reflective materials. All buildings would be painted with a matte and/or low-gloss surface color. Standing seam metal roofs would be installed on the buildings and painted with a matte and/or low-gloss surface color and would match the overall color scheme. The storefronts would include some glass panels, but these glass panels account for less than 50 percent of the exterior facades. The glass panels would be non-reflective or treated with a non-reflective coating to minimize glare. Furthermore, proposed landscaping on-site would also obscure glare conditions. Therefore, a less than significant impact related to glare is identified for the project.

3.1.1.3 Cumulative Impact Analysis

The project would not contribute to a significant cumulative impact on day or nighttime views because the project conforms to the LPC. Proposed lighting would be consistent with the requirements of the LPC, including the requirement to shield and direct lighting to prevent glare and light from spilling onto neighboring properties. Similar to the proposed project, the cumulative projects identified in Table 1-3 would be required to comply with the LPC prior to issuance of a building permit. Mandatory compliance for all new building permits ensures that this project in combination with the cumulative projects identified in Table 1-3, would not contribute to a

cumulatively considerable impact. Compliance with the code ensures that the project would not create a significant new source of light or glare which would adversely affect daytime or nighttime views in the area on a cumulative level. Therefore, a less than significant cumulative impact related to lighting and glare is identified for the project.

3.1.1.4 Conclusions

As the above analysis shows, the project was determined to have a less than significant impact with regard to lighting and glare. Therefore, implementation of the proposed project would result in a less than significant impact related to aesthetics and no mitigation measures are required.

3.1.2 Air Quality

This air quality section identifies, describes, and evaluates air quality issues associated with the project. This section analyzes air quality impacts generated by the project, including short-term construction impacts, long-term operational impacts, and cumulative impacts, and determines whether the project would result in a significant impact to air quality. The air quality section is based on the Lake Jennings Market Place Air Quality Conformity Assessment, prepared by Investigative Science and Engineering (ISE) (2015b). The complete air quality study can be found in Appendix J of the Technical Appendices.

3.1.2.1 Existing Conditions

Climate and Meteorology

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions which influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project area is within the San Diego Air Basin (Basin), which includes the entire County of San Diego. The distinctive climate of the air basin is determined by its terrain and geographic location. The surrounding area experiences warm, dry summers and mild, wet winters and is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. This high-pressure cell affects the dominant onshore circulation and creates two types of temperature inversions – subsidence and radiation – that contribute to local air quality degradation. Subsidence inversions occur during the warmer months, as descending air associated with the high-pressure cell meets cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversion typically develops on winter nights, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

In the proposed project area, the maximum and minimum average temperatures are 84 degrees Fahrenheit and 44 degrees Fahrenheit, respectively. Precipitation in the area averages 13 inches annually, mainly occurring between November and April. Fog occasionally develops during the winter.

The prevailing wind direction at the project site is from the west-southwest, with an annual mean speed of 3 to 5 miles per hour. Frequently, the strongest winds in the basin occur during the night and morning hours due to the absence of onshore sea breezes. The overall result is a noticeable degradation in local air quality.

In San Diego County, smog standards are exceeded most frequently in the foothills east of the metropolitan area. The polluted air rises to the base of the inversion layer, where it is blown eastward by the sea breeze and trapped against the foothills. However, unhealthful smog concentrations in the County are not caused solely by pollution sources in the region. Smog is transported into the San Diego area from the South Coast Air Basin (the metropolitan areas of Los Angeles, Orange, San Bernardino, and Riverside counties) during mild "Santa Ana" wind conditions. Winds blowing toward the southwest transport the South Coast smog out over the ocean, and the sea breeze brings it onshore into San Diego County. When the transported smog cloud is at ground level, the highest smog concentrations are measured at coastal and near-coastal monitoring sites. When the smog cloud is elevated, coastal sites may be passed over, and the transported smog is measured further inland.

Local Air Quality

CARB Aerometric Station Data within Project Vicinity

The California Air Resources Board (CARB) monitors ambient air quality at approximately 250 stations across the state. Pollutant concentrations are typically measured at 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Ambient air pollutant concentrations are measured at 10 air quality monitoring stations operated by the San Diego County Air Pollution Control District (SDAPCD).

The air quality monitoring station, which is in relative close proximity to the project site, and would be representative of ambient air toxics under both onshore and offshore atmospheric wind conditions, is located within the City of El Cajon approximately 5.2 miles from the project site.

Based on a summary of the highest pollutant levels recorded at the El Cajon (Redwood Avenue) station for the last year available (2013), the El Cajon station reported slight air quality exceedances for ozone (O_3) and respirable 2.5-micron particulate matter ($PM_{2.5}$).

Onsite Air Pollutant Concentration Findings

An ambient air quality sample was collected at an elevated location with respect to the project development area at a height of 5.0-feet above ground level using a negative pressure sampling apparatus. Each air sample was collected in a 0.7-liter Teflon (Tedlar) sample bag, and sealed upon completion of the testing.

Based on the onsite ambient air monitoring sample, no respirable 10-micron particulate matter (PM_{10}) and $PM_{2.5}$ was indicated in the sample. Toxicity screening against the National Institute of Standards and Technology (NIST) spectral database indicated no unusual compounds present.

Sensitive Receptors

Sensitive receptors are typically defined as schools (preschool-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. Within the SDAPCD, the definition of a sensitive receptor also includes residential development. Private residences are located in close proximity to the project site (150 feet) and the Rios Elementary School is located approximately 0.25 miles southeast of the project site. To the west of the project is the East Valley Christian Fellowship church. It is likely that the church has day care and children present during the week or special events (i.e., vacation bible school), which host children for a designated amount of time.

Odors

Odors are typically regarded as an annoyance rather than as a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Land uses commonly considered to be potential sources of odorous emissions include wastewater treatment plants, sanitary landfills, food processing facilities, chemical manufacturing plants, rendering plants, paint/coating operations, and concentrated agricultural feeding operations and dairies. The project site is currently vacant and does not contain any potential sources of odorous emissions.

Regulatory Framework

Federal Regulations

Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants (criteria air pollutants) determined by the Environmental Protection Agency (EPA) to be of concern with respect to the health and welfare of the public. The subject pollutants, which are monitored by the EPA, are carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), ozone (O_3), respirable 10- and 2.5-micron particulate matter (PM_{10} and $PM_{2.5}$), volatile organic compounds (VOCs), reactive organic gasses (ROG), hydrogen sulfide (H_2S), sulfates, lead, and visibility-reducing particles.

Under requirements of the Federal Clean Air Act, the EPA established ambient air quality standards for these pollutants. These standards are called the National Ambient Air Quality Standards (NAAQS) and are shown in Table 3.1-1. The Basin continues to have a transitional-attainment status of federal standards for ozone and PM_{10}. The Basin is either in attainment or unclassified for federal standards of CO, SO_2, and NO_2.

Examples of sources and effects of these pollutants are identified below:

Carbon Monoxide (CO): Carbon monoxide is a colorless, odorless, tasteless, and toxic gas resulting from the incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects. CO is a criteria air pollutant.

Oxides of Sulfur (SO_2): Typically strong smelling, colorless gases that are formed by the combustion of fossil fuels. SO_2 and other sulfur oxides contribute to the problem of acid deposition. SO_2 is a criteria pollutant.

Nitrogen Oxides (Oxides of Nitrogen, or NO_2): Nitrogen oxides (NO_x) consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their life span in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility.

Ozone (O_3): A strong smelling, pale blue, reactive toxic chemical gas consisting of three oxygen atoms. It is a product of the photochemical process involving the sun's energy. Ozone exists in the upper atmosphere ozone layer, as well as at the earth's surface. Ozone at the earth's surface causes numerous adverse health effects and is a criteria air pollutant. It is a major component of smog.

Particulate Matter Less Than or Equal to 10 Microns (PM_{10}): A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (equal to 10 microns or smaller, about 0.0004 inch or less in diameter) allows them to easily enter the

lungs where they may be deposited, resulting in adverse health effects. PM_{10} also causes visibility reduction and is a criteria air pollutant.

Particulate Matter Less Than or Equal to 2.5 Microns ($PM_{2.5}$): A similar air pollutant consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions which include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates which are formed from NO_x release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles depends mostly on location of the emissions, time of year, and weather conditions.

Volatile Organic Compounds (VOCs): Volatile organic compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent, when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate.

Reactive Organic Gasses (ROG): Similar to VOC, ROGs are also precursors in forming ozone, and consist of compounds containing methane, propane, butane, and longer chain hydrocarbons which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight.

Hydrogen Sulfide (H_2S): A colorless, flammable, poisonous compound having a characteristic rotten-egg odor. It often results when bacteria break down organic matter in the absence of oxygen. High concentrations of 500-800 parts per million (ppm) can be fatal and lower levels cause eye irritation and other respiratory effects.

Sulfates: An inorganic ion that is generally naturally occurring and is one of several classifications of minerals containing positive sulfur ions bonded to negative oxygen ions.

Lead: A malleable, metallic element of bluish-white appearance that readily oxidizes to a grayish color. Lead is a toxic substance that can cause damage to the nervous system or blood cells. The use of lead in gasoline, paints, and plumbing compounds has been strictly regulated or eliminated, such that today it poses a very small risk.

Visibility Reducing Particles (VRP): VRPs are small particles that occlude visibility and/or increase glare or haziness. Since sulfate emissions (notably SO_2) have been found to be a significant contributor to visibility reducing particles, Congress mandated reductions in annual emissions of SO_2 from fossil fuels starting in 1995.

State Regulations

California Air Resources Board

CARB serves as a branch of the California EPA and is responsible for coordination of State and local air pollution control programs. A primary responsibility of CARB is to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the EPA. Under requirements of the federal Clean Air Act, the CARB established the more stringent California Ambient Air Quality Standards (CAAQS), as shown in Table 3.1-1. Areas in California where ambient air concentrations of pollutants are higher than the state standard are considered to be in "non-attainment" status for that pollutant.

The CARB monitor ambient air quality at approximately 250 air monitoring stations across the state. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Ambient air pollutant concentrations in the San Diego Air Basin are measured at 10 air quality monitoring stations operated by the SDAPCD. The nearest air quality monitoring station to the project site is located within the City of El Cajon, approximately 5.2 miles from the project site.

Local Regulations

San Diego Air Pollution Control District

Pursuant to the California Health and Safety Code, jurisdiction for regulation of air emissions from non-mobile sources within San Diego County has been delegated to the SDAPCD. As part of its air quality permitting process, SDAPCD has established thresholds for the preparation of Air Quality Impact Assessments (AQIAs) and/or Air Quality Conformity Assessments (AQCAs).

SDAPCD Rule 20.2, which outlines these screening level criteria, states that any project that results in an emission increase equal to or greater than any of these levels, must:

> "…demonstrate through an AQIA . . . that the project will not (A) cause violation of a State or national ambient air quality standard anywhere that does not already exceed such a standard, nor (B) cause additional violations of a national ambient air quality standard anywhere the standard is already being exceeded, nor (C) cause additional violations of a State ambient air quality standard anywhere the standard is already being exceeded, nor (D) prevent or interfere with the attainment or maintenance of any State or national ambient air quality standard."

In December 2005 the SDAPCD adopted the Measures to Reduce Particulate Matter in San Diego County. This document identifies fugitive dust as the major source of directly emitted particulate matter in the County, with mobile sources and residential wood combustion as minor contributors. Data on $PM_{2.5}$ source apportionment indicates that the main contributors to $PM_{2.5}$ in the County are combustion organic carbon, and ammonium sulfate and ammonium nitrate from combustion sources. The main contributors to PM_{10} include resuspended soil and road dust from unpaved and paved roads, construction and demolition sites, and mineral extraction and processing. Based on the report's evaluation of control measures recommended by the CARB to reduce particulate matter emissions,

the SDAPCD adopted Rule 55, the Fugitive Dust Rule, in June 2009. The SDAPCD requires that construction activities implement the measures listed in Rule 55 to minimize fugitive dust emissions. Rule 55 requires the following:

1. No person shall engage in construction or demolition activity in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60 minute period; and
2. Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall be minimized by the use of any of the equally effective track-out/carry-out and erosion control measures listed in Rule 55 that apply to the project or operation. These measures include: track-out grates or gravel beds at each egress point; wheel-washing at each egress during muddy conditions; soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; watering for dust control; and using secured tarps or cargo covering, watering, or treating of transported material for outbound transport trucks. Erosion control measures must be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations.

San Diego County Dust Control Measures

All construction activity within the project site will comply with the dust control provisions outlined in Section 87.428 of the County of San Diego Grading Ordinance, including:

- All clearing and grading shall 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.

San Diego County Storm Water Ordinance

Pursuant to San Diego County Storm Water Ordinance No. 9424, the project will be required to implement control measures to reduce pollutants to storm water runoff. Dust suppression measures are included as a part of project design and incorporated into the Best Management Practices (BMPs) for the project. The BMPs are fully summarized in the Storm Water Management Plan (SWMP) for the project (see Appendix M of this EIR). The SWMP is a required element of the processing of the project and will require review and approval by the County of San Diego, Director of Public Works.

3.1.2.2 Analysis of Project Effects and Determination of Significance

All of the topics under Air Quality were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***Conformance to Regional Air Quality Strategy.*** Conflict or obstructs the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP).

2. ***Conformance to Federal and State Ambient Air Quality Standards.*** Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. ***Cumulatively Considerable Net Increase of Criteria Pollutants.*** Result in a cumulatively considerable net increase of PM_{10} or exceeds quantitative thresholds for O_3 precursor, NO_x, and VOCs.
4. ***Sensitive Receptors.*** Expose sensitive receptors (schools, hospitals, resident care facilities, day-care centers, or churches) to substantial pollutant concentrations.
5. ***Odors.*** Create objectionable odors affecting a substantial number of people.

Conformance to Regional Air Quality Strategy

Guidelines for Determination of Significance. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), a significant impact would occur if the project would conflict with or obstruct the implementation of the San Diego RAQS and/or applicable portions of the SIP.

Impact Analysis. SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the AAQS in the SDAB. The RAQS was initially adopted in 1991, and is updated on a triennial basis (most recently in 2009). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the cities in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the cities in the County as part of the development of their general plans.

The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the County as part of the development of their general plans. As such, projects that include proposed development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project includes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

As discussed in Chapter 1.0, the project proposes a general plan amendment and rezone. The project proposes a General Plan Amendment to change the designation from Village Residential (VR-15) to General Commercial (C-1). The proposed project's conformity with the RAQS was analyzed in the air quality study (Appendix J of this EIR). Using the SANDAG adopted land use (residential) for the project site gives an aggregate vehicle-miles-traveled (VMT) of 1,611,546 VMT per day, while the proposed land use (commercial) of the project site would generate 1,602,394 VMT per day. Thus, by virtue of constructing the proposed project, a net reduction of 9,152 VMT per day is achieved as compared to the VMT projections contained in the RAQS. Thus, as a result of the proposed project, regional VMT and associated criteria air pollutants would be less as compared to the emissions

previously projected in the RAQS associated with the existing residential land use designation. Therefore, implementation of the proposed project would not conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP. Impacts would be considered less than significant.

Conformance to Federal and State Ambient Air Quality Standards

Guidelines for Determination of Significance. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), a significant impact would occur if the project would:

- Result in emissions that exceed 250 pounds per day of NO_x or 75 pounds per day of volatile organic compound (VOC).
- Result in emissions of carbon monoxide that when totaled with the ambient concentrations will exceed a 1-hour concentration of 20 parts per million (ppm) or an 8-hour average of 9 ppm, or 550 pounds of CO.
- Result in emissions of $PM_{2.5}$ that exceed 55 pounds per day.
- Result in emissions of PM_{10} that exceed 100 pounds per day or increase the ambient PM_{10} concentration by 5 $\mu g/m^3$ or greater.

The SDAPCD established screening thresholds for air quality emissions (Rules 20.1 et seq.) are shown in Table 3.1-2.

Impact Analysis.

Construction Emissions

a. Construction Vehicle Emissions (CO, NOx, SO_2, PM_{10}, $PM_{2.5}$, ROG)

Construction pollutant emission generators would consist primarily of haul truck activities such as earthwork haulage, concrete delivery and other suppliers, graders and pavers, contractor vehicles, and ancillary operating equipment such as diesel-electric generators and lifts, and equipment necessary for the SDG&E power line relocation from its existing location along Pecan Park Lane to the perimeter of the site. The proposed project site would be cleared and graded over the course of approximately eight months (240 days). The analysis methodology utilized in this report is based upon the SCAQMD CEQA Handbook guidelines for construction. Construction emissions were based upon the EPA AP-42 Report for construction equipment generation rates identified by SCAQMD for the various classes of diesel construction equipment. In addition, a simple screening assessment of diesel-fired toxics from construction equipment using the SCREEN3 dispersion model was performed for completeness. For the construction-related diesel-fired toxics analysis, an area-source consistent in dimensions with the proposed grading area was utilized.

The construction equipment is summarized in Table 3.1-3. Tier III, or higher, construction equipment would be used (use of Tier III or higher construction equipment will be included as

conditions of approval for the project). Tier III equipment uses clean-fuel technologies or electric-based engines.

The estimated construction equipment exhaust emissions are provided in Table 3.1-3 for the typical construction activities identified at the project site. As shown in Table 3.1-3, estimated construction exhaust emissions would be less than significant since levels would not rise above SDAPCD major source screening levels for CO, NOx, SO_2, PM_{10}, $PM_{2.5}$ or ROG. Additionally, since VOC emissions from painting are regulated at the state (CARB) level at 250 grams of VOC per liter of paint regardless of application, the project would not cause significant VOC emissions.

b. Fugitive Dust Emissions (PM_{10} and $PM_{2.5}$)

Construction activities are also a source of fugitive dust emissions that may have a substantial, but temporary, impact on local air quality. These emissions are associated with land clearing, excavating, and construction. Substantial dust emissions also occur when vehicles travel on paved and unpaved surfaces and haul trucks lose material. Dust emissions and impacts vary substantially from day to day, depending on the level of activity, the specific operation being conducted, and the prevailing meteorological conditions. Wet dust suppression techniques, such as watering and/or applying chemical stabilization, would be used during construction to suppress the fine dust particulates from leaving the ground surface and becoming airborne through the action of mechanical disturbance or wind motion. The project applicant will be required to implement the dust control measures listed in SDAPCD's Rule 55. In addition, all construction activity within the project site will comply with the dust control provisions outlined in Section 87.428 of the County of San Diego Grading Ordinance. These requirements will be included as conditions of approval for the project.

The project would have a total cut quantity of up to 45,900 cubic yards, or 59,670 tons of material (i.e., sand, dirt, and rock). Of the 59,670 tons, approximately 80 percent of the weight would be capable of generating PM_{10} (0.8 × 59,670 tons = 47,736 tons). Thus, the average mass grading earthwork fill movement per day over the total 240 working days would be 198.9 tons per day.

An analysis of PM_{10} emissions from fugitive dust under the methods identified in the SCAQMD CEQA Handbook was completed. Among the assumptions included in this analysis was a maximum credible wind speed of 12 mph. The calculations resulted in a level of 12.8 pounds per day of fugitive PM_{10} dust emissions, including grading and off road travel. Since active wet suppression control would be utilized during all phases of earthwork operations on site at a minimum level of three times per day, a control efficiency of 34 percent to 68 percent reduction in fugitive dust emissions can be applied per SCAQMD methodology. Assuming a median 60 percent control efficiency, due to the aforementioned watering yields, a total fugitive dust load of 5.1 pounds per day would be generated. This level is far below the 100 pounds per day threshold established by SDAPCD. Therefore, no significant PM_{10} impacts related to fugitive dust due to construction are identified for the project. The commensurate $PM_{2.5}$ level would be 1.1 pounds per day, which falls below the 55 pounds per day threshold established by SDAPCD. Therefore, no significant $PM_{2.5}$ impacts related to fugitive dust due to construction are identified for the project.

Unpaved road travel due to construction activities is unknown at this time. For the purposes of this analysis, it is assumed that contractor vehicles moving onsite would traverse a total of 50 miles per day during the earthwork and site preparation phases. As shown in Table 3.1-4, unpaved road travel would generate 45.9 pounds of PM_{10} per day and 9.7 pounds of $PM_{2.5}$ per day. These levels are below SDAPCD's significance thresholds.

c. Blast Generated Emission Levels (CO, NOx, SO_2, N_2, CO_2, and H_2O)

Blasting would be required to break up rock outcroppings in the northeast portion of the project site. Typical construction blasting uses a mixture of ammonium nitrate and fuel oil, sometimes referred to as ANFO. The anticipated criteria pollutant generation for each ton of explosive material used would be 67 pounds of CO per ton (2,000 pounds) of explosive used, 17 pounds of NO_x, and two pounds of SO_2. The remaining gaseous emissions would be nitrogen gas (N_2), carbon dioxide (CO_2) and water vapor.

It is estimated that a maximum of 2,500 cubic yards of rock material could be excavated from the site during rough grading preparation work. The estimated duration of blasting would be approximately 1.5 months (45 days), so the removal materials would amount to roughly 2,500 cubic yards/45 days or 55.6 cubic yards per day on average.

Assuming 1.5 pounds of ANFO per ton of rock, it is estimated that approximately 150.2 pounds of ANFO would be used per day. This would result in emissions of 5.03 pounds of CO, 1.27 pounds of NO_x, 0.15 pound of SO_2 and 143.75 pounds of N_2, CO2, and water vapor. These level emissions were considered with the other construction emissions, as blasting would occur simultaneously with project grading operations, as shown in Table 3.1-4. Blast generated emissions in conjunction with all other project grading operations emissions would not exceed SDAPCD thresholds.

d. Architectural Coatings – VOC Emissions

VOC emissions from architectural coatings such as painting were analyzed using the SCAQMD CEQA Handbook Method A11-13 based upon an expected maximum total square-footage being painted per day. It was assumed that all solvents used are water-based with a maximum 50-percent by weight solids content, and are capable of generating the maximum CARB level of 250 grams of VOC per liter regardless of the application method. Due to the nature of the project design, exact painting quantities are unknown. Therefore, it is assumed that the proposed project would require painting a maximum of 5,000 square-feet of surface area every day, resulting in a total unmitigated architectural-generated VOC level of 71.2 pounds per day. Through the application of Low VOC paints, the VOC load can be reduced by a factor of 0.36, thereby resulting in final VOC levels of 25.6 pounds of VOC per day. These level emissions were considered with the other construction emissions (see Table 3.1-4). No remedial impacts would be expected.

Operational Emissions

a. Vehicular Emissions

Motor vehicles are the primary source of emissions associated with the project area. Typically, uses such as the proposed project do not directly emit significant amounts of air pollutants from onsite activities. Rather, vehicular trips to and from this land use is a significant contributor to motor vehicle emissions.

According to the Traffic Impact Analysis, the project is expected to have a worst-case trip generation level of 4,683 average daily trips (ADT) based upon the cumulative trip generation produced by the proposed project. The average one-way trip length would be 3.5 miles given the average service radius of the proposed facility. A median speed of 45 mph was used consistent with average values observed (i.e., combined freeway and surface street traffic activity). The calculated emission levels are shown in Table 3.1-5. As shown in Table 3.1-5, project related generation does not exceed the SDAPCD thresholds for CO, NO_2, SO_2, $PM_{10,}$ $PM_{2.5}$ and ROG. Therefore, vehicular traffic impacts are considered less than significant, and no mitigation is required.

In addition, based on dispersion modeling results, no localized criteria pollutant impacts were identified for roadway segments in the vicinity of the project. The analyzed roadway segments complied with the CAAQS and NAAQS.

b. Small Engine Emissions

During project operations, small gasoline engines used with lawn mowers and landscaping equipment would be a source of fixed emissions. Landscaping equipment utilized in the course of maintenance of the project site typically would consist of a five horsepower four-stroke lawnmower and a small weed trimmer having a two-stroke engine with approximately 30 to 50 cubic-centimeters of displacement. Fixed emission levels for the proposed project would result in 4.1 pounds of CO, 0.1 pounds of NO_x, 0.0 pounds of SO_x, 0.0 pounds of PM_{10}, and 0.5 pounds of ROG. These sources would be classified as insignificant emission sources. Therefore, impacts would be less than significant, and no mitigation is required.

c. Natural Gas Emissions

During project operations, natural gas consumption due to usage of central heating units and water heaters would be a source of fixed emissions. Fixed emission levels for the proposed project would result in 0.3 pounds of CO, 0.7 pounds of NOx, 0.0 pounds of PM_{10}, and 0.1 pounds of ROG. These sources would be classified as insignificant emission sources. Therefore, impacts would be less than significant, and no mitigation is required.

Conclusion. Based on the analysis provided above and as shown in Tables 3.1-4 and 3.1-5, the proposed project would not exceed SDAPCD major source screening levels for CO, NO_x, SO_2, $PM_{10,}$ $PM_{2.5,}$ or ROG during the construction or operational phases of the project. Therefore, the proposed project would not violate any air quality standard or contribute

substantially to an existing or projected air quality violation. A less than significant impact is identified for this issue area.

Cumulatively Considerable Net Increase of Criteria Pollutants

Guidelines for Determination of Significance. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), a significant impact would occur if the project would result it a cumulatively considerable net increase of any criteria pollutant for which the SDAB is in non-attainment under an applicable federal or state AAQS.

As previously discussed, the SDAB is a federal non-attainment area for ozone, and a state non-attainment area for ozone, PM_{10}, and $PM_{2.5}$. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), the following Guidelines for Determining Significance must be used for determining the cumulatively considerable net increases during the construction phase:

- A project that has a significant direct impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_x, 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 projects within a proximity relevant to the pollutants of concern, are in excess of the guidelines (see Table 3.1-2) .

Additionally, the following Guidelines for Determining Significance must be used for determining the cumulatively considerable net increases during the operational phase:

- A project that does not conform to the RAQS and/or has a direct impact on air quality with regard to operational emissions of PM_{10}, $PM_{2.5}$, NO_x, and/or VOCs, would also have a significant cumulatively considerable net increase in pollutants.
- Projects that cause road intersections to operate at or below a level of service (LOS) E (analysis only required when the addition of peak-hour trips from the proposed project and the surrounding projects exceeds 2,000) and create a CO "hotspot" with a cumulatively considerable net increase of CO.

Impact Analysis. The analysis contained within the air quality study conducted for this project (Appendix J of this EIR) demonstrates that the project would not exceed SDAPCD major source screening levels for PM_{10}, $PM_{2.5}$, NO_x, and/or VOCs during the construction phase of the project. In addition, there are no significant impacts identified during the operational phase of the project. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase in criteria pollutants.

The project proposes a general plan amendment and rezone in order to comply with the Land Use Element of the General Plan and the Zoning Ordinance. The project proposes a General Plan Amendment to change the designation from Village Residential (VR-15) to General

Commercial (C-1). The proposed project's conformity with the RAQS was analyzed in the air quality study conducted for this project (Appendix J of this EIR). Using the SANDAG adopted land use (residential) for the project site gives an aggregate vehicle-miles-traveled (VMT) of 1,611,546 VMT per day, while the proposed land use (commercial) of the project site would generate 1,602,394 VMT per day. Thus, by virtue of constructing the proposed project, a net reduction of 9,152 VMT per day is achieved as compared to the VMT projections contained in the RAQS. Thus, as a result of the proposed project, regional VMT and associated criteria air pollutants would be less as compared to the emissions previously projected in the RAQS associated with the existing residential land use designation. Therefore, implementation of the proposed project would not conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP. Impacts would be considered less than significant.

Sensitive Receptors

Guidelines for Determination of Significance. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), a significant impact would occur if the project would:

- Place sensitive receptors near CO "hotspots" or create CO "hotspots" near sensitive receptors.
- Result in exposure to TACs resulting in a maximum incremental cancer risk greater than one in one million without application of Toxics-Best Available Control Technology or a health hazard index greater than one.

Impact Analysis.

Carbon Monoxide

Roadway segments and intersections are rated by a Level of Service (LOS) standard developed as a professional industry standard to determine area traffic impacts. The LOS standards range from A to F depending on the amount of typical traffic flow measured in average daily traffic (ADT) volumes. The generally accepted region-wide goal is LOS D (or better). According to the Traffic Impact Analysis, all study intersections currently operate at LOS D or better, with the exception of Lake Jennings Park Road and I-8 EB Off-Ramp (PM Peak Hour – LOS E). A total of 4,683 primary daily vehicle trips that would be generated by the proposed project. This amount of trips is above the 3,000 vehicle trips per day used by the County as a screening threshold for hotspot analysis. Therefore, the proposed project must conduct a hotspot analysis for CO.

A hotspot conformity analysis was performed on all project-related roadway segments, using the California Line Source Emissions Model Version 4 (CALINE4) air dispersion model methodology in order to quantify near term cumulative plus project pollutant concentrations within this portion of the project air basin. CALINE4 is the accepted line source dispersion model within the State of California.

For the hotspot analysis, horizon traffic volumes for all affected roadway segments were used based upon near-term cumulative values provided by the project traffic engineer. Worst case mean running speeds of 45 MPH and a 10 percent ADT level were used for all potentially impacted roadway

segments. Additionally, worst-case wind speed, aggregate emissions class data, and meteorological assumptions were created and run for various traffic scenarios.

Based upon the dispersion model findings, no localized criteria pollutant impacts were identified for any roadway segment examined. The ambient concentration of CO at all examined roadway segments were found to comply with the CAAQS and NAAQS standards. Therefore, the proposed project would not result in a significant increase in CO, and the impact would be less than significant.

Diesel Toxics

The project construction area would have a maximum working area of 13.1 acres or 570,636 square feet (53,014 m^2). Based upon the onsite emission levels identified in Table 3.1-6, the aggregate emission rates for the various criteria pollutants were converted into grams per second and grams per square meter per second (required for completion of the SCREEN3 model) and are given in Table 3.1-7. This methodology essentially applies all of the diesel emissions from the project construction area and provides a worst-case assessment of the impacts to sensitive receptors.

The expected diesel-fired construction emission concentrations from the SCREEN3 modeling are shown in Table 3.1-7. Based upon the modeling results, all criteria pollutants were below the SDAPCD recommended level of one-in-a-million per μg/m3 with a PM_{10} risk probability of 0.228 percent per 70-year exposure duration. Furthermore, the worst-case PM_{10} level of 7.6 μg/m3 was identified at ground level at a distance of 559 meters (1,834 feet) from the boundaries of the travel lanes; this pollutant concentration is below the CAAQS of 50 μg/m3 established by the State for any given 24-hour exposure period. Given this, potential carcinogenic impacts due to proposed grading operations are less than significant. Since the transport of this pollutant diminishes as a function of the Gaussian curve (i.e., normal or bell curve), the project generated PM_{10} level is expected to approach zero at distances approaching twice the maximum distance. No cumulative contribution of PM_{10} from the site would be physically possible beyond this point. Therefore, because the calculated risk from exposure to diesel exhaust (PM_{10}) associated with construction at all points outside of the project boundary is below one-in-a-million, potential impacts from diesel exhaust related to construction activities are less than significant, and no mitigation is required.

Anticipated diesel-fired $PM_{2.5}$ levels would not be expected to exceed 6.9 μg /m3, which is also below the Federal NAAQS 24-hour threshold of 35 μg/m3 (there are no State thresholds for this pollutant). No cumulative contribution of $PM_{2.5}$ from the site would be physically possible due to the reasons cited above.

Odors

Guidelines for Determination of Significance. Based on the County's Guidelines for Determining Significance, Air Quality (County of San Diego 2007a), a significant impact would occur if the project would generate objectionable odors or place sensitive receptors next to existing objectionable odors.

Impact Analysis. Development of the proposed project may generate trace amounts (less than 1 microgram/m^3) of substances such as ammonia, carbon dioxide, hydrogen sulfide, methane, dust, organic dust, and endotoxins. Additionally, proposed onsite uses may generate volatile organic

acids, alcohols, aldehydes, amines, fixed gases, carbonyls, esters, sulfides, disulfides, mercaptans, and nitrogen heterocycles. However, any odor generation would be intermittent and would terminate upon completion of the construction phase of the project. Therefore, air quality impacts to surrounding residential receptors from odors generated by the project would be less than significant.

3.1.2.3 Cumulative Impact Analysis

Because air quality is a regional issue, the cumulative study area for air quality impacts cannot be limited to a defined localized area, but rather includes the SDAB as a whole. Therefore, impacts to regional plans and policies, such as the RAQS and SIPs, must be considered as part of the cumulative analysis. Additionally, a project would have a significant cumulative impact on air quality if it would result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is listed as nonattainment under an applicable CAAQS. As previously stated, the SDAB is currently classified as a federal nonattainment area for ozone and a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$.

The analysis contained within the air quality study demonstrates that the project would not exceed SDAPCD major source screening levels for PM_{10}, $PM_{2.5}$, NO_x, and/or VOCs during the construction phase of the project. The project applicant will be required to implement the dust control measures listed in SDAPCD's Rule 55. In addition, all construction activity within the project site will comply with the dust control provisions outlined in Section 87.428 of the County of San Diego Grading Ordinance. The cumulative projects (Table 1-3) will also be required to implement these dust control measures during construction. In addition, there are no significant impacts identified during the operational phase of the project. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase in criteria pollutants.

The project proposes a General Plan Amendment to change the designation from Village Residential (VR-15) to General Commercial (C-1). Using the SANDAG adopted land use (residential) for the project site gives an aggregate vehicle-miles-traveled (VMT) of 1,611,546 VMT per day, while the proposed land use (commercial) of the project site would generate 1,602,394 VMT per day. Thus, by virtue of constructing the proposed project, a net reduction of 9,152 VMT per day is achieved as compared to the VMT projections contained in the RAQS. Thus, as a result of the proposed project, regional VMT and associated criteria air pollutants would be less as compared to the emissions previously projected in the RAQS associated with the existing land use designation. Therefore, implementation of the proposed project would not conflict with or obstruct the implementation of the RAQS and/or applicable portions of the SIP.

Because the proposed project does not result in a cumulatively considerable net increase in criteria pollutants and is consistent with the RAQS, the proposed project would not result in a cumulative air quality impact.

3.1.2.4 Conclusion

Based on the analysis above, the proposed project would not conflict with the implementation of the RAQS. The proposed project would not exceed SDAPCD major source screening levels for CO, NO_x, SO_2, PM_{10}, $PM_{2.5}$, or ROG during the construction or operational phases of the project. Therefore, the proposed project would not violate any air quality standard or contribute substantially

to an existing or projected air quality violation. Furthermore, since no exceedance of construction and operational thresholds would result, the project would not expose sensitive receptors to substantial pollutant concentrations. The project would not create objectionable odors affecting a substantial number of people. Therefore, implementation of the proposed project would result in a less than significant impact related to air quality and no mitigation measures are required.

3.1.3 Geology and Soils

3.1.3.1 Existing Conditions

The project site is located within the Peninsular Ranges Geomorphic Province, a region characterized by northwest-trending structural blocks and intervening fault zones. Typical lithologies in the Peninsular Ranges include a variety of igneous intrusive (i.e., formed below the surface) rocks associated with the Cretaceous (between approximately 65 and 135 million years old) Southern California Batholith (a large igneous intrusive body), with such igneous bodies typically intruded into older metavolcanic or metasedimentary units in western San Diego County. The existing site's topography is characterized by a gently to moderately sloping terrain that descends in a south and southwesterly direction. There is a hill at the northwest corner of the site.

According to the Soil Survey of San Diego County, soils on-site are identified as Escondido very fine sandy loam, 5 to 9 percent slopes; Visalia sandy loam, 2 to 5 percent slopes; and Escondido very fine sandy loam, 9 to 15 percent slopes, eroded, that have a soil erodibility rating of "severe" as indicated by the Soil Survey for the San Diego Area (U.S. Department of Agriculture 1973).

According to the California Division of Mines and Geology Relative Landslide Susceptibility and Landslide Distribution Map, the project site is located within Relative Landslide Susceptibility Area 3-1 (Generally Susceptible). Landslides are commonly defined as the movement of rock, detritus, or soils caused by the action of gravity and can be triggered by one or more specific events, or a combination of events, such as seismic activity, gravity, fires, and precipitation. Slopes within Area 3-1 have slopes at or near their stability limits due to a combination of weak materials and steep slopes. Although most slopes within Area 3-1 do not currently contain landslide deposits, they can be expected to fail, locally, when adversely modified.

Regulatory Framework

Development of the project is subject to a number of regulatory requirements and industry standards related to potential geologic and soil hazards. Geologic and soils requirements and standards typically involve measures to evaluate risk and minimize potential hazards through design and construction techniques. Summary descriptions of these regulatory guidelines are provided below.

State

Alquist-Priolo Earthquake Fault Zoning Act

The California Legislature, as a result of the devastation caused by the 1971 Sylmar earthquake, passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 (Public Resources Code, Division 2, Chapter 7.5, § 2621-2630). This state law requires that proposed developments incorporating tracts

of four or more dwelling units investigate the potential for ground rupture within designated Alquist-Priolo Zones. These zones serve as an official notification of the probability of ground rupture during future earthquake events. Where such zones are designated, no building may be constructed on the line of the fault. In addition, before any construction is permitted, a geological study must be conducted to determine the locations of all active fault lines in the zone. The act also provides that a city or county may establish more restrictive policies, if desired. The project site is not within a state-designated Alquist-Priolo Zone.

California Building Code

The California Building Code (CBC) is based largely on the International Building Code. The CBC includes the addition of more stringent seismic provisions for hospitals, schools, and essential facilities. The CBC also contains specific provisions for structures located in seismic zones. Buildings within San Diego County must conform to Seismic Design Category D and E requirements.

Local

San Diego County Zoning Ordinance Fault Displacement Area Regulations

The Alquist-Priolo Act provides that a city or county may establish more restrictive policies than those within the Alquist-Priolo Act, if desired. The County established Special Study Zones that include late-Quaternary faults mapped by the California Division of Mines and Geology in the County. Late-Quaternary faults (movement during the past 700,000 years) were mapped based on geomorphic evidence similar to that of Holocene faults except that tectonic features are less distinct. Traces of faults within "Special Study Zones" are treated by the County as active unless a fault investigation can prove otherwise.

County Zoning Ordinance Sections 5400-5406 implement the requirements of the Alquist-Priolo Act. The provisions of Sections 5400-5406 outline the allowable development, permitting requirements, and construction limitations within Fault Rupture Zones, as designated by the Alquist-Priolo Act. The County prohibits any buildings or structures to be used for human occupancy to be constructed over or within 50 feet of the trace of known fault (§5406, Zoning Ordinance).

San Diego County Grading Ordinance, Chapter 4 – Design Standards and Performance Requirements

Chapter 4 of the County Grading Ordinance (which commences at §87.101 of the County Code) includes requirements for the maximum slope allowed for cut and fill slopes, the requirement for drainage terraces on cut or fill slopes exceeding 40 feet in height, expansive soil requirements for cuts and fills, minimum setback requirements for buildings from cut or fill slopes, and reporting requirements including a soil engineer's report and final engineering geology report by an engineering geologist, which includes specific approval of the grading as affected by geological factors.

San Diego County General Plan, Safety Element

The San Diego County General Plan Safety Element is intended to include safety considerations in the planning and decision-making process by establishing policies related to future development that would minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and man-made hazards. Of the geological hazards, seismic hazards pose the highest potential for causing widespread damage. All of San Diego County is located within Seismic Zone 4 (§1629.4.1 of the CBC), which is the highest Seismic Zone and, like most of southern California, is subject to ground shaking. Active faults in the region include segments of the San Jacinto, Elsinore, and Rose Canyon faults. Seismic hazard policies listed below reflect state law and adopted guidelines including the CBC, Alquist-Priolo Earthquake Fault Zoning Act, and the state's Guidelines for Evaluating and Mitigating Seismic Hazards in California (Special Publication 117).

Applicable goals and policies in the Safety Element include the following:

Goal S-7 Reduced Seismic Hazards. Minimize personal injury and property damage resulting from seismic hazards.

Policy S-7.1 Development Location. Locate development in areas where the risk to people or resources is minimized. In accordance with the California Department of Conservation Special Publication 42, require development be located a minimum of 50 feet from active or potentially active faults, unless an alternative setback distance is approved based on geologic analysis and feasible engineering design measures adequate to demonstrate that the fault rupture hazard would be avoided.

Policy S-7.2 Engineering Measures to Reduce Risk. Require all development to include engineering measures to reduce risk in accordance with the CBC, Uniform Building Code (UBC), and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or other geologic hazards.

Policy S-7.3 Land Use Location. Prohibit high-occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special studies zones.

3.1.3.2 Analysis of Project Effects and Determination of Significance

Two topics under Geology and Soils were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***Exposure to Seismic-related Hazards*:** Expose people or structures to substantial adverse impacts involving rupture of a known earthquake fault or other seismic-related hazards – specifically landslide impacts.
2. ***Soil Erosion/Loss of Topsoil*:** Result in substantial soil erosion or the loss of topsoil.

The remaining topics under Geology and Soils were identified as having no significant impacts with implementation of the project during the Initial Study process and are summarized in Section 3.2 of this EIR.

Exposure to Seismic-related Hazards (Landslides)

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, the project would have a significant impact if it would expose people or structures to potential substantial adverse impacts, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction or landslides.

The project would result in a significant impact from landslide risk if:

a. The project site would expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving landslides.
b. The project is located on a geologic unit or soil that is unstable, or would become unstable as a result of the project, potentially resulting in an on- or off-site landslide.
c. The project site lies directly below or on a known area subject to rockfall which could result in collapse of structures.

Impact Analysis. According to the California Division of Mines and Geology Relative Landslide Susceptibility and Landslide Distribution Map, the project site is located within Relative Landslide Susceptibility Area 3-1 (Generally Susceptible). Although most slopes within Area 3-1 do not currently contain landslide deposits, they can be expected to fail, locally, when adversely modified.

The existing site's topography is generally flat, characterized by a gently to moderately sloping terrain that descends in a south and southwesterly direction. There is a hill at the northwest corner of the site. Post-project topography would consist of flat building pads and parking lot with slopes of 1.5 percent to 3 percent. 2:1 slopes are proposed around the perimeter of the project site. Projects involving grading would have to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Section 87.209, and provide a soils investigation to ensure that recommendations to correct weak or unstable soil conditions have been incorporated in the grading plan and specifications. As part of this process, a geotechnical report may be required to demonstrate the area does not show evidence of either preexisting or potential conditions that could become unstable and result in landslides.

Areas with the highest potential for rockfall are primarily within the steeply sloped granitic regions of the County. Projects that include steep slopes greater than 25 percent in grade with rock outcrops are particularly susceptible to rockfall hazards. The potential for rock fall is considered to be very low given the relative flat topography of the project site and lack of rock outcrops within the proposed limits of development. Overall, impacts associated with landslides would be less than significant.

Soil Erosion/Loss of Topsoil

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, the project would have a significant impact if it would result in substantial soil erosion or the loss of topsoil.

Impact Analysis. Proposed grading, excavation, demolition, and construction activities associated with the project (including SDG&E line and pole relocation) would increase the potential to expose topsoil to erosion. The project proposes grading quantities in the amount of 43,700 cubic yards or excavation with a maximum cut slope height of 15 feet, 45,900 cubic yards of fill with a maximum fill slope height of 11 feet, and 300 cubic yards to be imported to the project site. Erosion and sedimentation are not considered to be significant long-term concerns for the project, as all developed areas would be stabilized through the installation of hardscape and landscape. The project will be required to comply with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (Drainage – Erosion Prevention) and 87.417 (Planting).

While graded or excavated areas and fill materials would be stabilized through efforts such as compaction and installation of hardscape and landscaping, erosion potential would be higher during construction of the project than under existing conditions. Short-term erosion and sedimentation impacts would be addressed through conformance with the National Pollutant Discharge Elimination System (NPDES) Construction Permit and County Stormwater Ordinance/Stormwater Standards Manual which include developing and implementing an authorized Storm Water Pollution Prevention Plan (SWPPP) for proposed construction, including erosion and sedimentation Best Management Practices (BMPs). In addition, the proposed project would also incorporate long-term water quality controls pursuant to the County Stormwater Ordinance, Stormwater Standards Manual, and related NPDES Municipal Permit requirements, including measures to avoid or reduce erosion and sedimentation effects, as detailed in subchapter 3.1.5, Hydrology and Water Quality. Therefore, impacts associated with erosion, loss of topsoil, and siltation would be less than significant.

3.1.3.3 Cumulative Impact Analysis

Exposure to Seismic-related Hazards (Landslides)

All potential geological hazard impacts would be avoided or reduced below identified significance guidelines through conformance with geotechnical recommendations and established regulatory requirements as part of the project design. Potential geology and soils impacts are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other planned or proposed development. The Lakeside Tractor Supply Project is not located within a landslide susceptibility zone. Based on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Eastern Service Area Secondary Connection Project (Helix Environmental Planning, Inc., 2015), the discharge pipeline alignment is developed and relatively flat. No landslide-prone areas are located along or adjacent to the proposed discharge pipeline alignment. The Lake Jennings Park Road Subdivision Project is underlain by Jurassic and Cretaceous Metasedimentary rocks with no mapped landslides at the site or nearby vicinity. In addition, the proposed house pads are located on slopes less than 25 percent in grade. Based on the geologic environment and slopes, the potential for landslides to occur at the Lake Jennings Park Road

Subdivision Project site is low. The Peter Rios Estates Apartment Complex is not located within a landslide susceptibility area. No impact associated with landslides would occur. Therefore, cumulative impacts associated with this issue are anticipated to be less than significant.

Soil Erosion/Loss of Topsoil

Potential impacts related to erosion and siltation are less than significant due to erosion control measures, adherence to the recommendations of the geotechnical investigations, landscaping plan, and conformance with current San Diego County regulations (i.e., San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 [Drainage – Erosion Prevention] and 87.417 [Planting]), as well as the CBC. Based on the strict requirements identified in the NPDES permits and the fact that other planned and proposed developments (Eastern Service Area Secondary Connection Project, Lakeside Tractor Supply Project, Lake Jennings Park Road Subdivision Project, and Peter Rios Estates Apartment Complex Project) (see Table 1-3 and Figure 1-9) in the project vicinity would be required to implement similar controls, cumulative impacts associated with this issue are anticipated to be less than significant.

3.1.3.4 Conclusions

Based on the analysis provided above, no geologic or soil conditions were encountered that would significantly affect the development of the project provided that grading is completed in accordance with the CBC, the County Grading Ordinance, and the geotechnical reports' recommendations.

3.1.4 Greenhouse Gas Emissions

This greenhouse gas (GHG) emissions section includes a discussion of applicable plans, policies, and regulations, existing conditions, significance thresholds, and a determination of whether the project would result in significant impacts relating to GHG emissions. The GHG section is based on the Lake Jennings Market Place Greenhouse Gas Report, prepared by OB-1 Air Analyses, Inc. (OB-1 Air Analyses, Inc., 2015). The complete GHG study can be found in Appendix K of the Technical Appendices.

3.1.4.1 Existing Conditions

Background

Constituent gases that trap heat in the Earth's atmosphere are called greenhouse gases (GHGs), analogous to the way a greenhouse retains heat. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which would otherwise have escaped into space. Prominent GHGs contributing to this process include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). Without the natural heat-trapping effect of GHG, the earth's surface would be about 34° cooler. This is a natural phenomenon known as the "Greenhouse Effect," which is responsible for maintaining a habitable climate. However, anthropogenic emissions of these GHGs in excess of natural ambient concentrations are responsible for the enhancement of the "Greenhouse Effect," and have led to a trend of unnatural warming of the Earth's natural climate known as global warming or climate change, or more accurately Global Climate Disruption. Emissions of these gases that induce global climate disruption

are attributable to human activities associated with industrial/manufacturing, utilities, transportation, residential and agricultural sectors.

The global warming potential (GWP) is the potential of gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying GWP and atmospheric lifetimes. The reference gas for the GWP is CO_2; CO_2 has a GWP of one. The calculation of the CO_2 equivalent (CO_2e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. CH_4's warming potential of 25 indicates that CH_4 has a 25 times greater warming effect than CO_2 on a molecular basis. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that period. The period usually used for GWPs is 100 years. A CO_2e is the mass emissions of an individual GHG multiplied by its GWP. GHGs are often presented in units called tonnes (t) (i.e. metric tons) of CO_2e (tCO_2e).

State law defines GHGs as any of the following compounds CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) (California Health and Safety, Code Section 38505(g)).

Carbon Dioxide (CO_2) is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. CO_2 is produced when an organic carbon compound (such as wood) or fossilized organic matter (such as coal, oil, or natural gas), is burned in the presence of oxygen. CO_2 is removed from the atmosphere by CO_2 "sinks", such as absorption by seawater and photosynthesis by ocean-dwelling plankton and land plants, including forests and grasslands. However, seawater is also a source of CO_2 to the atmosphere, along with land plants, animals, and soils, when CO_2 is released during respiration. Whereas the natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. Prior to the industrial revolution, concentrations of CO_2 were stable at a range of 275 to 285 ppm. The National Oceanic and Atmospheric Administration (NOAA) Earth System Research Laboratory (ESRL) indicates that global concentration of CO_2 were 396.72 ppm in April 2013. In addition, the CO_2 levels at Mauna Loa averaged over 400 ppm for the first time during the week of May 26, 2013. These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4) is a colorless, odorless non-toxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and it is the main constituent of natural gas-a fossil fuel. CH_4 is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Human sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O) is a colorless, non-flammable gas with a sweetish odor, commonly known as "laughing gas", and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests. Man-made sources of N_2O include the use of fertilizers in agriculture, nylon and nitric

acid production, cars with catalytic converters and the burning of organic matter. Concentrations of N_2O also began to rise at the beginning of the industrial revolution.

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically un-reactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Because of the discovery that they are able to destroy stratospheric ozone, an ongoing global effort to halt their production was undertaken and has been extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons (HFCs) are synthesized chemicals that are used as a substitute for CFCs. Out of all of the GHGs; HFCs are one of three groups with the highest GWP. HFCs are synthesized for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride (SF_6) is an extremely potent greenhouse gas. SF_6 is very persistent, with an atmospheric lifetime of more than a thousand years. Thus, a relatively small amount of SF_6 can have a significant long-term impact on global climate change. SF_6 is human-made, and the primary user of SF_6 is the electric power industry. Because of its inertness and dielectric properties, it is the industry's preferred gas for electrical insulation, current interruption, and arc quenching (to prevent fires) in the transmission and distribution of electricity. SF_6 is used extensively in high voltage circuit breakers and switchgear, and in the magnesium metal casting industry.

Main sources of on-site GHG emissions for the project are associated with vehicle use and fixed onsite sources (landscaping, heating, etc.).

Regulatory Framework

Federal

In June of 2013, the President enacted a national Climate Action Plan that consisted of a wide variety of executive actions and had three pillars: 1) cut carbon in America, 2) prepare the U.S. for impacts of climate change, and 3) lead international efforts to combat global climate change and prepare for its impacts. The Climate Action Plan outlines 75 goals within the three main pillars.

Cut Carbon in America. The Climate Action Plan consists of actions to help cut carbon by deploying clean energy such as cutting carbon from power plants, promoting renewable energy, and unlocking long-term investment in clean energy innovation. In addition, the Plan includes actions designed to help build a 21st century transportation sector; cut energy waste in homes, businesses, and factories;

and reducing other GHG emissions, such as HFCs and methane. The Plan commits to lead in clean energy and energy efficiency at a federal level.

Prepare the U.S. for Impacts of Climate Change. The Climate Action Plan consists of actions to help prepare for the impacts through building stronger and safer communities and infrastructure by supporting climate resilient investments, supporting communities and tribal areas as they prepare for impacts, and boosting resilience of building and infrastructure; protecting the economy and natural resources by identifying vulnerabilities, promoting insurance leadership, conserving land and water resources, managing drought, reducing wildfire risks, and preparing for future floods; and using sound science to manage climate impacts.

Lead International Efforts. The Climate Action Plan consists of actions to help the U.S. lead international efforts through working with other countries to take action by enhancing multilateral engagements with major economies, expanding bilateral cooperation with major emerging economies, combating short-lived climate pollutants, reducing deforestation and degradation, expanding clean energy use and cutting energy waste, global free trade in environmental goods and services, and phasing out subsidies that encourage wasteful use of fossil fuels and by leading efforts to address climate change through international negotiations.

In June of 2014, the Center for Climate and Energy Solutions (C2ES) published a one-year review of progress in implementation of the Plan. The C2ES found that the administration had made marked progress in its initial implementation. The administration made at least some progress on most of the Plan's 75 goals; many of the specific tasks outlined had been completed. Notable areas of progress included steps to limit carbon pollution from power plants; improve energy efficiency; reduce CH_4 and HFC emissions; help communities and industry become more resilient to climate change impacts; and end U.S. lending for coal-fired power plants overseas.

State

Executive Order S-3-05 – Statewide GHG Emission Targets

On June 1, 2005, the Governor issued Executive Order (EO) S-3-05 which set the following GHG emission reduction targets:

- 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 Environmental Protection Agency (Cal EPA) 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.

California Global Warming Solutions Act (Assembly Bill 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. CARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. AB 32 also requires that by January 1, 2008, the CARB must determine what the statewide GHG emissions level was in 1990, and it must approve a statewide GHG emissions limit so it may be applied to the 2020 benchmark. CARB approved a 1990 GHG emissions level of 427 $MtCO_2e$, on December 6, 2007 in its Staff Report. Therefore, in 2020, emissions in California are required to be at or below 427 $MtCO_2e$.

Under the "business as usual or (BAU)" scenario established in 2008, statewide emissions were increasing at a rate of approximately 1 percent per year as noted below. It was estimated that the 2020 estimated BAU of 596 $MtCO_2e$ would have required a 28 percent reduction to reach the 1990 level of 427 $MtCO_2e$.

Executive Order B-30-15

On April 20, 2015 Governor Edmund G. Brown Jr. signed Executive Order B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's executive order aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union which adopted the same target in October 2014. California is on track to meet or exceed its legislated target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, summarized above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 °C, the warming threshold at which there will likely be major climate disruptions such as super droughts and rising sea levels. The targets stated in Executive Order B-30-15 have not been adopted by the state legislature.

Climate Change Scoping Plan

The Scoping Plan released by CARB in 2008 outlined the State's strategy to achieve the AB32 goals. This Scoping Plan, developed by CARB in coordination with the CAT, proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health. It was adopted by CARB at its meeting in December 2008. According to the Scoping Plan, the 2020 target of 427 $MtCO_2e$ requires the reduction of 169 $MtCO_2e$, or approximately 28.3 percent, from the State's projected 2020 BAU emissions level of 596 $MtCO_2e$.

However, in August 2011, the Scoping Plan was re-approved by the Board and includes the Final Supplement to the Scoping Plan Functional Equivalent Document. This document includes expanded analysis of project alternatives as well as updates the 2020 emission projections in light of the current economic forecasts. Considering the updated 2020 BAU estimate of 507 $MtCO_2e$, only a 16 percent

reduction below the estimated new BAU levels would be necessary to return to 1990 levels by 2020. The 2011 Scoping Plan expands the list of nine Early Action Measures into a list of 39 Recommended Actions.

However, in May 2014, CARB developed; in collaboration with the CAT, the First Update to California's Climate Change Scoping Plan (Update), which shows that California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB32. In accordance with the United Nations Framework Convention on Climate Change (UNFCCC), CARB is beginning to transition to the use of the AR4's 100-year GWPs in its climate change programs. CARB has recalculated the 1990 GHG emissions level with the AR4 GWPs to be 431 $MtCO_2e$, therefore the 2020 GHG emissions limit established in response to AB32 is now slightly higher than the 427 $MtCO_2e$ in the initial 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 (Pavley) requires the CARB to develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles. In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars.

Executive Order S-01-07. This EO, signed by Governor Schwarzenegger on January 18, 2007, directs that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs the CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. The CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. On December 29, 2011, District Judge Lawrence O'Neill in the Eastern District of California issued a preliminary injunction blocking the CARB from implementing LCFS for the remainder of the *Rocky Mountain Farmers Union* litigation. The injunction was lifted in April 2012 so that CARB can continue enforcing the LCFS pending CARB's appeal of the federal district court ruling.

Renewable Portfolio Standard. The Renewable Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted

in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "initial RPS"), the goals have been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, the Governor signed SB 2 (1X) codifying California's 33 percent RPS goal; Section 399.19 requires the California Public Utilities Commission (CPUC), in consultation with the California Energy Commission (CEC), to report to the Legislature on the progress and status of RPS procurement and other benchmarks. The purpose of the RPS upon full implementation is to provide 33 percent of the state's electricity needs through renewable energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

The RPS is included in CARB's Scoping Plan list of GHG reduction measures to reduce energy sector emissions. It is designed to accelerate the transformation of the electricity sector through such means as investment in the energy transmission infrastructure and systems to allow integration of large quantities of intermittent wind and solar generation. Increased use of renewables would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. In 2008, as part of the Scoping Plan original estimates, CARB estimated that full achievement of the RPS would decrease statewide GHG emissions by 21.3 $MMTCO_2E$. In 2010, CARB revised this number upwards to 24.0 $MMTCO_2E$.

SB 375 – Regional Emissions Targets

SB 375 was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. 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).

The San Diego Association of Governments (SANDAG) is the San Diego region's MPO. SANDAG completed and adopted its 2050 RTP in October 2011, the first such plan in the state that included a SCS. The CARB 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. 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.

After the plan was adopted, a lawsuit was filed by the Cleveland National Forest Foundation and the Center for Biological Diversity (later joined by the state's Attorney General's office). In December 2012, the San Diego Superior Court set aside the EIR for the RTP/SCS. The decision has been appealed by SANDAG and a decision from the court of appeal has yet to rendered.

Title 24 – California Building Code

The California Code of Regulations (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 in the following sections.

Title 24, Part 6 – Energy Efficiency Standards. The CCR, Title 24, Part 6 is the Energy Efficiency Standards of 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-efficiency 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 Title 24 Energy Code governs energy consumed by major building envelope systems such as space heating and cooling, ventilation, water heating, and some aspects of the fixed lighting system. Non-building energy use, "plug-in" energy use (such as appliances, equipment, electronics, and plugin lighting), are independent of building design and not subject to Title 24.

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; sealing; glazing; insulation; and other components related to the building envelope.

The Scoping Plan includes an Energy Efficiency GHG reduction measure that, among other things, calls for increased building and appliance energy efficiency through new standards and programs. In the Scoping Plan, CARB projects that approximately 26.3 $MMTCO_2E$ of GHGs could be reduced statewide through expanded energy efficiency programs, including updates to Title 24's energy efficiency standards.

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 2013 CALGreen went into effect on January 1, 2014. CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may also adopt the Green Building Standards with amendments for stricter requirements.

The mandatory standards require:

- 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.

The voluntary standards require:

- Tier I – 30 percent water reduction, 65 percent reduction in construction waste, 10 percent recycled content, cool/solar reflective roof; and
- Tier II – 35 percent water reduction, 80 percent reduction in construction waste, 15 percent recycled content, cool/solar reflective roof.

Similar to the compliance reporting procedure described above 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.

The Scoping Plan also includes a Green Building Strategy with the goal of expanding the use of green building practices to reduce the carbon footprint of new and existing buildings. Consistent with CALGreen, the Scoping Plan recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Green building is thus a vehicle to achieve the Scoping Plan's statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors.

In the Scoping Plan, CARB projects that an additional 26 $MMTCO_2E$ could be reduced through expanded green building. However, this reduction is not counted toward the BAU 2020 reduction goal to avoid any double counting, as most of these reductions are accounted for in the electricity, waste, and water sectors. Because of this, CARB has assigned all emissions reductions that occur because of green building strategies to other sectors for meeting AB 32 requirements, but will continue to evaluate and refine the emissions from this sector.

Senate Bill 97 – CEQA GHG Amendments

Senate Bill 97 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 to address GHG emissions, consistent with the Legislature's directive in Public Resources Code section 21083.05.

Local (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 Climate Action Plan (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, in combination with application of the County's Guidelines, are intended to ensure that actions of the County of San Diego do not impede AB 32 and SB 375 mandates.

Conservation and Open Space Element. The General Plan includes a Conservation and Open Space Element which sets policies pertaining to greenhouse gas emissions, including:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- COS-17.1 Reduction of Solid Waste Materials. Reduce GHG 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.
- COS-17.2 Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.
- COS-17.6 Recycling Containers. Require that all new land development projects include space for recycling containers.

State and Local GHG Inventories

Statewide GHG Emissions

The GHG emissions inventory provides estimates of the amount of GHGs emitted within the state of California. The CARB is responsible for maintaining and updating California's GHG Inventory per Health and Safety Code §39607.4 and in support of AB 32. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in

million metric tons of CO_2 equivalent ($MMTCO_2E$). Table 3.1-8 shows the estimated statewide GHG emissions for the years 1990, 2008, and 2011.

As shown in Table 3.1-8, statewide GHG source emissions totaled approximately 426.60 $MMTCO_2E$ in 1990, 487.10 $MMTCO_2E$ in 2008, and 458.68 $MMTCO_2E$ in 2012. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

San Diego Countywide GHG Emissions

A San Diego regional emissions inventory was prepared by the University of San Diego School of Law, Energy Policy Initiative Center (EPIC) that took into account the unique characteristics of the region. Their 2010 emissions inventory for San Diego is shown in Table 3.1-9. The sectors included in this inventory are somewhat different from those in the statewide inventory.

Similar to the statewide emissions, transportation-related GHG emissions contributed the most countywide, followed by emissions associated with energy use.

3.1.4.2 Analysis of Project Effects and Determination of Significance

The County has prepared a companion set of quantified GHG emissions thresholds which are contained in the County Guidelines. The County Guidelines outline the County's approach to addressing GHG emissions impacts and provide guidance in determining the appropriate threshold for projects, assessing significance, and mitigating impacts. In addition, the *County's Report Format and Content Requirements* document, under separate cover, provides instructions for analyzing and reporting GHG emissions for projects and plans.

The County Guidelines were developed in consultation with consultants approved to conduct air quality analyses by the County and other experts in the field.

Two topics under Greenhouse Gas Emissions were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***Generate GHG Emissions*:** Generate GHG emissions directly or indirectly causing a significant impact on the environment.

2. ***GHG Plan Consistency*:** Conflict with an applicable GHG plan.

<u>GHG Emissions</u>

Guidelines for Determination of Significance. For the purposes of this EIR, the basis for the determination of significance for climate change is the County Guidelines. In addition, CEQA Guidelines Section 15064.4 discusses the significance evaluation for GHG emissions. Section 15064.4(a) recognizes that the determination of the significance "calls for a careful judgment" by the lead agency that is coupled with lead agency discretion to determine whether to (1) use a model or

methodology, and/or (2) rely on a qualitative analysis or performance based standards. Section 15064.4(b) further states a lead agency should consider the following non-exclusive list of factors when assessing the significance of GHG emissions.

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. The extent to which 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 statewide, regional, or local plans for the reduction or mitigation for GHG emissions.

Similarly, Appendix G of the CEQA Guidelines contains two significance criteria for evaluation GHG emissions of a project:

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs?

Neither CARB nor the SDAPCD has adopted significance criteria applicable to land use development projects for the evaluation of GHG emissions under CEQA. OPR's Technical Advisory titled CEQA and Climate Change: Addressing Climate Change through CEQA Review states, "public agencies are encouraged, but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact." Furthermore, the advisory document indicates, "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

The proposed project was analyzed using the San Diego County Recommended Approach for Addressing Climate Change, which uses a screening threshold of 900 tCO_{2e} per year (County of San Diego, 2015). A project that exceeds the 900 tCO_{2e} per year screening threshold would be required to conduct a more detailed GHG analysis. Screening thresholds are recommended based on various land use densities and project types. Projects that meet or fall below the screening thresholds are expected to result in 900 tCO_{2e} per year or less and would not require additional analysis and the climate change impacts would be considered less than significant.

The following GHG analysis is based on the County's 2015 GHG Guidance, which requires an evaluation of whether the project would conform with the GHG reduction targets set forth in the 2011 Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document. Based on the County's Guidance and the 2011 Supplement, a 16 percent reduction in GHG emissions would be required to meet the target of reducing emissions to 1990 levels by 2020. A project that provides

mitigation which amounts to a reduction in GHG emissions of 16 percent compared to the "Unmitigated Scenario" would be consistent with AB 32 reduction targets.

Impact Analysis. The analysis criteria for GHG impacts are based upon the approach recommended by the SCAQMD CEQA Handbook. The analysis of GHG emissions, unlike air quality analysis which is a 'per day' threshold, is an aggregate quantity requiring summation over the total estimated number of work days (i.e., the total number of days that any construction grading vehicle would have an engine running).

Construction

Construction of the proposed project would result in temporary emissions associated with diesel engine combustion from mass grading, and site preparation construction equipment will be assumed to occur for engines running at the correct fuel-to-air ratios (the ratio whereby complete combustion of the diesel fuel occurs). Construction-related GHG emissions include site preparation and associated construction for the SDG&E lines and poles. Of principal interest are the emission factors for CO_2 and NO_x. For a four-stroke diesel-cycle engine, the combustion byproducts are approximately 1.5-percent-by-volume (PPV) O_2, 0.5 PPV CO, and 12.5 PPV CO_2.

The project site would be cleared and graded over the course of approximately eight months (240 days), without any deleterious air quality impacts requiring mitigation, per SDAPCD guidelines. In order to estimate GHG emissions, the project's Greenhouse Gas Report used stoichiometric formulas that derive CO_2 emissions by multiplying the CO emissions estimated in the project's air quality study (Appendix J of this EIR) by 27. In addition, NO_x emissions are stoichiometrically composed of roughly 30 percent N_2O, and 70 percent nitric oxide. Therefore, N_2O emissions were estimated by multiplying the estimated NO_x emissions by 0.3. Table 3.1-10 quantifies the expected GHG emissions from construction activities. The final equivalent CO_2 GHG load projected is shown in Table 3.1-10 as 2,654.7 tCO_{2e}.

In accordance with the County's guidelines, the proposed project is analyzed under a 900 tCO_{2e} per year screening threshold. As stated in the County guidance, construction emissions may be distributed over the expected (long-term) operational life of a project, which can conservatively be estimated at 20 years, unless evidence is provided demonstrating a longer or shorter project life, for the purposes of determining a cumulatively considerable contribution (County of San Diego, 2015). Thus, the yearly contribution to GHG from the aggregate of construction at the project site would be 132.7 tCO_{2e} per year.

Operation

a. Motor Vehicles

Motor vehicles are the primary source of long-term greenhouse gas emissions associated with the proposed project. To calculate emissions associated with vehicle trips generated by the proposed project, trip generation rates from the project's air quality study (Appendix J of this EIR) were used. To evaluate project trips, the total trip generation rate of 4,683 ADT for buildout conditions was used. The average vehicle trip length would be 3.5 miles, with a median running speed of 45 MPH. For this analysis, the EMFAC 2011 was run using input conditions specific to the San Diego air basin to predict operational vehicle emissions from the project, based upon a

project completion scenario year of 2020[1]. Of principal interest are the emission factors for CO_2 and NO_x. N_2O emissions were estimated by multiplying the estimated NO_x emissions by 0.3. Table 3.1-11 quantifies the expected GHG emissions from motor vehicles. As shown in Table 3.1-11, the yearly contribution to GHG from motor vehicles is 2,168.08 tCO_{2e} per year.

b. Energy Consumption

The project site would require a maximum load demand of 1.0 megawatt-hours (MWh) to account for peak usage, startup transients, and a requisite margin of safety. The steady-state average continuous load would be roughly 40 percent of this value or 400 kilowatt-hours (KWh). At 8,760 hours per year, this would equate to a yearly energy consumption of 3,504,000 kWh/year, or approximately 46 kWh/ft^2 for the proposed project. Using SDG&E's intensity factor of 641.86 lb CO_2/MWh, which was derived by scaling the SDG&E 2009 CO_2 intensity factor to account for a State required 20 percent RPS. Using this intensity factor would give an annual CO_2e GHG for the project site due to electrical usage of 1,020.2 tCO_{2e} per year.

Natural gas combustion is another source of energy-related emissions. Different from the electricity energy sources, natural gas sources are direct emissions, taking place onsite. Natural gas consumption (typically due to usage of water heaters, stoves, and central heating units for this type of proposed use) would produce CO_2 and N_2O emissions. Annual CO_2e emissions from natural gas combustion is 151.72 tCO_{2e} per year.

c. Solid Waste Disposal

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, transportation of waste, and disposal. The project would have an onsite solid trash waste storage capacity of 33 cubic yards (yd^3), with an average weight of 200 pounds per yd^3. Assuming three trash pickups per week in accordance with commercial site requirements, the aggregate total solid waste removed from the project site would be 1,029,600 pounds per year.

According to the IPCC, landfill CO_2 generation due to trash is approximately 0.3196 pounds per pound of trash per year. Thus, with the estimated 1,029,600 pounds of trash per year generated by the project, the landfill CO_2e contribution level would be 149.3 tCO_{2e} per year.

d. Water and Wastewater GHG Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. It will often be the case that the water treatment and wastewater treatment occur outside of the project area. In this case, it is still important to quantify the energy and associated GHG emissions attributable to the water use. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide.

[1] This is a worst-case assumption, since implementation of cleaner vehicle controls ultimately reduces emissions under future year conditions. By applying near-term emissions factors to the complete project, an upper bound on project-related emissions is obtained.

Water and wastewater electrical intensity is presented in the CalEEMod User Guide. In San Diego County, it is estimated that electricity needed to supply water to the County is 9,727 kWh/106 gallons. An additional 1,272 kWh/106 gallons is required for the distribution of water and 1,911 kWh/106 gallons is used for wastewater treatment. An additional 111 kWh/106 gallons is used to treat the water. The combined energy intensity for the system of water and wastewater is 13,021 kWh/106 gallons.

Water use rates for commercial and industrial land uses are presented in Table 9.1 of CalEEMod User Guide, Appendix D. These use rates were mostly obtained from Appendices E and F of the Pacific Institute's "Waste Not Want Not" report. Total gallons of water used per day per metric were reported but the total daily water use was converted to annual water use based on the number of days of operation for that land use.

The water use rates for the individual components of the project are presented in Table 3.1-12, along with CO_2e estimate based on the intensity factor for SDG&E of 641.9 lbs of CO_2e/MWh. As shown in Table 3.1-12, annual CO_2e emissions from the supply, distribution, and treatment of water and wastewater is 37.85 tCO_{2e} per year.

e. Area Sources

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, roto tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. Landscaping equipment utilized in the course of maintenance of the project site typically would consist of five-horsepower, four-stroke lawnmowers, and small weed trimmers having two-stroke engines with an approximate 30 to 50 cubic-centimeter displacement. For the purposes of this assessment, it is assumed that the ultimate user purchases cleaner burning engines new from the store. The project site will be treated as a CARB-classified commercial area consisting of an aggregate of 15 retail business spaces. The emission factors for commercial land uses are 33.99111 lbs of CO_2/unit/day and 0.00150 lbs of N_2O/unit/day. Therefore, the retail use of landscaping operations would generate 42.76 tCO_2e per year.

Summary of Total GHG Emissions

The projected greenhouse gas emission budget for the proposed project would be the summation of the individual sources identified above. As shown in Table 3.1-13, total annual GHG emissions from construction and operation of the proposed project would be approximately 3,702.7 tCO_2e per year, which exceeds the 900 tonnes per year screening level. Therefore, the proposed project would require a full analysis to demonstrate compliance with the County's reduction requirements of 16 percent. The following measures are proposed to provide a 16 percent or greater reduction in GHG emissions compared to the "Unmitigated Scenario" emissions under a year 2020 scenario.

Proposed Mitigated Scenario Reduction Strategies

a. Mitigated Scenario Reduction Strategy # 1: Pavley II + LCFS Implementation (CO_2 Running Emissions)

The project would be eligible to take credit for the State of California implementation of the Pavley II Clean Car Standards (*AB 1493* et. seq.). These standards, also known as the LEV III

standards, and applied only to automobile and light truck classes for model years 2017 through 2025, would reduce overall vehicle emissions by an additional 3.0 percent above the 2009 Pavley I standards. Additionally, the project would also be eligible for credit, due to the CARB proposed Low Carbon Fuel Standard (LCFS), pursuant to AB 32 and the Governor's Executive Order S-01-07. Table 3.1-14 presents estimated percent reductions that can be expected with the implementation of Pavley II and LCFS. Table 3.1-15 shows the effect of Pavley II and LCFS implementation on the proposed vehicular emissions. Under the Mitigated Scenario Reduction Strategy #1, the total vehicular CO_2e levels can be reduced to 1,942.7 tonnes per year (or roughly 10.4 percent), for an overall reduction of 5.5 percent from the "Unmitigated Scenario."

b. Mitigated Scenario Reduction Strategy # 2: Previous + Energy Sector 33 Percent RPS Standard

The proposed project would be eligible to take credit for the ultimate 33 percent RPS mandated by the State of California for the year 2020. As previously stated, the proposed project would have a yearly energy consumption of 3,504,000 KWh/year; thus, using the 33 percent RPS brings the effective CO_2 reduction to 83.8 percent of unmitigated levels, or an annual equivalent CO_2e GHG load for the proposed project, due to electrical usage, of 826.4 tonnes per year, a reduction of 193.8 tonnes per year. Electricity-related emissions associated with water demand and wastewater treatment would be reduced to 32 tonnes of CO2e per year, a reduction of 6 tonnes per year from the unmitigated scenario.

c. Mitigated Scenario Reduction Strategy # 3: All Previous + 2013 CCR Title 24 Efficiency

Finally, the proposed project would be eligible to take credit for utilizing the latest efficiency reductions available through implementation of the 2013 CCR Title 24 standards. These reductions are in addition to previously mentioned RPS reductions, as they would be implemented by the applicant at the project level. Currently, the 2013 CCR Title 24 provides improved electrical energy reductions of 21.8 percent, and an improved natural gas efficiency of 16.8 percent.

Given this, the final mitigated CO_2e for electrical consumption at the project site under 2013 CCR Title 24 standards would be 668.1 tCO_2e per year, while the mitigated natural gas consumption would be 126.8 tCO_2e per year. The overall combined reduction obtained by all the above strategies would be 16.5 percent from the "Unmitigated Scenario", or a total reduction in emissions of 609.1 tonnes per year.

d. Conclusion

As previously indicated, the total annual GHG emissions from construction and operation of the proposed project under the "Unmitigated Scenario" would be approximately 3,702.7 tCO_2e per year. As shown in Table 3.1-16, the combined effect of the three reduction strategies would reduce GHG emissions from 3,702.7 tCO_2e per year by 609.1 tCO_2e per year, which is a 16.5 percent reduction compared to the "Unmitigated Scenario." Therefore, the proposed project would meet the County's minimum 16 percent reduction guidance to ensure effective compliance with the year 2020 GHG reduction target embodied in AB 32. Therefore, no GHG impacts from the project are expected, and as the project would be constructed prior to 2020 it would be

consistent with the intent of AB 32, and the 2020 goals of Executive Order S-3-05. This is considered a less than significant impact.

Conformance to Applicable Plan, Policy, or Regulation

Guidelines for Determination of Significance. According to the County Guidelines, a project would have a significant impact if it would conflict with an applicable plan, policy, or regulation that was adopted for the purpose of reducing the emissions of greenhouse gases.

Impact Analysis. As previously discussed, with the combined effect of Mitigated Scenario Reduction Strategy # 1: Pavley II + LCFS Implementation (CO_2 Running Emissions), Mitigated Scenario Reduction Strategy # 2: Previous + Energy Sector 33 Percent RPS Standard, and Mitigated Scenario Reduction Strategy # 3: All Previous + 2013 CCR Title 24 Efficiency, the project would create an aggregate reduction of 16.5 percent over the "Unmitigated Scenario". Therefore, the proposed project would meet the County's minimum 16 percent reduction guidance to ensure effective compliance with the year 2020 GHG reduction target embodied in AB 32.Therefore, no long-term GHG impacts from the project are expected, and the project would be classified in compliance with the intent of AB 32.

The proposed project is also consistent with the County's General Plan policies and, by extension, AB 32 and the Climate Change Scoping Plan. The proposed project's consistency with pertinent General Plan goals and policies are provided in Table 3.1-18.

Since emissions would not exceed the quantitative threshold that was adopted to help achieve the reduction goals of AB 32, the project would not conflict with AB 32. Overall, the project would be consistent with the AB 32 goal of reducing state-wide GHG emissions to 1990 levels by year 2020. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts would be less than significant.

3.1.4.3 Cumulative Impact Analysis

A proposed project would have a cumulatively considerable contribution to climate change impacts if it would result in a net increase of construction and operational greenhouse gas emissions, either directly or indirectly, and if the project would incorporate mitigation that achieves less than a 16 percent total reduction compared to unmitigated emissions under a year 2020 scenario.

As discussed above, the proposed project would generate greenhouse gas emissions during construction and operation of the project. However, with the combined effect of Mitigated Scenario Reduction Strategy # 1: Pavley II + LCFS Implementation (CO_2 Running Emissions), Mitigated Scenario Reduction Strategy # 2: Previous + Energy Sector 33 Percent RPS Standard, and Mitigated Scenario Reduction Strategy # 3: All Previous + 2013 CCR Title 24 Efficiency implementation, the project would create an aggregate reduction of 16.5 percent over the "Unmitigated Scenario." This value is above the minimum 16 percent reduction guidance by the County of San Diego to ensure effective compliance with the year 2020 GHG reduction target embodied in AB 32. Therefore, the proposed project would not contribute to a significant cumulative greenhouse gas emissions impact.

3.1.4.4 Conclusions

The total annual GHG emissions from construction and operation of the proposed project under the "Unmitigated Scenario" would be approximately 3,702.7 tCO_2e per year. As shown in Table 3.1-16, the combined effect of the three reduction strategies would reduce GHG emissions from 3,702.7 tCO_2e per year to 609.1 tCO_2e per year, which is a 16.5 percent reduction compared to the "Unmitigated Scenario." Therefore, the proposed project would meet the County's minimum 16 percent reduction guidance to ensure effective compliance with the year 2020 GHG reduction target embodied in AB 32. Therefore, no GHG impacts from the project are expected, and the project would be classified in compliance with the intent of AB 32.

3.1.5 Hydrology and Water Quality

This section of the EIR summarizes information included in the Drainage Study (2015) and the Storm Water Management Plan (2015) prepared for the project by Stuart Engineering, and the Hydromodification Screening (2014) prepared by Chang Consultants. The reports are included as Appendices L, M, and N of the EIR, respectively.

3.1.5.1 Existing Conditions

The project site is located within the San Diego Hydrologic Unit (907) - Coches Hydrologic Subarea (907.14). The San Diego Hydrologic Unit drainage area is approximately 440 square miles of which the project site represents .004 percent in area (13 acres or 0.02 square miles). Los Coches Creek, located downstream of the project site, flows through the unincorporated community of Lakeside until it reaches the San Diego River, just upstream from the City of Santee. The San Diego River flows unrestricted through the City of Santee and the City of San Diego, eventually outletting into the Pacific Ocean. Los Coches Creek flows westerly parallel to the southern project boundary.

The site currently has sparse vegetation. Pecan Park Lane traverses the northeasterly corner of the site. Existing surface runoff from the area generally sheet flows in a southwesterly direction and discharges to Los Coches Creek without a defined drainage course. A portion of the property located northeasterly of the site and a portion of Olde Highway 80, totaling 3.33 acres drain to a headwall and flow to an existing 24-inch reinforced concrete pipe (RCP) under Olde Highway 80 and outlets to the site.

There is approximately 115 acres of offsite area located northerly of I-8 that drains into the existing County of San Diego maintained channel in Ridge Hill Road via a series of pipes and channels. The overall 100-year rate (Q100) of runoff estimated for this 115-acre area is 201 cubic feet per second (cfs). The runoff discharges into the existing Ridge Hill Road from an existing channel to the north via pipe flow. The rate of discharge into the Ridge Hill Road channel is limited by the 48-inch pipe to an estimated flow of Q100 of 151 cfs. Runoff from the existing Ridge Hill Road and a portion of the project site drains to the existing channel at a rate of 3.36 cfs for the 100-year storm event. The combined Q100 that drains to the existing Ridge Hill Road channel is 154.36 cfs (151 cfs +3.36 cfs). Runoff from the existing Ridge Hill Road channel then outlets to a different channel south of Ridge Hill Road via an existing 48-inch corrugated metal pipe which flows under pressure during the 100-year storm event. This creates a ponded depth of approximately 2 feet in the existing Ridge Hill Road channel.

The southerly portion of the project is located in the Los Coches Creek floodplain as shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 06073C1660F, June 1997. The County has determined the limits of the floodplain and established the floodway through this creek reach. The project is located approximately in the middle of the Los Coches Creek Watershed as shown in the San Diego County Flood Control District Recommended Flood Control and Drainage Plan.

The beneficial uses for the San Diego Hydrologic Unit are detailed in Table 3.1-17. According to the 2010 Clean Water Act Section 303(d) list, project receiving waters (Los Coches Creek and San Diego River) are identified as impaired waters. Constituents of concern in the San Diego Watershed include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash.

Regulatory Framework

Federal

Federal Emergency Management Agency

FEMA is the primary agency in charge of administering programs and coordinating with communities to establish effective flood plain management standards. FEMA is responsible for preparing Flood Insurance Rate Maps (FIRMs) for communities, which delineate both the areas of special flood hazards and the risk premium zones applicable to the community. It is the responsibility of State and local agencies to implement regulations, ordinances, and policies in compliance with FEMA requirements, to adequately address floodplain management issues and attempt to prevent loss of life and property, health and safety hazards, and other adverse effects to public health and safety as a result of flooding.

Federal Water Pollution Control Act (Clean Water Act), 1972

The principle federal law pertaining to the regulation of water quality is the 1972 Federal Water Pollution Control Act (Clean Water Act). The Clean Water Act strives to restore and maintain the chemical, physical, and biological integrity of the nation's water through water quality standards, discharge limitations, and permits. The Clean Water Act was amended in 1987 to include urban and stormwater runoff, which required many cities to obtain a 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.

National Flood Insurance Act, 1968

The National Flood Insurance Act established the National Flood Insurance Program (NFIP) and provided for the availability of flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The act also required the identification of all floodplain areas within the United States and the establishment of flood-risk zones within those areas.

National Flood Insurance Program, 1968

The NFIP is the federal regulatory program under which flood-prone areas are identified and flood insurance is made available to residents of participating communities.

National Flood Insurance Reform Act, 1994

The National Flood Insurance Reform Act was designed to strengthen the NFIP by providing for mitigation insurance and establishing a grant program for State and community flood mitigation planning projects.

State

Porter-Cologne Water Quality Control Act, 1969

California's Porter-Cologne Water Quality Control Act (1969), which became Division 7, Water Quality of the State Water Code, establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards (RWQCBs) and the State Water Resources Control Board (SWRCB). The Porter-Cologne Act names these Boards and designates them as "…the principal State agencies with primary responsibility for the coordination and control of water quality" (Section 13001). Each Regional Board is directed to "formulate and adopt water quality control plans for all areas within the region." A water quality control plan for the waters of an area is defined as having three components: (1) beneficial uses which are to be protected; (2) water quality objectives which protect those uses, and (3) an implementation plan which accomplishes those objectives (Section 13050). In California, all surface waters and groundwater are considered to be "Waters of the State."

Local

San Diego Municipal Storm Water Permit

Per federal regulations, the State issues a Municipal Stormwater permit (also known as a NPDES permit) to municipalities and renews it 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 is to protect local waterbodies since storm drains typically discharge their water into streams, bays, and/or the ocean without treatment. Order R9-2013-01 (NPDES No. CAS 0109266) was adopted by the RWQCB San Diego Region on May 8, 2013 and established waste discharge requirements for discharge of urban runoff from the MS4 of the County of San Diego, the 18 incorporated cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority.

San Diego County General Plan

The Safety Element (Chapter 7) and Conservation & Open Space Element (Chapter 5) include provisions relating to hydrology, such as erosion and landslides, tsunamis and seiches, and flood control.

San Diego County Grading Ordinance

The revised Grading Ordinance was adopted by the Board of Supervisors and became effective on April 23, 2004. Chapter 6 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.

San Diego Resource Protection Ordinance

The County's Resource Protection Ordinance (RPO) prohibits development of permanent structures for human habitation or as a place of work in a floodway. Article IV outlines permitted uses in a floodway and allows uses permitted by zoning and those that are allowable in a floodway in a floodplain fringe, when the specific criteria are met. Modifications to the floodway must meet design criteria, and concrete or rip rap flood control channels are allowed only when specific findings are made.

San Diego County Standard Urban Stormwater Mitigation Plan

The County has adopted its Standard Urban Stormwater Mitigation Plan (SUSMP) for Land Development and Public Improvement Projects. The SUSMP is focused on project design requirements and related post-construction requirements for land development and capital improvement projects, and addresses Watershed Protection Ordinance (WPO) requirements for these project types. Order R9-2007-01 directs the County and other Co-permittees to design and implement requirements of the Hydromodification Management Plan (HMP) and Low Impact Development (LID) BMPs to reduce stormwater runoff from project sites by promoting infiltration and minimizing impervious areas. The County WPO and SUSMP would be updated to fulfill the requirements of the new Order.

San Diego County Watershed Protection, Stormwater Management and Discharge Control Ordinance

The current WPO and the Stormwater Standards Manual were adopted in August 2003. The stated purposes of these ordinances are to protect the health, safety and general welfare of County residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that would 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 Stormwater Standards Manual (SSM) is Appendix A of the WPO and 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 define the requirements that are legally enforceable by the County in the unincorporated area of San Diego County.

3.1.5.2 Analysis of Project Effects and Determination of Significance

Four topics under Hydrology and Water Quality were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***Water Quality Standards and Requirements*:** Violate any water quality or wastewater discharge standards or requirements.
2. ***Erosion or Siltation/Flooding*:** Alter drainage resulting in substantial erosion, siltation, or flooding.
3. ***Exceed Capacity of Storm Water System*:** Create or contribute runoff exceeding the capacity of storm water drainage systems.
4. ***Structures within 100-year Flood Hazard Area*:** Place structures within a 100-year flood area, impeding or redirecting flood flows.

The remaining topics under Hydrology and Water Quality were identified as having no significant impacts with implementation of the project during the Initial Study process and are summarized in Section 3.2 of this EIR.

Water Quality Standards and Requirements

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, a project would have a significant adverse environmental effect if the project would violate any water quality standards or waste discharge requirements.

Impact Analysis. The construction and grading phases of the project site would require temporary disturbance of surface soils and removal of vegetative cover. During the construction period, grading and excavation activities would result in exposure of soil to storm runoff, potentially causing erosion and entrainment of sediment in runoff. Stockpiles and excavated lots on the project site would be exposed to runoff and, if not managed properly, the runoff would cause erosion and increased sedimentation in local drainage ways.

By volume, sediment is the principal component in most storm runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which are conveyed to the receiving waters. The potential for chemical releases is present at most construction sites in the form of fuels, solvents, glues, paints, and other construction materials. Once released, substances such as fuels, oils, paints, and solvents would be transported to nearby surface waterways and/or to groundwater in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters.

Short-term stormwater pollutant discharges from the project site would be addressed through compliance with the applicable NPDES construction permitting process, resulting in a less than significant impact. The NPDES permit program was established under Section 402 of the Clean Water Act, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges, from a point source to waters of the U.S. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports.

An NPDES General Construction permit would generally specify an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain certain generic BMPs. The implementation of NPDES permits ensures that a state's mandatory standards

for clean water and the Federal minimums are being met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a SWPPP and periodic inspections by RWQCB staff. A SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP is intended to facilitate a process whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed to prevent or control the discharge of pollutants in stormwater runoff.

Development of the project site is in excess of one acre; therefore, the project is required to obtain coverage under an NPDES permit. The project also requires the preparation of a SWPPP for construction discharges for submittal to the County for review and approval. During the construction period, the project would use a series of BMPs to reduce erosion and sedimentation. These measures may include the use of silt fences, fiber rolls, street sweeping/vacuuming, desilting basins, sandbag barriers, storm drain inlet protection, stockpile management, solid waste management, stabilized construction entrance/exit, spill prevention/control, concrete waste management, water conservation practices, and paving/grinding operation practices.

The construction contractor would be required to operate and maintain these controls throughout the duration of on-site activities. In addition, the construction contractor would be required to maintain an inspection log and have the log on-site to be reviewed by the County and representatives of the RWQCB. With implementation of the erosion/sedimentation/pollution control measures required in the NPDES construction permit, short-term construction-related water quality impacts would be reduced to below a level of significance.

During operation of the project, runoff from the roofs of the proposed buildings is designed to flow to downspouts and discharge to the surface. Most of the parking lots would drain by means of surface flow to bioretention basins in the parking medians. The loading dock and southerly buildings would drain to a proprietary higher-rate biofilters (Modular Wetlands System) for treatment. Stormwater from these onsite areas would enter the treatment BMPs (detailed below) before it discharges to the underground storm drain system. Storm water would primarily flow from all the borders of the project into the central portion of the project. The flow would be directed to the central portion of the project because an underground storage system is proposed in this area.

Storm water from the easterly market building and surface parking lot would flow from east to west by means of surface and underground pipe flow. Storm water from the southerly retail spaces would flow from south to north by means of surface and underground pipe flow. Storm water from the northwesterly gas station would flow easterly to the central area by means of surface and underground pipe flow. Stormwater from the northerly financial and food buildings would flow southerly to the central area by means of surface and underground pipe flow.

All runoff from the site would be treated before leaving the site. Therefore, the detention basin/drainage facility located offsite to the west would be used only for controlling the discharge volume into Los Coches Creek. To comply with the County's SUSMP guidelines, the proposed project would incorporate the use of the County's preferred treatment method of bio-retention treatment basins for 84 percent of the project site. Due to site constraints, the project would also use proprietary higher rate biofilters as structural treatment BMP devices to treat the remaining 16 percent of the project site.

Post-construction pollutants of concern include soil sediments, fertilizers, pesticides, metals, organic compounds, trash and debris, and petroleum products. These pollutants could be spread by wind, storm water runoff, tracking and spilling. These pollutants of concern would be minimized through site design BMPs, source control BMPs, and treatment control BMPs, as detailed below.

To reduce the impact from runoff, the site has been designed so that the maximum amount of runoff would pass through landscaped areas. These site design BMPs include:

- Set-back development envelope from drainages.
- Curb-cuts to landscaping/bio-retention areas.
- Building roof drains will outlet on the landscape areas, therefore increasing the amount of water which percolates into the ground.
- Rounding and shaping slopes to reduce concentrated flow.
- Collect concentrated flows in stabilized drains and channels.

Source control BMPs that are applicable to the project include:

- Mark all inlets with the words “No Dumping! Flows to Ocean” or similar where feasible.
- Maintain and periodically repaint or replace inlet markings.
- Provide stormwater pollution prevention information to new site owners, lessees, or operators.
- Inspect and maintain drains to prevent blockages and overflow.
- Maintain landscaping using minimum or no pesticides.
- Trash storage areas will be provided for each building.
- Trash storage areas will be paved in an impervious surface designed to prevent run-off from adjoining areas and screened or walled to prevent off-site transport of trash. Trash containers will contain attached lids to prevent rainfall intrusion.
- Trash storage areas will be inspected daily. Litter will be picked up and spills cleaned immediately. Spill control materials will be available on-site.
- Move loaded and unloaded items from loading docks indoors as soon as possible.
- The property owner shall dry sweep the fueling area routinely.
- Plazas, sidewalks, and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing shall be collected to prevent entry into the storm drain system. Washwater containing any cleaning agent or degreaser shall be collected and discharged to the sanitary sewer and not discharged to a storm drain.

The implementation and maintenance of the treatment control BMPs will be the responsibility of the owner. In addition to design and source control BMPs listed above, the following treatment control BMPs will be implemented by the project to further address water quality.

- Storm water from portions of the parking lot will drain either to a catch basin or an inlet. All catch basins and inlets will be designed to treat runoff from a 24-hour 85th percentile storm event by filtration through a proprietary higher-rate biofilter treatment device to absorb site pollutants and capture minor sized debris.
- The trash enclosure areas on the project site will be paved with impervious surfaces designed to not allow run-on from adjoining areas, and will be walled to prevent off site transport of trash. Storm water from the enclosures will be treated in the bioretention facility or proprietary higher-rate biofilter treatment device before entering the storm drain system.
- Most of the storm water on the project site will be treated by bio-retention facilities. Bio-retention facilities detain stormwater and filter it slowly through engineered soil and sand. Storm water drains to a perforated pipe below the sand and discharges to the storm drain system. A bio-retention facility is one of the County of San Diego's preferred permanent treatment BMPs because of its medium to high efficiency in treating pollutants of concern. See Table 2-3 of the County of San Diego SUSMP dated August 2012 for effectiveness of treatment facilities.

Impaired Water Bodies, Degradation of Beneficial Uses, and Polluted Runoff

The project lies within the Coches hydrologic subarea (907.14), within the San Diego hydrologic unit. According to the Clean Water Act Section 303(d) list, project receiving waters include Los Coches Creek (southerly portion of site is within the Los Coches Creek floodway) and the San Diego River (4 miles from site) which are listed for certain water impairments. Los Coches Creek is listed as impaired for selenium while the San Diego River is listed impaired for enterococcus, fecal coliform, low dissolved oxygen, manganese, nitrogen, phosphorus, total dissolved solids, and toxicity. The project proposes activities that are associated with some of these pollutants. However, the site design measures, source control BMPs, and treatment control BMPs detailed above would reduce potential pollutant runoff to the maximum extent practicable, and the project would not violate any water quality standards or waste discharge requirements. Therefore, a less than significant impact is identified for this issue area.

Erosion, Siltation, or Flooding

***Guidelines for Determination of Significance*.** Based on Appendix G of the CEQA Guidelines, a project would have a significant adverse environmental effect if the project 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, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The County of San Diego's March 2011, *Final Hydromodification Management Plan,* and January 8, 2011, *Standard Urban Stormwater Mitigation Plan* (SUSMP) outlines low flow thresholds for hydromodification analyses. The thresholds are based on a percentage of the pre-project 2-year flow (Q2), i.e., 0.1Q2 (low flow threshold and high susceptibility to erosion), 0.3Q2 (medium flow threshold and medium susceptibility to erosion), or 0.5Q2 (high flow threshold and low susceptibility to erosion). A flow threshold of 0.1Q2 represents a natural downstream receiving conveyance system with a high susceptibility to bed and/or bank erosion. This is the default value used for

hydromodification analyses and would result in the most conservative (largest) on-site facility sizing. A flow threshold of 0.3Q2 or 0.5Q2 represents downstream receiving conveyance systems with a medium or low susceptibility to erosion, respectively. In order to qualify for a medium or low erosion susceptibility rating, a project must perform a channel screening analysis based on the March 2010, *Hydromodification Screening Tools: Field Manual for Assessing Channel Susceptibility,* developed by the Southern California Coastal Water Research Project (SCCWRP). The SCCWRP results are compared with the critical shear stress calculator results from the County of San Diego's BMP Sizing Calculator to establish the appropriate erosion susceptibility threshold of low, medium, or high.

Impact Analysis. Under pre-project conditions, the site primarily contains sparse vegetation. Surface runoff from the project area generally sheet flows in a southwesterly direction into Los Coches Creek without a defined drainage course. Under post-project conditions, the site runoff would be collected by the proposed storm drain system. The system would convey the runoff to a single discharge point (point of compliance) into an existing unnamed natural channel immediately west of the site. Consequently, there is one point of compliance (POC) (labeled as POC A on the Study Area Exhibit contained in the Hydromodification Screening) for the project. Runoff below POC A flows southerly in the unnamed natural channel about 102 feet, is conveyed approximately 120 feet in an existing culvert under Ridge Hill Road, and then continues in the natural channel about 135 feet before it confluences into Los Coches Creek near the southwest corner of the site.

The SCCWRP channel screening tools were used to assess the downstream channel susceptibility for the Lake Jennings Market Place Project. The project's storm runoff would be collected by a proposed on-site drainage system and conveyed to a single outfall (POC A) into an unnamed natural drainage channel to the west. A downstream channel assessment for POC A was performed based on office analyses and field work. The entire domain of analysis contains three study reaches. Reach 1 (upstream-most reach) begins at the outlet of the existing culvert under Olde Highway 80 and extends downstream for 33 feet to POC A. Reach 2 continues 102 feet below POC A to the entrance of the culvert under Ridge Hill Road. Reach 3 extends over 135 feet from the existing culvert under Ridge Hill Road to the confluence with Los Coches Creek. The results indicate a low threshold for vertical and lateral susceptibility for Reaches 1 through 3. The HMP requires that these results be compared with the critical stress calculator results incorporated in the County of San Diego's BMP Sizing Calculator. The BMP Sizing Calculator critical stress results are included in Appendix B for each of the three study reaches. The channel dimensions were estimated from the topographic mapping. Based on these values, the critical stress results returned a low threshold consistent with the SCCWRP channel screening results. Therefore, the SCCWRP analyses and critical stress calculator demonstrate that a low overall threshold is applicable to Reaches 1 through 3 (i.e., 0.5Q2). Based on these results, the project would not result in hydromodification that would cause erosion, siltation, or flooding. Impacts are considered to be less than significant.

Exceed Capacity of Storm Water System

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, a project would have a significant impact if it would create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Impact Analysis. The project proposes an underground storage facility to be constructed under the proposed surface parking lot in the middle portion of the site. This underground storage facility is located outside of the cultural open space easement and would not conflict with the capping of cultural resources (see Mitigation Measures M-CR-1b and M-CR-2). This storage facility consisting of an array of oversized storm drain pipes would serve two purposes which are to address hydromodification flow control and 100-year peak flow. Per the Hydromodification Management Plan, the underground storage system is proposed to have a capacity of 53,000 cubic feet and would have a metered (orifice controlled) peak discharge of 50 percent of the pre-project 2-year storm. The 2-year peak flow is 8.41 cfs and 50 percent of that value is 4.2 cfs.

The 100-year storm was estimated to have an overall volume of 21,917 cubic feet and a peak flow rate of 47.32 cfs. With the underground storage detention system in place the entire 100-year storm would be stored and the 100-year discharge would be controlled by an orifice and match the pre-development flow rate (50 percent of the 2-year storm). It is important to note that this would represent a significant drop in peak flow discharge as compared to existing conditions.

The final destination of the onsite underground storm drain system carrying the flow from the site is the existing County maintained channel located at the southwest corner of the intersection of Olde Highway 80 and Lake Jennings Park Road. Prior to discharging into this channel the onsite flow would converge with the flow from the proposed public storm drain system in Olde Highway 80 conveying offsite northeasterly property flow and street flow. The combined 100-year rate of runoff is 22.41 cfs (4.20 cfs-onsite orifice controlled flow, 2.50 cfs southwesterly onsite area, 11.16 cfs-Olde Highway 80 and northeasterly parcel and 4.55 cfs- Ridge Hill Road). It would discharge by means of headwall and rip rap and would then flow through the existing Ridge Hill Road channel.

Runoff from the project site and offsite flows from the northeasterly property and Olde Highway 80 would combine with the runoff from the existing offsite 115-acre area north of I-8 at the existing Ridge Hill Road channel. Runoff from the existing Ridge Hill Road channel flows to an existing 48-inch corrugated metal pipe under Ridge Hill Road. The existing 48-inch pipe flows under pressure during the 100-year storm event. This creates a ponded depth of approximately 2.95 feet in the existing Ridge Hill Road channel. The water surface elevation is at elevation 650.91 which is at least 9 feet below the proposed Ridge Hill Road improvements. Therefore, the addition of runoff from the project site would not have an impact on the adjacent properties and road improvements. Impacts associated with this issue are considered to be less than significant and no mitigation is required.

Structures within 100-year Flood Hazard Area

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, a project would have a significant adverse environmental effect if the project would place structures within a 100-year flood hazard area, which would impede or redirect flows.

Impact Analysis. The southerly portion of the project is located in the Los Coches Creek floodplain as shown on the FEMA FIRM Number 06073C1660F, June 1997. Based on preliminary building and site design, the portion of the project site that is within the floodplain would be included in the biological open space easement. Therefore, the project is not proposing to place structures in these areas and would not place access roads or other improvements which would limit access during flood events or affect downstream properties, or impede or redirect flows. Since no structures would be

placed within a 100-year flood hazard area, no impacts associated with this issue would occur and no mitigation is required.

3.1.5.3 Cumulative Impact Analysis

Similar to the proposed project, all cumulative projects (see Table 1-3 and Figure 1-9) would be expected to adhere to existing regulations to reduce any potential impacts associated with that project to a less than significant level. Furthermore, the cumulative projects considered in this analysis will be required to prepare SWPPPs per NPDES requirements. These SWPPPs will ensure that adequate BMPs are used for each of the projects to minimize water quality impacts. Therefore, development of the project in conjunction with the cumulative projects is not expected to result in a significant cumulative impact to hydrology or water quality.

3.1.5.4 Conclusions

With implementation of the project design features, including site design BMPs, source control BMPs, and treatment control BMPs potential impacts to water quality and hydrology would be reduced to less than significant levels.

3.1.6 Land Use and Planning

3.1.6.1 Existing Conditions

The proposed project is located in the community of Lakeside, in the County of San Diego. The land use development within the community of Lakeside is focused into multiple distinct areas within the planning area boundaries. This grouping of population within the community provides for varying community character throughout the Lakeside Community Planning Area. Many residents of the Lakeside community perceive the community as rural, and many areas of Lakeside are in fact, rural. However, the community character attributes of Lakeside are not uniform throughout the entire community plan area.

The most populated area of Lakeside is located in the area referred to as the Town Center, near Lindo Lake. This area consists of a mixture of single-family and multi-family residential uses, commercial, recreational and community uses, and industrial uses. This area is connected to neighboring cities and freeways via State Route 67 (SR-67), which enables residents to commute to places of employment outside of the Town Center and outside of Lakeside. This accessibility and mixture of land uses are typically associated with an urbanized area.

Many of the characteristics of urbanization that are found within the Town Center are also found within the project vicinity. The area of Lakeside in which the project site is located consists of a variety of land uses, including single and multi-family residential, commercial, and industrial. The proposed project site is in the area of the interchange of I-8 and Lake Jennings Park Road.

The gradual transition of the project area from one of rural/agricultural to urbanized development is illustrated by a number of aerial photographs on file in the County's Cartographic Division and Aerial FotoBank. The discussion which follows is a detailed description of changes to the area around the project site as depicted by nine of those aerial photographs, which cover a 52-year period

from 1958 to 2010 (Figures 3.1-5 through 3.1-13). The photographs show the overall transition from rural to urbanized development in the project vicinity. Much of this transition has been driven by population growth throughout San Diego County, and the construction of I-8, numerous mobile home parks, and residential subdivisions.

Prior to the 1960s, the project area was comprised primarily of native vegetation, agricultural uses, and low-density residential housing, all consistent with a characterization as rural. Figure 3.1-5 shows the project vicinity in 1958. During this time, U.S. Highway 80, shown adjacent to the project site, was the main travel route. There is evidence of agricultural fields, scattered orchards, and some single-family residences associated with farming activities. Native vegetation dominates the landscape. Figure 3.1-5 also depicts the project area before the construction of I-8. However, it should be noted that even at this time, roads and residences (albeit low-density) are evident.

In 1964, Lake Jennings was created in the project vicinity through the construction of a dam across Quail Canyon. Figure 3.1-6 shows the project vicinity in 1966. I-8 is evident, as is the construction of a cloverleaf interchange at Lake Jennings Park Road, just northwest of the project site. Cloverleaf interchanges are generally constructed in areas where a large amount of on-ramp and off-ramp traffic activity is anticipated. Grading activities for two mobile home parks, as well as grading for the Rios Elementary School, are evident on the eastern side of Rios Canyon Road. The construction of an elementary school suggests an increase in residential uses in the area. Activities on the project site appear unchanged from 1958 – the photograph shows a few residential units, chicken coops, and agricultural crops. However, the transition to more urban development is evident.

Beginning in the 1970s, more residential development took place in the project vicinity, including single-family residential subdivisions and mobile home parks. The 1970s marked a period of rapid population increase in San Diego County, and significant residential development in the eastern portion of the County was starting, including development in the project vicinity. Development along major transportation corridors, such as I-8, provided fast commutes to the business centers in the City of San Diego.

Figure 3.1-7 shows the project vicinity in 1970. A new 60-pad mobile home park has been graded approximately 0.5 mile south of the project site, and the first mobile homes are occupying the park. Additionally, construction is complete on Rios Elementary School to the southeast of the project site. The agricultural uses south of Rios Elementary School have been replaced by pad grading for an 80-unit mobile home park. A church has been constructed west of the project site on Ridge Hill Road. Figure 3.1-7 also shows the grading for future commercial uses between I-8 and Olde Highway 80. Approximately one mile west of the project site, in the area bounded by Olde Highway 80 and I-8, a significant amount of residential development is noted. This includes three mobile home parks and a single-family residential subdivision. This area represents the land beyond the eastern edge of the City of El Cajon experiencing development to accommodate the overall population growth in the San Diego region at that time. Activities on the project site remain unchanged from 1958.

Figure 3.1-8 shows the project vicinity three years later, in 1973. More mobile homes are evident in the project vicinity. A large mobile home park dominates the hill on the north side of I-8, with half of the pads occupied. Additionally, the mobile home parks to the east and southeast of the project site have neared capacity. A large single-family subdivision is evident to the west of the project site

on Ridge Hill Road. Immediately north of the project site, on Olde Highway 80, a 7-11 convenience store has been constructed. Activities on the project site appear unchanged from 1958; however, dramatic change in the vicinity is evident.

Figure 3.1-9 depicts the project vicinity in 1978. There has been little change near the project site, with the exception of another commercial structure on the north side of Olde Highway 80, adjacent to existing commercial. The residential uses to the northwest of the project area are continuing to the fill in, with additional single-family and mobile home subdivisions evident. On the project site, it appears that some of the chicken coops have been removed.

Figure 3.1-10 shows the project vicinity in 1989. Significant development has occurred in the project vicinity. A large undeveloped block of land south of the project site has been converted to an avocado orchard. Single-family residences, mobile homes, and a mini-storage facility have filled in the previously undeveloped areas to the west of Lake Jennings Park Road and north of I-8. To the east of Lake Jennings Park Road, north of I-8, a single-family residential subdivision on Jennings Vista Drive has been completed, and grading for estate residential homes on Quail Canyon Road is underway. To the east of the project site, on Olde Highway 80, grading is complete for an approximately 100,000 square foot light industrial business park, and approximately half of the pads have been developed. On the project site, the remaining chicken coops have been removed and agricultural activity has ceased.

Figure 3.1-11 shows the project vicinity in 1996. The development since 1989 has primarily represented infill development, adjacent to existing development. The light industrial business park to the east of the project site, on Olde Highway 80, is fully occupied. To the south of the project site, a subdivision has resulted in the creation of single-family residential units. Additionally, on Rios Canyon Road, just west of Rios Elementary School, is the Legacy Lane subdivision. To the northeast of the project site the estate residential development is complete and occupied. To the north of the project site, there has been an expansion of the mobile home park, just east of Lake Jennings Park Road. In the same area, on the west side of Lake Jennings Park Road, a residential subdivision has been completed.

Figure 3.1-12 depicts the project vicinity in 2002. This figure provides visual evidence that the project vicinity is an area which has transitioned from rural to urbanized uses. To the north, northwest, and west of the project site, the majority of the land has been developed, and those areas that are vacant are primarily constrained by slopes, or show evidence of grading for future development. To the south and southeast of the project site, residential uses in a variety of densities (from mobile homes to rural residential) are located along Rios Canyon Road. Those areas to the south and southeast of the project site that have not been developed contain an avocado orchard, the Crestridge mitigation bank, or lands that are constrained by topography. Commercial activity in the project vicinity is growing, including the construction of an ARCO gas station, Jack-in-the-Box restaurant, and Burger King restaurant. These businesses add to a 7-11, and other strip commercial uses that were constructed in the area in the 1970s to service the expanding population in the area.

Figure 3.1-13 depicts the project vicinity in 2010. There has been little change near the project site since 2002. Several single-family residences have been developed west of Lake Jennings Park Road and north of I-8.

The proposed project is located adjacent to I-8, at the terminus of the eastbound off-ramp at Lake Jennings Park Road. The interstate is a freeway which connects San Diego and southern Arizona. It is also used by local commuters between San Diego and the eastern portions of San Diego County. I-8 was planned and constructed during the 1960s, and contains four lanes in the project area. I-8 traverses virtually the entire southerly tier of the Lakeside Community Planning Area. Its presence dominates the land uses within the southern tier, and it essentially bisects the general project area. The location and presence of I-8 sets the overall tone for the project vicinity, including ambient background noise and traffic activity. Existing uses in the project vicinity are consistent with other uses at other nearby I-8 interchanges, including commercial and residential uses.

Surrounding Land Uses

The project site is surrounded by a variety of uses. The parcels in the vicinity of the proposed project area consist of varying land uses and topography. Existing General Plan land use designations on the project site and immediate vicinity are shown in Figure 3.1-14. The zoning in the project vicinity is presented in Figure 3.1-15. As shown in Figure 3.1-15, the area north of the project site is zoned commercial, as well as the area immediately to the west and the area adjacent to the northeast portion of the project site. Zoning to the east and south of the project site is a combination of single family residential, variable density residential and residential-mobile home.

East of the project site is a mobile home park. Development further east on Olde Highway 80 includes industrial uses (Freeway Industrial Park) and single family residential. The Freeway Industrial Park is on Bond Avenue between Olde Highway 80 and I-8. To the east/northeast of the proposed project, northeast of I-8, are open space areas and lower-density tract homes, including the equestrian-focused community of Blossom Valley which consists of larger estate homes on large lots. This neighborhood, as well as the eastern portion of the Flinn Springs neighborhood lies outside the urban limit line. Flinn Springs Park, a 40-acre day use park owned and operated by the County of San Diego, is located approximately one mile east of the proposed project on Olde Highway 80. The Flinn Springs neighborhood also contains commercial and residential development.

To the south are riparian oak woodland associated with Los Coches Creek, single-family residences along Kelli Lane, a 128-unit mobile home community, and open space. The areas to the south/ southeast of the project site include open space and orchards on steeply rising topography, with the communities of Crest, Dehesa, and Harbison Canyon several miles away on the other side of the ridge. These communities, which are not visible from the project site, are primarily lower-density residential areas that are equestrian-focused.

To the west of the site is a church (East Valley Christian Fellowship) and vacant land. The area to the northwest includes the communities of Lakeview, central Lakeside, Winter Gardens, and portions of the City of Santee. The area, bounded by Lake Jennings Park Road, I-8, and SR-67, is urbanized, with a blend of single-family residences, mobile home parks, and commercial uses. The area to the west/southwest of the project area includes commercial and residential portions of the City of El Cajon. El Cajon is primarily developed to its eastern boundary with a blend of lower-density residential, mobile homes, open space, and commercial centers adjacent to I-8, which typify the area between the City of El Cajon jurisdictional line and the proposed project site.

I-8 and some commercial development along Olde Highway 80 are located to the north of Pecan Park Lane. This commercial development includes a 7-11 convenience store, a travel agency, a taco shop, an Italian restaurant, a liquor store, and a Burger King fast food restaurant. Heading north from this intersection as Lake Jennings Park Road leads under the interchange, are properties developed with an ARCO gasoline station and a Jack-in-the-Box fast food restaurant. The area to the north is central Lakeside, and includes over 100 single-family residences and approximately 400 mobile homes on rising topography. Further north is Lake Jennings County Park and additional open space areas.

Current and Proposed Land Use and Zoning on the Subject Property

The site is currently designated Village Residential (VR-15) in the County of San Diego General Plan. Existing General Plan land use designations on the project site and immediate vicinity are shown in Figure 3.1-14. The project proposes a General Plan Amendment to change the existing designation to General Commercial (C-1). A Rezone is proposed to reclassify the existing Urban Residential (RU-15) to General Commercial (C36) (including a B Special Area Regulator). Existing zoning on the project site and immediate vicinity is shown in Figure 3.1-15. A Tentative Map and Site Plan are also proposed for the project site.

Regulatory Framework

County of San Diego General Plan

The County of San Diego General Plan is a broad-based planning document that contains text, maps, and diagrams explaining the County's long-range growth and development goals and policies. The adopted General Plan consists of six countywide elements: Land Use, Mobility, Conservation and Open Space, Housing, Safety, and Noise. As indicated above, the project site is currently designated for residential use. The applicable goals and policies are identified in Table 3.1-18 at the end of this chapter.

County of San Diego Zoning Ordinance

The purpose of the County of San Diego Zoning Ordinance is to serve the public health, safety and general welfare and to provide the advantages resulting from implementation of the County of San Diego General Plan. As indicated above, the project site is currently zoned for residential.

Lakeside Community Plan

The Lakeside Community Plan (part of the County of San Diego General Plan) contains goals for maintaining the character of the community. The plan documents the goals and policies that are directed towards maintaining and enhancing the visual quality of the area to further preserve Lakeside's character, unique natural environment, and historic resources. The applicable goals and policies are identified in Table 3.1-18 at the end of this chapter.

Lakeside Design Guidelines

The Lakeside Design Guidelines provide guidance on the design of projects which are proposed within the Lakeside community. The Guidelines define the basic principles which help unify the character of new development in Lakeside and integrate it with the community's natural landscape and heritage. Specific objectives from the Lakeside Design Guidelines that are applicable to the project are presented in Table 3.1-18 at the end of this chapter.

Lakeside Community Trails Master Plan

The Lakeside Community Trails Master Plan seeks to preserve Lakeside's equestrian heritage and provide a variety of trail experiences to all residents of Lakeside by establishing a network of public riding and hiking trails. Specific objectives of the Trails Master Plan that are applicable to the project are presented in Table 3.1-18 at the end of this chapter.

Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles (582,243 acres) in southwestern San Diego County pursuant to the federal and California Endangered Species Acts and the California Natural Community Conservation Planning Act. The MSCP is designed to preserve native habitat for multiple species rather than focusing efforts on one species at a time. This is accomplished by identifying areas for directed development and areas to be conserved in perpetuity (referred to as Multi-Habitat Planning Area) to achieve a workable balance between smart growth and species protection. The proposed project is located within the Metro-Lakeside-Jamul portion of the MSCP. Consistency with the MSCP is discussed in Section 2.1 of the EIR.

3.1.6.2 Analysis of Project Effects and Determination as to Significance

One topic under Land Use and Planning was identified during the Initial Study process as having potential significant impacts. This topic includes:

1. ***Conflict with Applicable Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project:*** Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan, Community Plan, Lakeside Design Guidelines, Zoning Ordinance, and the Community Trails Master Plan).

The remaining topics under Land Use and Planning were identified as having no significant impacts with implementation of the project during the Initial Study process and are summarized in Section 3.2 of this EIR.

Conflict with any Applicable Land Use Plan, Policy, or Regulation of an Agency with Jurisdiction over the Project

***Guidelines for Determination of Significance*.** Based on Appendix G of the CEQA Guidelines, a project would have a significant adverse environmental effect if the project would conflict with any

applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

***Impact Analysis*.** The project is compared to applicable land use plans and consistency with those plans is determined as follows.

County of San Diego General Plan

The County of San Diego General Plan designates the project parcels as Village Residential (VR-15). The proposed commercial project would be inconsistent with the current land use designation of the project site. However, the proposed project is seeking a General Plan Amendment, which would change the land use to General Commercial (C-1), in which case the proposed project would be in compliance with the County of San Diego General Plan.

The proposed project's consistency with pertinent General Plan goals and policies are provided in Table 3.1-18. As shown in the consistency table, the proposed project would be consistent with the goals and policies of the General Plan. Therefore, the project would be consistent with the applicable goals and policies of the General Plan and no impacts associated with this issue are identified for the project.

Lakeside Community Plan

The Lakeside Community Plan (part of the County of San Diego General Plan) contains goals for maintaining the character of the community. The plan documents the goals and policies that are directed towards maintaining and enhancing the visual quality of the area to further preserve Lakeside's character, unique natural environment, and historic resources. The proposed project's consistency with pertinent Community Plan goals and policies are provided in Table 3.1-18 below. As shown in the consistency table, the proposed project would be consistent with the goals and policies of the Lakeside Community Plan. Therefore, no impact related to inconsistency is identified for the project.

Lakeside Design Guidelines

The proposed project is subject to a design review, and must be in compliance with the Lakeside Design Guidelines. The Guidelines state that review is required on all commercial developments. Applicable guidelines are presented in Table 3.1-18, along with a discussion of how the project relates to the specific guidelines.

The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objective of the Lakeside Design Guidelines. The proposed project's consistency with applicable objectives is provided in Table 3.1-18. As shown in the consistency table, the proposed project would be consistent with objectives of the Lakeside Design Guidelines. Therefore, no impact related to inconsistency is identified for the project.

County of San Diego Zoning Ordinance

The project site is currently zoned Urban Residential (RU-15). The RU Use Regulations are intended to create and enhance areas where permanent family residential uses are permitted and institutional residential care uses are conditionally permitted and civic uses are permitted when they serve the needs of the residents. Commercial use is not identified as a permitted use by the RU Use Regulations. Therefore, the proposed commercial project would be inconsistent with the current zoning designation of the parcels. However, the proposed project is seeking a Rezone from RU-15 to General Commercial (C36). The C36 Use Regulations are intended to create and enhance commercial areas where a wide range of retail goods and services are permitted. The following use types are permitted by the C36 Regulations: Eating and Drinking Establishments; Financial, Insurance and Real Estate Services, Retail Sales. With approval of the Rezone from RU-15 to C36, the proposed project would be consistent with the Zoning Ordinance.

County Trails Program and the Community Trails Master Plan

The County Trails Program and the Community Trails Master Plan (CTMP) were adopted by the San Diego Board of Supervisors on January 12, 2005. The trails program involves both trail development and management on public, semi-public, and private lands. The CTMP is the implementing document of the trails program and contains adopted individual community trails and pathways. The Lakeside Community Trails and Pathway Plan seeks to preserve Lakeside's equestrian heritage and provide a variety of trail experiences to all residents of Lakeside by establishing a network of public riding and hiking trails.

The project would construct a multi-use trail suitable for pedestrians and equestrian users. The trail would be 10 feet wide. The trail segments adjacent to the two public streets would be standard trail pathways per the Park Lands Dedication Ordinance (PLDO). The trail segment within the open space lot would run along the southern edge of the development area (immediately north of the proposed open space area) within a 20-foot wide trail easement and would include a 10-foot wide treadway. Therefore, the project is consistent with the goals and policies of the Lakeside Community Trails and Pathway Plan and no impact related to an inconsistency is identified.

3.1.6.3 Cumulative Impact Analysis

All of the cumulative projects presented in Table 1-3 were considered in this analysis. Development of the cumulative projects would not be characterized as dividing established communities. These projects are all proposed adjacent to areas that are already developed. The Lakeside Tractor Supply Project site is located north of Olde Highway 80 and is adjacent to existing commercial uses. The Lake Jennings Park Road Subdivision Project site is surrounded by residential development to the north, east and west, and by Blossom Valley Road and I-8 to the south. The discharge pipeline associated with the Eastern Service Area Secondary Connection Project would be underground. The Peter Rios Estates Apartment Complex Project is surrounded by residential development to the north, west and south, and by Rios Canyon Road to the east. Furthermore, none of these projects are of a size or nature that would have the potential to divide an established community. Nor was any impact related to division of an established community identified for the project. Therefore, cumulative impacts related to the division of an established community are determined to be less than significant.

Each of the cumulative projects will be required to adhere to the applicable land use plans and policies. It is assumed that projects proposing a General Plan Amendment and Rezone would be consistent with the General Plan or Zoning Ordinance once the amendment and rezone requests are approved by the County. The Eastern Service Area Secondary Connection Project involves facilities directly and immediately engaged in the production, generation, treatment, and transmission of water. Therefore, the project is exempt from the County's zoning ordinance. Nonetheless, the project would not result in a significant land use impact (Helix Environmental Planning, Inc., 2015). The Lake Jennings Park Road Subdivision Project and Peter Rios Estates Apartment Complex Project have been determined to be consistent with the General Plan and Zoning Ordinance. No inconsistencies were noted for the proposed project. Therefore, cumulative impacts related to inconsistencies with applicable plans and policies were determined to be less than significant.

3.1.6.4 Conclusions

As the above analysis shows, the proposed project would be consistent with the County of San Diego General Plan and Zoning Ordinance with approval of the General Plan Amendment and Rezone, which are proposed as part of the project. The project would be consistent with the Lakeside Community Plan and the Community Trails Master Plan. The project is also consistent with all of the requirements of the Lakeside Design Guidelines. Additionally, in Section 2.1 of the EIR, it was determined that the project would comply with the MSCP. Therefore, implementation of the proposed project would result in a less than significant impact related to land use and planning and no mitigation measures are required.

3.1.7 Utilities and Service Systems

3.1.7.1 Existing Conditions

Regulatory Framework

Executive Order B-29-15

On April 1, 2015, Governor Jerry Brown signed Executive Order B-29-15 which directs the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. This executive order directs the SWRCB to impose restrictions to require commercial, industrial, and institutional properties to immediately implement water efficiency measures to reduce potable water usage by the 25 percent target.

County of San Diego General Plan Land Use Element

The Community Services and Infrastructure section of the Land Use Element discusses adequate wastewater collection, treatment, and disposal capacity to meet future demands. The goal of the General Plan is to provide adequate wastewater facilities for wastewater disposal that address potential hazards to human health and the environment. To meet this objective, the Land Use Element sets specific policies, including:

Policies

LU-12.1 Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing. In addition to utilities, roads, bicycle and pedestrian facilities, and education, police, and fire services, transit-oriented infrastructure, such as bus stops, bus benches, turnouts, etc., should be provided, where appropriate.

LU-12.2 Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS or D or better.

LU-12.3 Infrastructure and Services Compatibility. Provide public facilities and services that are sensitive to the environment with characteristics of the unincorporated communities. Encourage the collocation of infrastructure facilities, where appropriate.

LU-12.4 Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads identified in Table M-4, an LOS D or better may not be achieved.

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.

LU-13.2 Commitment of Water Supply. Require new development to identify adequate water resources, in accordance with state law, to support the development prior to approval.

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.

LU-14.3 Wastewater Treatment Facilities. Require wastewater treatment facilities serving more than one private property owner to be operated and maintained by a public agency. Coordinate the planning and design of such facilities with the appropriate agency to be consistent with applicable sewer master plans.

LU-14.4 Sewer Facilities. Prohibit sewer facilities that would induce unplanned growth. Require sewer systems to be planned, developed, and sized to serve the land use pattern and densities depicted on the Land Use Map. Sewer systems and services shall not be extended beyond either Village boundaries or extant Urban Limit Lines, whichever is more restrictive, except:

- When necessary for public health, safety or welfare;
- When within existing sewer district boundaries;
- When necessary for a conservation subdivision adjacent to existing sewer facilities; or
- Where specifically allowed in the Community Plan.

County of San Diego General Plan Conservation and Open Space Element

The County General Plan recognizes that San Diego County relies upon a safe and reliable supply of water resources for its quality of life and economic prosperity. Groundwater aquifers and local surface water reservoirs are of great importance to providing an adequate water supply for communities that are not served by imported water. It is critical to protect the water quality found in the local drinking water reservoirs and aquifers to ensure a continual source of drinking water, as well as increasing local supplies through recycling and conservation efforts. Because of these facts, the General Plan includes a Conservation and Open Space Element which sets policies pertaining to water resources, including:

Policies

COS-4.1 Water Conservation. Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.

COS-4.2 Drought-Efficient Landscaping. Require efficient irrigation systems and in new development encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.

3.1.7.2 Analysis of Project Effects and Determination of Significance

Two topics under Utilities and Service Systems were identified during the Initial Study process as having potential significant impacts. These topics include:

1. ***New or Expanded Storm Water Facilities*:** Result in new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
2. ***Adequate Water Supply:*** Result in a demand for water that exceeds existing entitlements and resources, or necessitates new or expanded entitlements.

The remaining topics under Utilities and Service Systems were identified as having no significant impacts with implementation of the project during the Initial Study process and are summarized in Section 3.2 of this EIR.

<u>New or Expanded Storm Water Facilities</u>

***Guidelines for Determination of Significance*.** Based on Appendix G of the CEQA guidelines, the project would have a significant impact if it would result in new storm water drainage facilities or

expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact Analysis. The project proposes an offsite extension of a storm drain from the western edge of the project site. The drain would extend approximately 125 feet and would discharge into an existing detention basin. Potential environmental impacts related to the extension were addressed in Section 2.1, Biological Resources, and Section 2.2, Cultural Resources. Impacts to biological and cultural resources were determined to be mitigated to below a level of significance for both issue areas.

Adequate Water Supplies

Guidelines for Determination of Significance. Based on Appendix G of the CEQA Guidelines, the project would have a significant impact if it would result in a demand for water that exceeds existing entitlements and resources, or necessitates new or expanded entitlements.

Impact Analysis.

The project site's earthwork is approximately 100,000 cubic yards. Approximately 15 gallons of water would be used per cubic yard of earthwork. Therefore, earthwork activities would require approximately 1.5 million gallons of water (100,000 cubic yards x 15 gallons per cubic yard). General site dust control would be four loads by a single water truck per day. A water truck has a carrying capacity of 2,000 gallons of water; therefore, 8,000 gallons per day would be required. Using a 9.5 month construction schedule equates to 38 weeks or 190 working days (5-day work week). The proposed project would use approximately 1.52 million gallons of water (190 days x 8,000 gallons per day) for dust control. The total estimated construction water use is 3.02 million gallons of water.

Operational water use rates for commercial land uses were obtained from the Pacific Institute's "Waste Not Want Not" report and included in the project's Greenhouse Gas Report (Appendix K). Total gallons of water used per day per metric were reported but the total daily water use was converted to annual water use based on the number of days of operation for proposed land uses. The water use rates for the individual components of the proposed project are presented in Table 1-1. As shown in Table 1-1, the proposed project's indoor water use would be approximately 8,502,624 gallons of water per year and approximately 1,480,549 gallons of water per year for outdoor uses, for a total of 9,983,173 gallons annually.

The project site is located within the PDMWD's service area. On August 17, 2015, the District provided a Service Availability Letter indicating adequate water resources and entitlements are available to serve the proposed project.

PDMWD's Rules and Regulations (July 2015) include mandatory water use efficiency measures that apply at all times to all persons using Padre Dam water. The following is a list of mandatory water use efficiency measures that are applicable to the proposed project:

- Stop washing down paved surfaces, including but not limited to sidewalks, driveways, parking lots, tennis courts, or patios, except when it is necessary to alleviate safety or sanitation hazards.

- Stop water waste resulting from inefficient landscape irrigation, such as runoff, low head drainage, or overspray, etc. Similarly, stop water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures.
- Irrigate residential and commercial landscape before 10 a.m. and after 6 p.m. only.
- Do not irrigate while it is raining and within 48 hours after it rains.
- Use a hand-held hose equipped with a positive shut-off nozzle or bucket to water landscaped areas, including trees and shrubs located on residential and commercial properties that are not irrigated by a landscape irrigation system.
- Use re-circulated or recycled water to operate ornamental fountains, ponds and similar decorative water features.
- Wash vehicles…at a commercial site that re-circulates (reclaims) water on-site.
- Serve and refill water in restaurants and all other food service establishments only upon request.
- Repair all water leaks within five days of notification by Padre Dam unless other arrangements are made with the General Manager. Severe water leaks must be stopped immediately.
- Use recycled or non-potable water for construction purposes, such as dust control and soil compaction, when available and required by Padre Dam.

California is facing a severe statewide drought. In response, PDMWD is currently at a Level 2 Drought Alert Condition. A Level 2 condition may apply when the Water Authority notifies its member agencies that due to an actual or anticipated reduction in supplies to the Water Authority, or when water supply conditions specific to the District have limited available water and supplies, and a commensurate consumer demand reduction of up to 20 percent is required in order to balance regional demands with supplies anticipated to be available for the foreseeable future, or as otherwise determined by the District in its reasonable discretion. All persons using Padre Dam water shall comply with Level 1 Drought Watch water use restrictions (see mandatory water use efficiency measures listed above) during a Level 2 Drought Alert, and shall also comply with the following additional conservation measures:

- Limit residential and commercial landscape irrigation to one, two, or three assigned days per week as determined by the General Manager and posted by Padre Dam.
- Limit lawn water and landscape irrigation with spray head sprinklers to no more than ten minutes per watering station per assigned day. Irrigation run time shall be adjusted to avoid runoff. This provision does not apply to landscape irrigation systems using water efficient devices, including: drip, micro-irrigation, stream rotors, rotating nozzles, or weather based irrigation controllers.
- Water landscaped areas, including trees and shrubs located on residential and commercial properties, and not irrigated by a landscape irrigation system governed by section 5.1.6.3 (a)(1 and 2), on the same schedule set forth in section 5.1.6.3 (a) (1 and 2) by using a bucket, hand-held hose with positive shut-off nozzle, or low-volume nonspray irrigation.

- Irrigation to establish new landscape is allowed at any time of day for up to two months, if the new landscape is water efficient and is replacing cool season turf or other high water use landscape; or, if the new landscape is water efficient and is required for a landscape permit.
- Repair all water leaks within 72 hours of notification by Padre Dam unless other arrangements are made with the General Manager. Severe water leaks must be stopped immediately.
- Use recycled water, when available, for ornamental fountains, ponds and similar decorative water features and stop operating if ordered by the General Manager based on water supply conditions.

Temporary potable water meters will be required for construction and will be limited to a 6-month period. Each meter will be subject to administrative renewal every three months, and may be extended beyond six months depending on the status of the water supply. The following construction service conditions and restrictions apply:

- The District will not allow water to be used for construction without a metering device.
- A construction meter shall be installed on a District fire hydrant, main line blow-off assembly or other suitable facility, at the discretion of the District, and shall be removed or relocated only by District personnel unless otherwise authorized.
- Construction meters shall not be used outside the District's boundaries, nor shall other water district construction meters be used within Padre Dam's boundaries.
- Water taken from construction meters shall not be used or transported outside of the District boundaries.
- By applying for a construction meter, the applicant authorizes District personnel to inspect the project to confirm that the meter is being used for construction purposes. All construction meters shall be available for District inspection at any time.

The proposed project will be required to implement and comply with PDMWD's mandatory water use efficiency measures and Level 2 Drought Alert conservation measures to ensure that potable water use is reduced by 20 percent. Per PDMWD's Rules and Regulations, no restrictions exist on the issuance of construction meters during Drought Response Level 1 – Drought Watch Condition and Drought Level 2 – Drought Alert Condition. Therefore, it is expected that PDMWD will provide temporary water service to the project site during construction. Furthermore, on August 17, 2015, the District provided a Service Availability Letter indicating adequate water resources and entitlements are available to serve the proposed project. Therefore, the project would have sufficient water supplies available to serve the project and would not result in a demand for water that exceeds existing entitlements and resources, or necessitates new or expanded entitlements. This is considered a less than significant impact.

3.1.7.3 Cumulative Impact Analysis

It is expected that adherence to existing regulations will reduce any potential impacts associated with those cumulative projects (see Table 1-3 and Figure 1-9) to a less than significant level. Furthermore, the cumulative projects considered in this analysis would be required to prepare and receive approval from utility providers for each respective project prior to construction. Therefore, development of the

project in conjunction with the cumulative projects is not expected to result in a significant cumulative impact to utilities or service systems.

3.1.7.4 Conclusions

As the above analysis shows, the project was determined to have a less than significant impact with regard to stormwater facility extension. The project would have sufficient water supplies available to serve the project and would not result in a demand for water that exceeds existing entitlements and resources, or necessitates new or expanded entitlements Therefore, implementation of the proposed project would result in a less than significant impact related to utilities and service systems and no mitigation measures are required.

3.1.8 Energy Use and Conservation

The Public Resource Code (PRC) Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to analyze energy use and conservation and, if necessary, associated mitigation as it is applicable to the project, and in particular to describe any wasteful, inefficient, and unnecessary consumption of nonrenewable energy caused by a project. Thus, this subchapter focuses not on total energy consumed but more on the efficiency with which the electricity, natural gas and fuel (diesel and gasoline) are consumed. The analysis of energy conservation consists of a summary of the energy regulatory framework, the existing conditions at the project site, a discussion of the project's potential impacts on energy resources, and identification of project design features and/or mitigation measures that may reduce energy consumption. The potential for impacts to energy conservation have been evaluated in accordance with Appendix F of the CEQA Guidelines and federal, state, and regional regulations.

3.1.8.1 Existing Conditions

Regulatory Framework

The following regulations and guidelines provide the framework for energy conservation. According to the majority of these programs and their requirements, the increased and growing demands for non-renewable energy supplies are best addressed through conservation.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation, the U.S. Department of Energy (DOE), and the EPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

On the state level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy. The CPUC regulates utilities in the energy, rail, telecommunications and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes

and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards.

Federal

Federal Energy Policy and Conservation Act and Amendments

Minimum standards of energy efficiency for many major appliances were established by the U.S. Congress in the federal Energy Policy and Conservation Act of 1975, and have been subsequently amended by succeeding energy legislation, including the federal Energy Policy Act of 2005. The DOE is required to set appliance efficiency standards at levels that achieve the maximum improvement in energy efficiency that is technologically feasible and economically justified.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. Perhaps the most significant new standard it establishes is for general service lighting, which would be deployed in two phases. First, by 2012–2014 (phased over several years), common light bulbs would be required to use about 20–30 percent less energy than present incandescent bulbs. Second, by 2020, light bulbs must consume 60 percent less energy than today's bulb; this requirement would effectively phase out the incandescent light bulb.

State

Energy Action Plan

The CEC, the CPUC, and the Consumer Power and Conservation Financing Authority (called the CPA - which is now defunct), approved the final State of California Energy Action Plan in 2003. The plan establishes shared goals and specific actions to ensure that adequate, reliable, and reasonably-priced electrical power and natural gas supplies. At the beginning of 2008, the CEC and CPUC didn't find it necessary or productive to create a new energy action plan. As the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, rather than produce a new Energy Action Plan, the CEC and CPUC have prepared instead an "update" that examines the state's ongoing actions in the context of global climate change. The update is prepared using the information and analysis prepared for the Integrated Energy Policy Report (IEPR) documents, as well as with recent CPUC decisions.

There are a host of regulations at the state level intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, AB1493- Light-duty Vehicle Standards, California Code of Regulations Title 24, Part 6-Energy Efficiency Standards, California Code of Regulations Title 24, Part 11-California Green Building Standards.

Executive Order B-29-15

On April 1, 2015, Governor Jerry Brown signed Executive Order B-29-15 which directs the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a statewide 25 percent

reduction in potable urban water usage through February 28, 2016. This executive order directs the SWRCB to impose restrictions to require commercial, industrial, and institutional properties to immediately implement water efficiency measures to reduce potable water usage by the 25 percent target.

County of San Diego

SDG&E Long-Term Resource Plan

In 2004, SDG&E filed a long-term energy resource plan (LTRP) with the CPUC, which identifies how it would meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

The LTRP sets a standard for acquiring 20 percent of SDG&E's energy mix from renewables by 2010 and 33 percent by 2020. The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to generate 75 percent of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44 percent of its renewables to be generated and distributed in-region by 2020.

3.1.8.2 Analysis of Project Effects and Determination of Significance

Section 15126.4(a)(1) of the CEQA Guidelines states than an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, inefficient and unnecessary consumption of energy.

CEQA Guidelines, Appendix F, Energy Conservation provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful and unnecessary consumption of energy. The State Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project. Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project. Therefore, Appendix F indicates a particular emphasis should be focused on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. For the purpose of determining the significance of an impact in this EIR, implementation of the project would have significant energy impacts if it would:

1. ***Construction-Related Energy Use.*** Result in the wasteful and inefficient use of nonrenewable resources during its construction.
2. ***Long-term Operational Energy Use.*** Result in the wasteful and inefficient use of nonrenewable resources during long-term operation.

Construction-Related Energy Use

Guidelines for Determination of Significance

Would the project result in the wasteful and inefficient use of nonrenewable resources during the construction phase of the project?

Impact Analysis

The proposed project site would be cleared and graded over the course of approximately eight months (240 days). Grading and construction activities would consume energy through the operation of heavy off-road equipment, trucks, and worker's vehicle traffic.

As discussed in detail in Section 3.1.4, the project would utilize various types of construction equipment for grading and site preparation, including that required for SDG&E line and pole relocation. The final equivalent CO_2 GHG load projected is 2,654.7 tCO_2e per year. The yearly contribution to GHG from the aggregate of construction (20 year period) at the project site would be 132.7 tCO_{2e} per year. The construction equipment is summarized in Table 3.1-3. Tier III, or higher, construction equipment would be used. Tier III equipment uses clean-fuel technologies or electric-based engines.

The use of Tier III construction equipment, or higher, combined with local, state and federal regulations, which limit engine idling times and require recycling of construction debris, would reduce short-term energy demand due to project construction and would not result in a wasteful or inefficient use of energy.

Long-term Operational Energy Use

Guidelines for Determination of Significance

Would the project result in the wasteful and inefficient use of nonrenewable resources during the long-term operation of the project?

Impact Analysis

Long-term operational energy use associated with the project includes electricity and natural gas consumption by commercial tenants, energy consumption related to obtaining water, and fuel consumption by operation of vehicles.

a. Energy Consumption

The project site would require a maximum load demand of 1.0 megawatt-hours (MWh) to account for peak usage, startup transients, and a requisite margin of safety. The steady-state average continuous load would be roughly 40 percent of this value or 400 kilowatt-hours (KWh). At 8,760 hours per year, this would equate to a yearly energy consumption of 3,504,000 kWh/year, or approximately 46 kWh/ft^2 for the proposed project. Using SDG&E's intensity factor of 641.86 lb CO_2/MWh, which was derived by scaling the SDG&E 2009 CO_2 intensity

factor to account for a State required 20 percent RPS. Using this intensity factor would give an annual CO_2e GHG for the project site due to electrical usage of 1,020.2 tCO_{2e} per year.

Natural gas combustion is another source of energy-related emissions. Different from the electricity energy sources, natural gas sources are direct emissions, taking place onsite. Natural gas consumption (typically due to usage of water heaters, stoves, and central heating units for this type of proposed use) would produce CO_2 and N_2O emissions. Annual CO_2e emissions from natural gas combustion is 151.72 tCO_{2e} per year.

b. Solid Waste Disposal

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, transportation of waste, and disposal. The project would have an onsite solid trash waste storage capacity of 33 cubic yards (yd^3), with an average weight of 200 pounds per yd^3. Assuming three trash pickups per week in accordance with commercial site requirements, the aggregate total solid waste removed from the project site would be 1,029,600 pounds per year.

According to the IPCC, landfill CO_2 generation due to trash is approximately 0.3196 pounds per pound of trash per year. Thus, with the estimated 1,029,600 pounds of trash per year generated by the project, the landfill CO_2e contribution level would be 149.3 tCO_{2e} per year.

c. Water and Wastewater GHG Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. It will often be the case that the water treatment and wastewater treatment occur outside of the project area. In this case, it is still important to quantify the energy and associated GHG emissions attributable to the water use. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane and nitrous oxide.

Water and wastewater electrical intensity is presented in the CalEEMod User Guide. In San Diego County, it is estimated that electricity needed to supply water to the County is 9,727 kWh/ 106 gallons. An additional 1,272 kWh/106 gallons is required for the distribution of water and 1,911 kWh/106 gallons is used for wastewater treatment. An additional 111 kWh/106 gallons is used to treat the water. The combined energy intensity for the system of water and wastewater is 13,021 kWh/106 gallons.

Water use rates for commercial and industrial land uses are presented in Table 9.1 of CalEEMod User Guide, Appendix D. These use rates were mostly obtained from Appendices E and F of the Pacific Institute's "Waste Not Want Not" report. Total gallons of water used per day per metric were reported but the total daily water use was converted to annual water use based on the number of days of operation for that land use.

The water use rates for the individual components of the project are presented in Table 1-1, along with CO_2e estimate based on the intensity factor for SDG&E of 641.9 lbs of CO_2e/MWh. As

shown in Table 3.1-12, annual CO_2e emissions from the supply, distribution, and treatment of water and wastewater is 37.85 tCO_{2e} per year.

All irrigated areas would receive uniform coverage by means of an automatically controlled, electrically activated underground piped irrigation system for water conservation and to minimize erosion. Remote control valves would be utilized with low precipitation heads for reduced water consumption. An automatic, water efficient irrigation system would be provided to establish and maintain landscaping. All irrigation would be designed per the County of San Diego water conservation ordinance.

d. Area Sources

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, roto tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. Landscaping equipment utilized in the course of maintenance of the project site typically would consist of five-horsepower, four-stroke lawnmowers, and small weed trimmers having two-stroke engines with an approximate 30 to 50 cubic-centimeter displacement. For the purposes of this assessment, it is assumed that the ultimate user purchases cleaner burning engines new from the store. The project site will be treated as a CARB-classified commercial area consisting of an aggregate of 15 retail business spaces. The emission factors for commercial land uses are 33.99111 lbs of CO_2/unit/day and 0.00150 lbs of N_2O/unit/day. Therefore, the retail use of landscaping operations would generate 42.76 tCO_2e per year.

e. Fuel Consumption

Energy in the form of fuel (gasoline and diesel) would be consumed by vehicles associated with the project through generation of new vehicle trips. The project is expected to have a cumulative maximum trip generation of 4,683 ADT. The average vehicle trip length would be 3.5 miles, with a median running speed of 45 MPH. The yearly contribution to GHG from motor vehicles is 2,168.08 tCO_{2e} per year.

The project includes design measures to enhance walkability, and improve the on-site pedestrian network. The project proponent would provide sidewalk, curb and gutter improvements along the project frontage along Ridge Hill Road, Olde Highway 80 and the northerly extension of Rios Canyon Road. There are currently no designated crosswalks along the project frontage on Olde Highway 80. The proposed traffic signal and striping improvements at the intersection of Lake Jennings Park Road and Olde Highway 80 would include a crosswalk on the west leg connecting the new sidewalk along the project frontage to the existing sidewalk on the north side of Olde Highway 80. This crosswalk would allow pedestrians from the residential neighborhood located along Rios Canyon Road to safely cross Olde Highway 80 and access the commercial uses on the north side of Olde Highway 80. The project would enhance the overall neighborhood pedestrian network by providing the "missing link" between the existing sidewalk on the north side of Olde Highway 80 and the existing sidewalk on the east side of Rios Canyon Road. These improvements would enhance pedestrian access and safety.

No bicycle lanes currently exist along the project frontage on Olde Highway 80 and Lake Jennings Park Road. Class II on-street bike lanes are currently available on both directions along Olde Highway 80 east of the project site past Pecan Park Lane. The project proponent would provide for a standard 8-foot shoulder serving a bicycle lane with the frontage improvements.

Transit service in the project area is offered by the San Diego County Metropolitan Transit System (MTS). MTS provides service via Route 864 along Olde Highway 80, Pecan Park Lane and Lake Jennings Park Road. This route services the Lakeside Community. The west end of Route 864 is the El Cajon Transit Center and the east end of Route 864 is the Viejas Outlet Center and Viejas Casino. The development of the project would include a new (relocated) bus stop along the project frontage along Olde Highway 80, between Project Driveways 1 and 2. Therefore, those without access to a car would be able to access the site via bus.

These improvements would encourage the use of alternative modes of transportation.

It should be noted that using the SANDAG "adopted" land use for the project site (residential), gives an aggregate vehicle-miles-traveled (VMT) of 1,611,546 VMT per day, while the proposed land use (commercial) of the project site would generate 1,602,394 VMT per day. Thus, by virtue of constructing the proposed project, a net reduction of 9,152 VMT per day is achieved (i.e., the proposed project reduces overall vehicle travel, and commensurate aggregate air quality emissions, by capturing local traffic that would otherwise travel a further distance to go shopping).

In addition to the project design features (i.e., sidewalk, curb and gutter improvements, traffic signal and striping), various federal and state regulations on vehicle and fuel manufacturing would likely result in the substantial reduction of the project's vehicle fuel consumption each year into the future. Specifically, the CAFE (corporate average fuel economy), LCFS (low carbon fuel standard), Pavley II, and LEV III (low emission vehicle) regulations are anticipated to improve the fuel economy of vehicles.

Conclusion

Energy would be consumed through daily commercial activities, the delivery of water for potable and irrigation purposes, and daily vehicle use by employees and consumers. While the long-term operation of the project would result in an increase in energy consumption compared to existing conditions, the project incorporates design measures (related to electricity, natural gas and water use) that require the project to exceed energy and water efficiency regulations over 2013 Title 24 Part 6 and Part 11. In addition, the project is designed to reduce vehicle fuel consumption through promotion of alternative modes of transportation. Overall, the project would avoid the inefficient, wasteful and unnecessary consumption of energy.

3.2 Effects Found Not Significant During Initial Study

The following environmental effects were determined not to be potentially significant during preparation of the Initial Study for the project. A complete copy of the Initial Study is attached as Appendix A to this EIR.

3.2.1 Aesthetics – Scenic Vistas, Scenic Resources, and Degradation in Visual Character

The proposed project is not located near or within, or visible from, a scenic vista and would not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Therefore, the proposed project would not have an impact on a scenic vista. I-8 which passes the project site approximately 500 feet to the north is included in the County Scenic Highway System and is "eligible" for official designation as a State Scenic Highway. While the proposed project would change the project site from undeveloped land to a commercial development, the visibility of the project site from I-8 is limited. The project would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, the project would result in a less than significant impact to scenic resources.

3.2.2 Agriculture and Forestry Resources – Farmland, Agricultural Zoning, and Williamson Act

The project site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency (California Department of Conservation, 2013). The site is classified as Other Land on the FMMP maps. Although the site has a past history of agricultural use (1920 – 1980's) there has been no evidence of agricultural use for the past 25 years based on the review of aerial photography discussed earlier in section 3.1.6.1. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance exist onsite and would be converted to a non-agricultural use. The project site is zoned Urban Residential (RU-15), which is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. The project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract. Therefore, no impacts associated with agricultural resources would occur with implementation of the project.

3.2.3 Agriculture and Forestry Resources – Forest Lands and Timberland

The project site does not contain forest lands or timberland. The County of San Diego does not contain any existing Timberland Production Zones. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland production zones. The absence of forest lands and timberland from the County of San Diego and from the project site ensures that no impact would occur. Because the project site and off-site improvements do not contain any forest lands as defined in Public Resources Code section 12220(g), project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the project is not located in the vicinity of off-site forest resources. Accordingly, no impact would occur.

3.2.4 Cultural Resources – Unique Geologic Feature

The project site does not contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features. Therefore, no impacts associated with this issue are anticipated to occur with implementation of the project.

3.2.5 Geology and Soils – Rupture of Known Earthquake Fault

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

3.2.6 Geology and Soils – Strong Seismic Ground Shaking

To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements, Chapter 16, Section 162, Earthquake Design, as outlined within the California Building Code. Section 162 requires a soils compaction report with proposed foundation recommendations to be approved by a County structural engineer before the issuance of a building permit. Therefore, compliance with the California Building Code ensures the project would not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

3.2.7 Geology and Soils – Seismic Related Ground Failure

The project site is not within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the liquefaction potential at the site is low. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there would be a less than significant impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction. In addition, because liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site and impacts would be less than significant.

3.2.8 Geology and Soils – Expansive Soils

The project is located on soils expected to have a low expansive potential as defined within Table 18-I-B of the UBC (1994). This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However, the project would have less than significant impacts because the project is required to comply with the improvement requirements identified in the 1997 Uniform Building Code, Division III – Design Standard for Design of Slab-On-Ground Foundations to Resist the Effects of Expansive Soils and Compressible Soils, which would ensure suitable structure safety in areas with expansive soils. Therefore, these soils would not create substantial risks to life or property.

3.2.9 Geology and Soils – Unstable Soils

The proposed project involves approximately 43,700 cubic yards of grading that would result in the creation of areas of cut and areas underlain by fill. In order to ensure that any proposed buildings (including those proposed on the project site) are adequately supported (whether on native soils, cut or fill), a Soils Engineering Report is required as part of the Building Permit process. This Report would evaluate the strength of underlying soils and make recommendations on the design of building foundation systems. The Soils Engineering Report must demonstrate that a proposed building meets

the structural stability standards required by the CBC. The report must be approved by the County prior to the issuance of a Building Permit. With this standard requirement, impacts would be less than significant.

3.2.10 Geology and Soils – Use of Soils for Septic or Wastewater Systems

The project would rely on public sewer for the disposal of wastewater. A service availability letter has been received from the San Diego County Sanitation District indicating that the facility has adequate capacity for the project's wastewater disposal needs. No septic tanks or alternative wastewater disposal systems are proposed; therefore no impacts associated with this issue are anticipated.

3.2.11 Hazards and Hazardous Materials – Airport Safety Hazards

The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration Height Notification Surface. The closest airport is Gillespie Field located approximately 5 ½ miles southwest of the project site. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a potential safety hazard to aircraft and/or operations from an airport or heliport. The proposed project is not within one mile of a private airstrip. The closest private airstrip is located approximately 11 miles southeast in Alpine, California. Therefore, the project would not constitute a safety hazard for people residing or working in the project area.

3.2.12 Hazards and Hazardous Materials – Conflict with Adopted Emergency Response or Evacuation Plans

The project would not interfere or conflict with Operational Area Emergency Plan because the project would not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out. The project would not conflict with the provisions of the San Diego County Nuclear Power Station Emergency Response Plan because the project is more than 10 miles away from the San Onofre Nuclear Generating Station. The project would not conflict with the Oil Spill Contingency Element because the project is not located along the coastline or within the coastal zone. The project would not conflict with the Emergency Water Contingencies Annex and Energy Shortage Response Plan because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct. The project would not conflict with the Dam Evacuation Plan because the project is not located within a dam inundation zone.

3.2.13 Hydrology and Water Quality – Groundwater Levels and Recharge

The project would obtain its water supply from the Padre Dam Municipal Water District that obtains water from surface reservoirs or other imported water source. The project would not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

3.2.14 Hydrology and Water Quality – Habitable Structures in Floodplain

The project is a proposed commercial development and would not place structures with a potential for human occupation within the 100-year floodplain of Los Coches Creek. No impacts are anticipated to occur with implementation of the proposed project.

3.2.15 Hydrology and Water Quality – Dam or Levee Failure and Flooding Hazards

The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project would not expose people to a significant risk of loss, injury or death involving flooding and no impacts are anticipated.

3.2.16 Hydrology and Water Quality – Seiche and Tsunami Hazards

The project site is not located along the shoreline of a lake or reservoir and is located more than a mile from the coast. Due to the project's location, the project site would not be inundated by a seiche or tsunami. No impacts are anticipated.

3.2.17 Land Use and Planning – Division of Established Community

The project does not propose the introduction of new infrastructure such as major roadways, water supply systems, or utilities to the area. Therefore, the proposed project would not significantly disrupt or divide an established community.

3.2.18 Mineral Resources – Loss of a Known Mineral Resource

Based on the Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, the project site has been classified as an area of "Potential Mineral Resource Significance" (MRZ-3) (California Department of Conservation – Division of Mines and Geology, 1996). However, the project site is surrounded by residential and commercial land uses which are incompatible to future extraction of mineral resources on the project site which has limited area for buffering the neighboring properties and operating in an economically feasible manner. A future mining operation at the project site would likely create a significant impact to neighboring properties for issues such as noise, air quality, traffic, and possibly other impacts. Therefore, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value because the mineral resource has already been lost due to incompatible land uses. The project site is not located in an area that has MRZ-2 designated lands or is located within 1,300 feet of such lands. The proposed project would not result in the loss of availability of locally important mineral resource(s). Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan would occur as a result of this project.

3.2.19 Noise – Airport Noise

The proposed project is not located within an ALUCP for airports or within 2 miles of a public airport or public use airport. The closest airport is Gillespie Field located approximately 5 ½ miles

southwest of the project site. The proposed project is not located within a one-mile vicinity of a private airstrip. The closest private airstrip is located approximately 11 miles southeast in Alpine, California. Therefore, the project would not expose people residing or working in the project area to excessive airport-related noise levels.

3.2.20 Population and Housing – Substantial Population Growth

The project proposes a General Plan Amendment and Rezone of the subject property to allow a commercial development comprised of six buildings totaling 76,100 square feet and a gasoline station with car wash. However, this physical and regulatory change would not induce substantial population growth in the area, because the site and surrounding area already have water and sewer service. Thus, the project would not need to extend infrastructure into previously unserved areas. In addition, commercial and residential development currently exist in close proximity to the north, east and south of the project site.

3.2.21 Population and Housing – Displacement of Housing or People

The proposed project would not displace a substantial number of people because the site currently does not house residents.

3.2.22 Public Services – Expansion of or Required New Public Service Facilities

Based on the service availability forms received for the project, the proposed project would not result in the need for significantly altered services or facilities. Service availability forms have been provided which indicate services are available to the project from the following agencies/districts: water service from Padre Dam Municipal Water District, sewer service from San Diego County Sanitation District, and fire service from the Lakeside Fire Protection District. No new or physically altered facilities are required such as a new water or wastewater treatment plants or fire station.

3.2.23 Recreation – Use or Expansion of Recreational Facilities

The project does not propose the development or construction of any residential use that would increase the use or expansion of existing neighborhood and regional parks or other recreational facilities in the vicinity.

3.2.24 Transportation and Traffic – Air Traffic Patterns

The proposed project would result in the development of a commercial center and would not involve air traffic. In addition the project site is located outside of an Airport Influence Area and is not located within 2 miles of a public or public use airport; therefore, the project would not result in a change in air traffic patterns.

3.2.25 Utilities and Service Systems – Wastewater Treatment Requirements

The project proposes to discharge domestic waste to the San Diego County Sanitation District sewer system that is permitted to operate by the San Diego RWQCB. A project facility availability form has been received from the Sanitation District that indicates the district would serve the project. Since the

project would be discharging wastewater to a RWQCB permitted community sewer system, the project would be required to satisfy any applicable District conditions, the project is consistent with the wastewater treatment requirements of the RWQCB, including the Regional Basin Plan.

3.2.26 Utilities and Service Systems – New or Expanded Water or Wastewater Treatment Facilities

The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Based on the service availability forms received, the project would not require construction of new or expanded water or wastewater treatment facilities. Service availability forms have been provided by the Padre Dam Municipal Water District and San Diego County Sanitation District which indicates adequate water and/or wastewater treatment facilities are available to the project.

3.2.27 Utilities and Service Systems – Available Wastewater Treatment Capacity

The project requires wastewater service from the San Diego County Sanitation District. A Service Availability Letter from the District has been provided, indicating adequate wastewater service capacity is available to serve the requested demand. Therefore, the project would not interfere with any wastewater treatment provider's service capacity.

3.2.28 Utilities and Service Systems – Solid Waste

Implementation of the project would generate solid waste. There are five permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs. The project occupants would contract with a licensed waste hauler that would deposit all solid waste at a permitted solid waste facility and therefore, would comply with Federal, State, and local statutes and regulations related to solid waste. Impacts associated with this issue are anticipated to be less than significant.

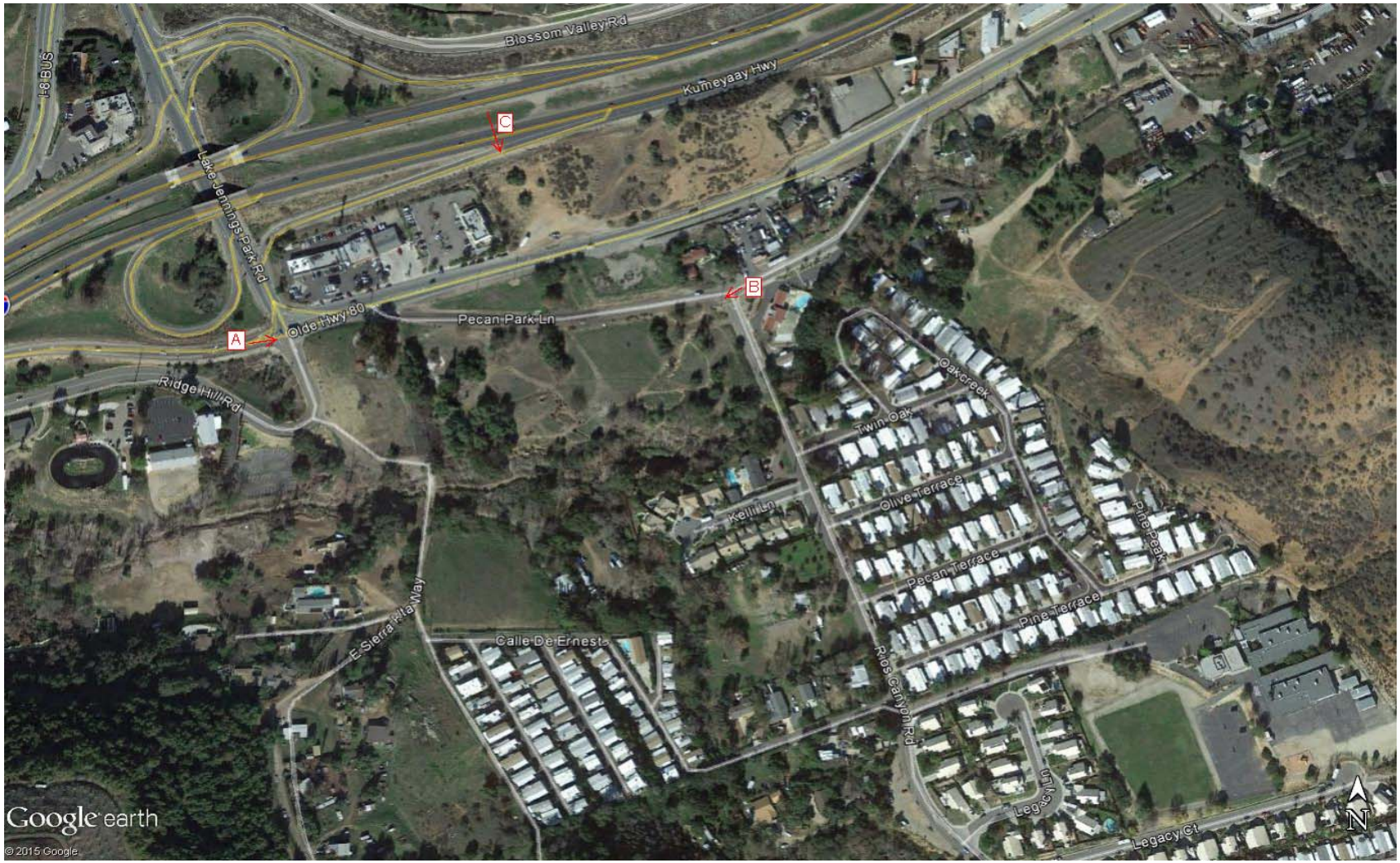

Figure 3.1-1
Key Observation Points Map

Figure 3.1-2
KOP A – View of the Project Site Looking East from I-8 Eastbound Off-Ramp and Lake Jennings Park Road

Figure 3.1-3
KOP B – View of the Project Site Looking Southwest from Pecan Park Lane/Rios Canyon Intersection Towards Project's Eastern Property Boundary

Figure 3.1-4
KOP C – Looking South Towards Project Site from Eastbound I-8

Figure 3.1-5
Project Vicinity – 1958

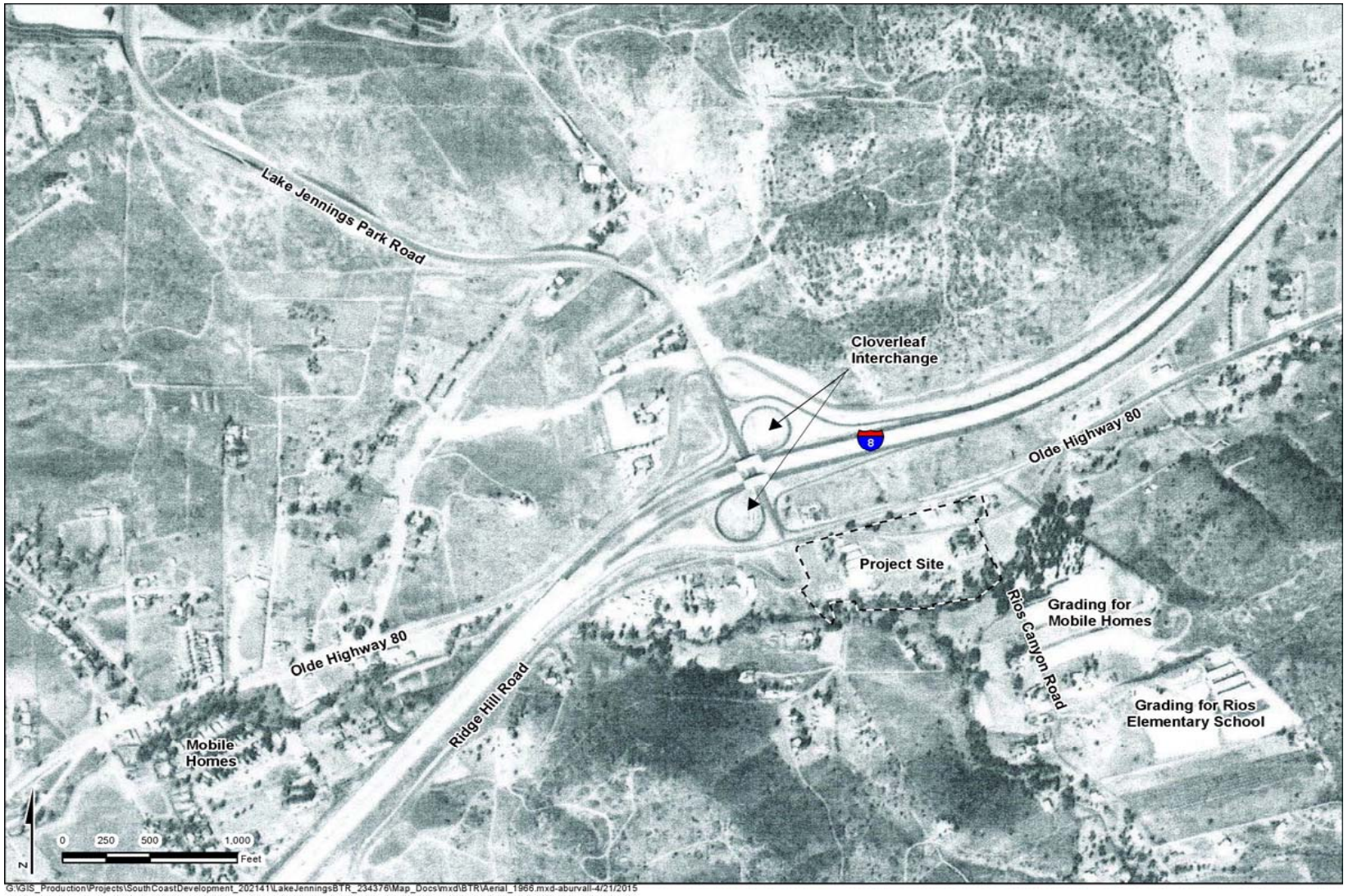

Figure 3.1-6
Project Vicinity – 1966

Figure 3.1-7
Project Vicinity – 1970

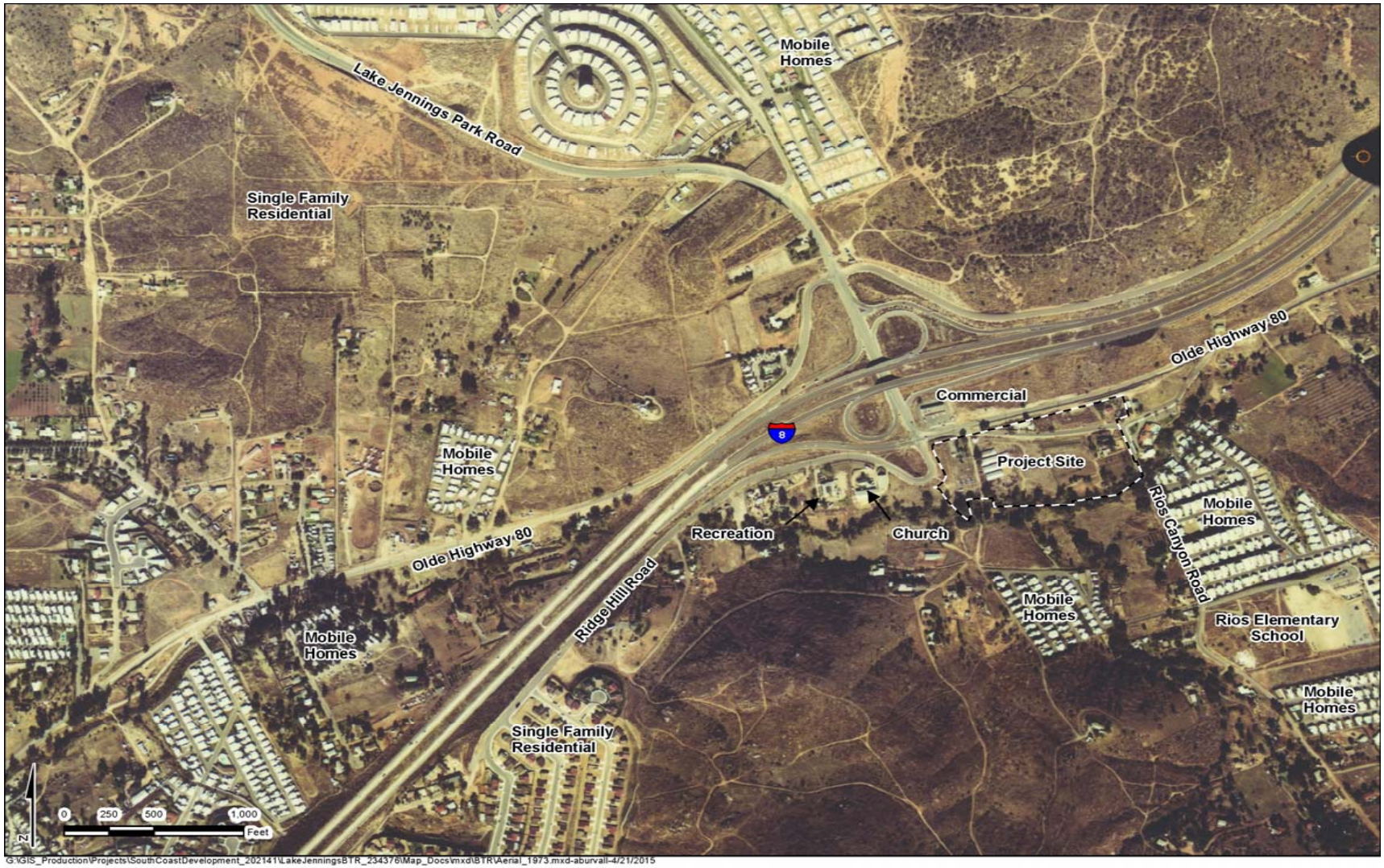

Figure 3.1-8
Project Vicinity – 1973

Figure 3.1-9
Project Vicinity – 1978

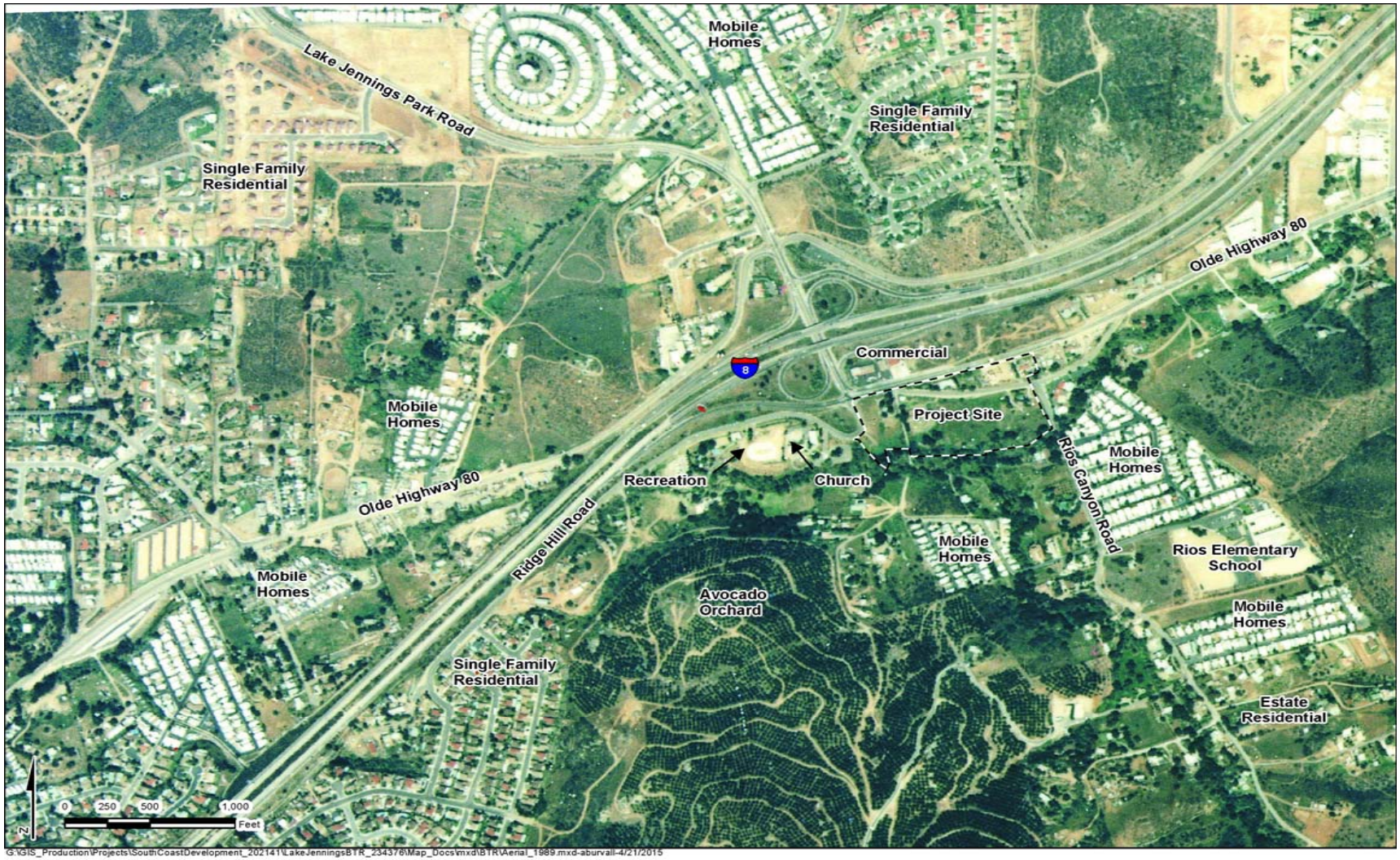

Figure 3.1-10
Project Vicinity – 1989

Figure 3.1-11
Project Vicinity – 1996

Figure 3.1-12
Project Vicinity – 2002

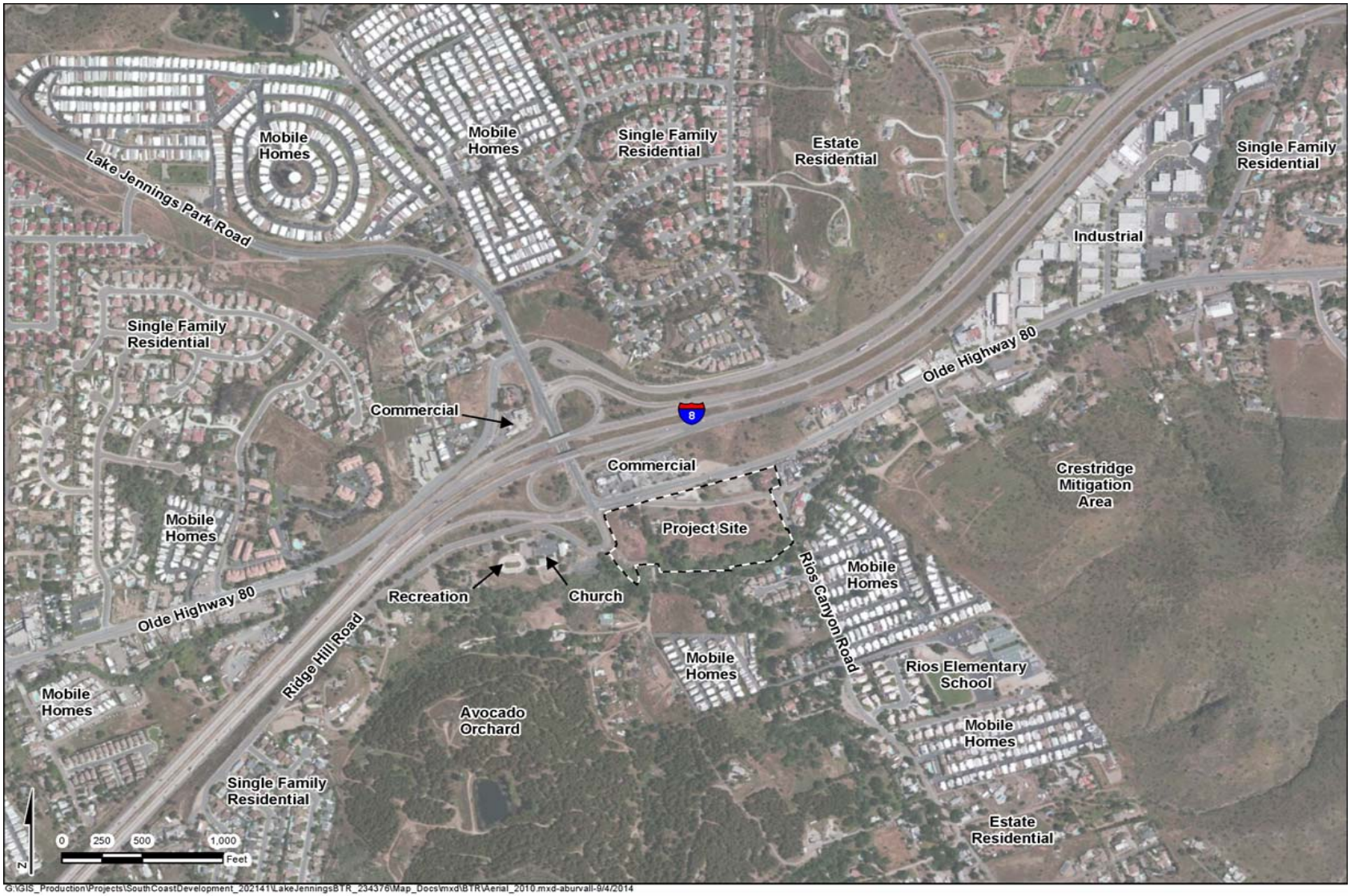

Figure 3.1-13
Project Vicinity – 2010

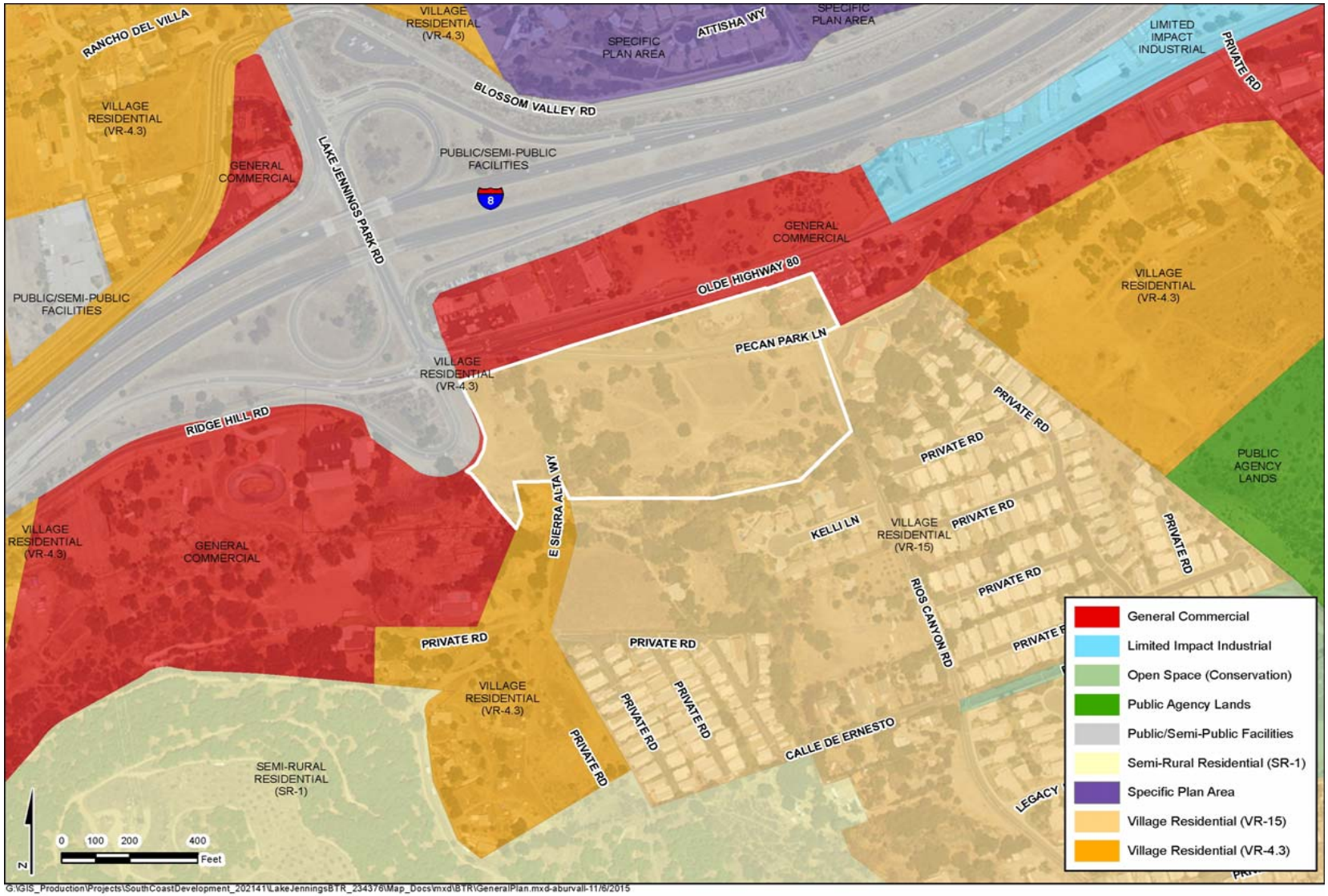

Figure 3.1-14
Existing General Plan Land Use Designations

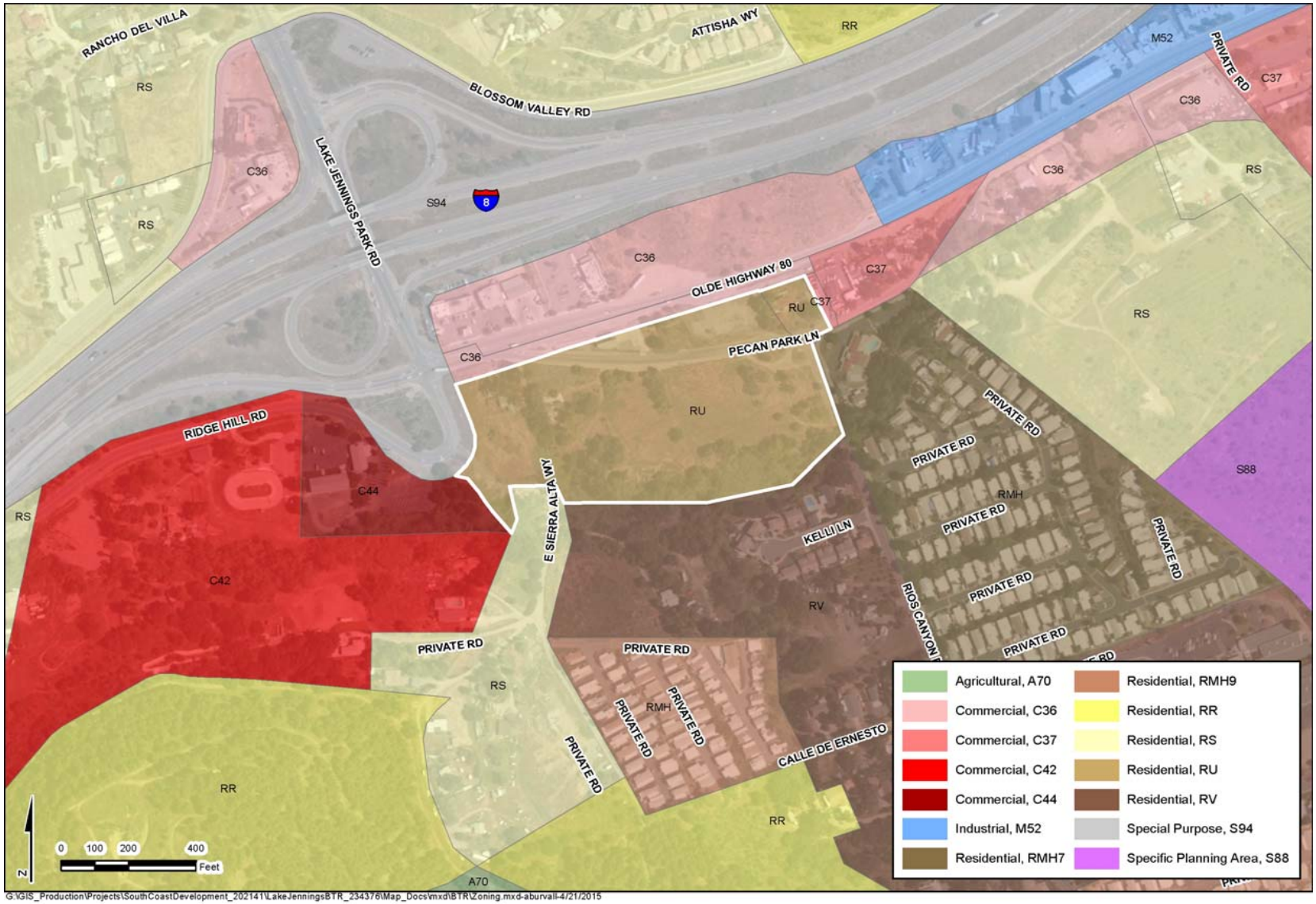

Figure 3.1-15
Existing Zoning

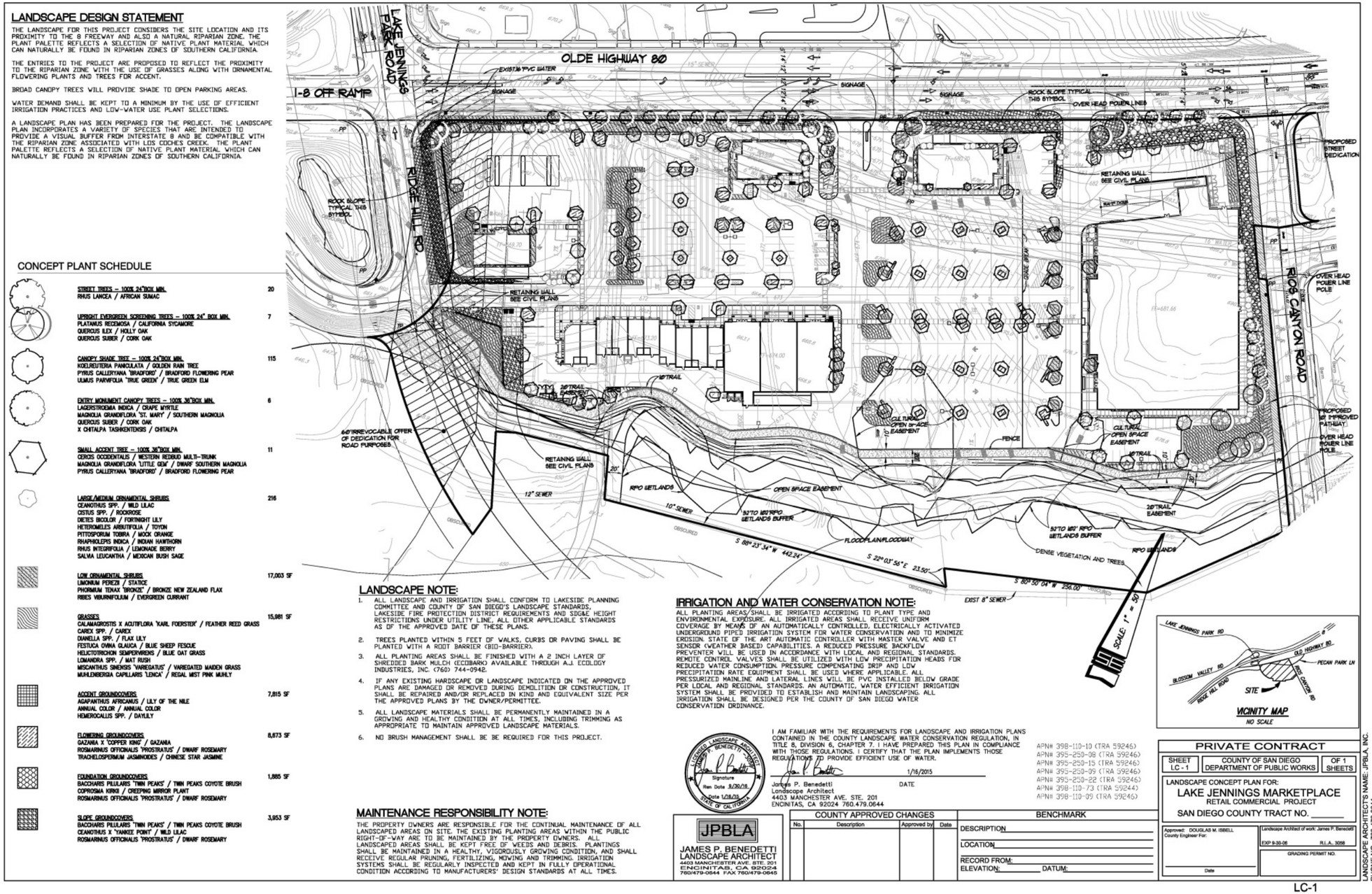

Figure 3.1-16
Landscape Plan

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Table 3.1-1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standard	National Standard	Pollutant Health Effects	Major Pollutant Source(s)
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m^3)	--	High concentrations can directly affect lungs, causing irritation. Common effects are damage to vegetation and cracking of untreated rubber.	Motor vehicles
	8 hours	0.070ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3) (Note 1)		
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	Interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines (primarily gasoline powered motor vehicles)
	8 hours (Lake Tahoe)	6 ppm (7 mg/m^3)	--		
	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)		
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Irritates eyes and respiratory tract. Colors atmosphere reddish brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads
	1 hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)		
Sulfur Dioxide (SO_2)	Annual Average	--	0.030 ppm (80 µg/m^3)	Irritates upper respiratory tract; injures lung tissue. Can yellow the leaves of plants, and destroy marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing
	24 hours	0.04 ppm (105 µg/m^3) (Note 2)	0.14 ppm (365 µg/m^3)		
	1 hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)		
Respirable Particulate Matter (PM_{10})	Annual Arithmetic Mea	20 µg/m^3 (Note 3)	--	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility.	Dust and fume producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities such as wind-raised dust and ocean spray)
	24 hours	50 µg/m^3	150 µg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Average	12 ug/m^3	12 ug/m^3	May increase respiratory symptoms and diseases and decrease lung function.	Vehicle exhaust, industrial combustion.
	24 Hour	--	35 ug/m^3		
Lead (Pb)	30 Day Average	1.5 µg/m^3	--	May cause learning disabilities, brain and kidney damage.	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.
	Calendar Quarter	--	1.5 µg/m^3		
Sulfates	24 hours	25 ug/m3	--	May decrease ventilator function, aggravate asthma, and increase risk of cardiopulmonary disease.	Fuel combustion, vehicle exhaust.
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m3)	--	Exposure to disagreeable odor.	Sewer gas and natural gas; geothermal energy exploration.
Vinyl Chloride	24 hours	0.01 ppm (26 µg/m3)	--	May cause dizziness, drowsiness, and headaches. Long-term exposure may cause liver damage, cancer.	Used to make polyvinyl chloride (PVC) plastic and vinyl products.

Source: California Air Resources Board (CARB) Fact Sheet June 4, 2013 (www.arb.ca.gov/research/aaqs/aaqs2.pdf)
mg/m^3 = milligrams per cubic meter
ppm = parts per million
µg/m^3 = micrograms per cubic meter

Table 3.1-2
SDAPCD Thresholds of Significance for Air Quality Impacts

Pollutant	Thresholds of Significance (Pounds per Day)	Clean Air Act – Less than Significant Levels (Tons per Year)
Carbon Monoxide (CO)	550	100
Oxides of Nitrogen (NO_x)	250	50
Oxides of Sulfur (SO_x)	250	100
Particulate Matter (PM_{10})	100	100
Particulate Matter ($PM_{2.5}$)	55	100
Volatile Organic Compounds (VOCs)[1]	75	50
Reactive Organic Gasses (ROGs)[2]	75	50

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995; EPA 40 CFR 93, 1993.
Notes:
1 - Threshold for VOC's based on the threshold of significance for reactive organic gases (ROG's) from Chapter 6 of the CEQA Air Quality Handbook of the South Coast Air Quality Management District.
2 - Threshold for ROG's in the eastern portion of the County based on the threshold of significance for reactive organic gases (ROG's) from Chapter 6 of the CEQA Air Quality Handbook of the Southeast Desert Air Basin.

Table 3.1-3
Predicted Worst-Case Diesel Construction Engine Emissions

Equipment Used	Selected EPA Tier Level	Qty. Used	HP	Daily Load Factor (%)	Duty Cycle (Hrs/Day)	SDAPCD Criteria Pollutants Emissions in Pounds/Day					
						CO	NO_X	SO_X	PM_{10}	$PM_{2.5}$	ROG
Push Dozer- D11T w/ Breaker	3	1	850	60	8	23.4	62.1	8.2	1.3	1.2	9.0
Push Dozer D10T	3	1	580	40	8	10.6	28.2	3.7	0.6	0.6	4.1
Dozer D9R	3	1	410	50	8	9.4	24.9	3.3	0.5	0.5	3.6
Dozer D6T LGP	3	1	200	40	8	3.7	9.7	1.3	0.2	0.2	1.4
Scaper – 657G Tractor	3	1	1050	30	8	14.4	38.3	5.0	0.8	0.8	5.6
Motor Grader 120K	3	2	125	50	8	8.2	15.2	2.0	0.5	0.4	2.2
Water Truck	3	1	200	40	8	3.7	9.7	1.3	0.2	0.2	1.4
Hydraulic Excavator 349EL	3	1	400	60	8	11.0	29.2	3.8	0.6	0.6	4.2
ECM 590 Rock Drill	3	2	220	50	8	10.1	26.8	3.5	0.6	0.5	3.9
					Total (Σ)	94.5	244.2	32.1	5.5	5.0	35.4
					Significance Threshold (SDAPCD)	550	250	250	100	55	75
					Exceeds Threshold?	No	No	No	No	No	No

Source: ISE 2015b

Table 3.1-4
Aggregate Project Emissions

Scenario Examined		Aggregate Emissions in Pounds/Day				
	CO	NO_x	SO_x	PM_{10}	$PM_{2.5}$	ROG
Construction Grading Operations						
Construction Grading Vehicle Emissions	94.5	244.2	32.1	5.5	5.0	35.4
Surface Grading Dust Generation	--	--	--	5.1	1.1	--
Powered Haulage Dust Generation	0.0	0.0	0.0	45.9	9.7	0.0
Rock Blasting Emission Generation	5.03	1.27	0.15	--	--	--
Total (Σ)	99.5	245.5	32.3	56.5	15.8	35.4
Significance Threshold (SDAPCD)	*550*	*250*	*250*	*100*	*55*	*75*
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*
Construction Building Operations						
Architectural Coating Application						71.2
Unmitigated Total (Σ)						71.2
With Low VOC Paint Application (Σ)						25.6
Project Operations						
Vehicular Traffic Generation	35.9	12.1	0.1	0.2	0.2	1.2
Fixed Source #1 (Small Engine Usage - Retail)	4.1	0.1	0.0	0.0	--	0.5
Fixed Source #2 (Natural Gas Combustion - Retail)	0.3	0.7	--	0.0	--	0.1
Total (Σ)	40.4	12.9	0.1	0.2	0.2	1.8
Significance Threshold (SDAPCD)	*550*	*250*	*250*	*100*	*55*	*75*
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: ISE 2015b

Table 3.1-5
Operational Vehicular Trip Generated Emission Levels

EMFAC Year 2020 Emission Rates	ADT	Criteria Pollutant Rates (in grams/mile @ 45MPH)					
		CO	NO_x	SO_x	PM_{10}	$PM_{2.5}$	ROG
Light Duty Autos	--	0.799	0.088	0.003	0.001	0.001	0.018
Light Duty Trucks	--	1.472	0.152	0.003	0.002	0.002	0.027
Medium Duty Trucks	--	0.790	0.392	0.005	0.001	0.001	0.039
Heavy Duty Trucks -Gasoline	--	1.483	0.552	0.013	0.001	0.001	0.044
Heavy Duty Trucks -Diesel	--	0.503	5.781	0.000	0.125	0.115	0.109
Motorcycles	--	17.790	1.168	0.002	0.000	0.000	2.033
		Aggregate Trip Emissions (in pounds/day)					
Proposed Project	ADT	CO	NO_x	SO_x	PM_{10}	$PM_{2.5}$	ROG
Light Duty Autos	3,231	19.91	2.19	0.07	0.03	0.0	0.45
Light Duty Trucks	909	10.32	1.07	0.02	0.01	0.0	0.19
Medium Duty Trucks	300	1.83	0.91	0.01	0.00	0.0	0.09
Heavy Duty Trucks -Gasoline	56	0.64	0.24	0.01	0.00	0.0	0.02
Heavy Duty Trucks -Diesel	169	0.65	7.52	0.00	0.16	0.1	0.14
Motorcycles	19	2.57	0.17	0.00	0.00	0.0	0.29
Total	4,683	35.9	12.1	0.1	0.2	0.2	1.2
Significance Threshold (SDAPCD)		*550*	*250*	*250*	*100*	*55*	*75*
Significant Impact?		*No*	*No*	*No*	*No*	*No*	*No*

Source: ISE 2015b

Table 3.1-6
Predicted Onsite Diesel-Fired Construction Emission Rates

Criteria Pollutant	Max Daily Emissions (pounds)	Daily Site Emission Rates (grams/second)	Average Area Emission Rates (grams/m^2/second)
CO	94.5	0.4959	9.354×10^{-6}
NO_x	244.2	1.2823	2.4187×10^{-5}
SO_x	32.1	0.1686	3.1800×10^{-6}
PM_{10}	5.5	0.0287	5.4108×10^{-7}
$PM_{2.5}$	5.0	0.0264	4.9780×10^{-7}

Source: ISE 2015b
Notes: Total averaging time is 24 hours x 60 minutes/hour x 60 seconds/minute = 86,400 seconds per CAAQS standards.
One pound mass = 453.592 grams

Table 3.1-7
Expected Diesel-Fired Construction Emission Concentrations

Criteria Pollutant	Pollutant Concentration ($\mu g/m^3$)	Pollutant Concentration (parts per million)	Pollutant Risk Probability (percent risk per person for 70-year exposure)	Significant Impact?
CO	131.50	0.1143	n/a	n/a
NO_x	339.90	0.1808	n/a	n/a
SO_x	44.69	0.0171	n/a	n/a
PM_{10}	7.60	--	0.228%	No
$PM_{2.5}$	7.00	--	n/a	n/a

Source: ISE 2015b
Notes: Diesel risk calculated based upon ARB 1999 Staff report from the SRP on Diesel Toxics inhaled in a 70-year lifetime
Conversion Factors (approximate):
CO: 1 ppm = 1,150 micrograms/m^3 @ 25 deg-C
NO_x: 1 ppm = 1,880 micrograms/m^3 @ 25 deg-C
SO_x: 1 ppm = 2,620 micrograms/m^3 @ 25 deg-C
PM_{10} and $PM_{2.5}$: 1 ppm = 1 microgram/m^3 (solid)
Values rounded to three significant decimal places.

Table 3.1-8
California GHG Emissions by Sector in 1990, 2008, and 2012

Sector	1990 Emissions in $MMTCO_2E$	2008 Emissions in $MMTCO_2E$	2012 Emissions in $MMTCO_2E$
Sources			
Agriculture	16.93	37.99	37.86
Commercial	14.43	13.37	14.20
Electricity Generation	110.63	120.15	95.09
High GWP	--	12.87	18.41
Industrial	103.03	87.54	89.16
Recycling and Waste	--	8.09	8.49
Residential	29.66	29.07	28.09
Transportation	150.67	178.02	167.38
Forestry (Net CO_2 flux)	-6.69	--	--
Not Specified	1.27	--	--
Total	426.60	487.10	458.68

Source: CARB 2007, 2014

Table 3.1-9
San Diego County GHG Emissions by Sector in 2010

Sector	2010 Emissions in $MMTCO_2E$
Agriculture/Forestry/Land Use	0.05
Waste	0.6
Electricity	8.3
Natural Gas Consumption	2.9
Industrial Processes and Products	1.8
On-Road Transportation	14.4
Off-Road Equipment and Vehicles	1.4
Civil Aviation	1.9
Rail	0.32
Water-Borne Navigation	0.1
Other Fuels/Other	1.58
Land Use Wildfires	0.28
Development (Loss of Vegetation)	0.18
Sequestration from Land Cover	(0.66)
Total	33

Source: EPIC 2013

Table 3.1-10
Construction Equipment GHG Emissions

Equipment Type	EPA Tier Level	Daily CO (pounds)	Daily NOx (pounds)	Duration (Days)	Total Pounds		Direct Stoichiometric GHG Emissions (tonnes)		
					CO	NOx	CO_2	N_2O	CO_2e
Push Dozer D11T w/ Breaker	3	23.4	62.1	240	5,613	14,896	68.7	2.027	672.8
Push Dozer D10T	3	10.6	28.2	240	2,553	6,776	31.3	0.922	306.0
Dozer D9R	3	9.4	24.9	240	2,256	5,987	27.6	0.815	270.4
Dozer D6T LGP	3	3.7	9.7	240	880	2,337	10.8	0.318	105.5
Scraper – 657G Tractor	3	14.4	38.3	240	3,467	9,200	42.5	1.252	415.5
Motor Grader 120K	3	8.2	15.2	240	1,958	3,651	24.0	0.497	172.0
Water Truck	3	3.7	9.7	240	880	2,337	10.8	0.318	105.5
Hydraulic Excavator 349EL	3	11.0	29.2	240	2,641	7,010	32.3	0.954	316.6
ECM 590 Rock Drill	3	10.1	26.8	240	2,421	6,426	29.7	0.874	290.2
Total		94.5	244.2	--	22,670	58,619	277.6	7.977	2,654.7
								Amortized over 20 years	132.7

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-11
Unmitigated Scenario Operational Vehicle GHG Emissions

Vehicle Classification	Trip ADT	Annual VMT	Pounds per Year		GHG Emissions (tonnes)		
			Direct CO_2	Calc N_2O	Direct CO_2	Calc N_2O	CO_2e
Light Duty Auto	3,231	4,127,603	2,577,521	239.8	1,169.1	0.109	1,201.6
Light Duty Truck	909	1,161,248	838,624	117.2	380.4	0.053	396.2
Medium Duty Truck	300	383,250	381,571	99.6	173.1	0.045	186.5
Heavy Duty Truck – Gasoline	56	71,540	71,540	26.3	32.4	0.012	36.0
Heavy Duty Truck – Diesel	169	215,898	508,372	823.4	230.6	0.374	341.9
Motorcycle	19	24,273	7,337	18.6	3.3	0.008	5.8
Total	4,683	5,983,810	4,384,964	1,325.0	1,989.0	0.601	2,168.08

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-12
Unmitigated Scenario Water and Wastewater GHG Emissions

Proposed Use	Size	Metric	Use Rate Factor (gal/metric)		Water Use (gal/year)			CO_2e (tonnes/year)
			Indoor	Outdoor	Indoor	Outdoor	Total	
Bank w/ drive thru	4.5	10^3ft^2	39,622.92	24,285.01	178,303.1	109,282.5	287,586	1.09
Convenience market w/ pumps	3.0	10^3ft^2	74,072.52	45,399.29	222,217.6	136,197.9	358,415	1.36
Fast food restaurant w/ drive thru	3.5	10^3ft^2	303,533.71	19,374.49	1,062,338.0	67,810.7	1,130,179	4.28
Strip Mall	22.1	10^3ft^2	74,072.52	45,399.29	1,637,002.7	1,003,324.3	2,640,327	10.01
Supermarket	43.0	10^3ft^2	123,268.21	3,812.42	5,300,533.0	163,934.1	5,464,467	20.72
Drive thru car wash	102,200	gal/year	--	--	102,200	0	102,200	0.39
				TOTALS	8,502,624	1,480,549	9,983,174	37.85

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-13
Estimated Unmitigated Scenario Total GHG Emissions

Sector	CO_2e Emissions (tonnes/year)
Amortized Construction	132.7
Motor Vehicles	2,168.1
Electricity	1,020.2
Natural Gas	151.7
Solid Waste	149.3
Water & Wastewater	37.9
Area Sources	42.8
TOTAL	3,702.7

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-14
Percent Reduction from Mitigated Scenario Strategy #1 (Pavley II & LCFS Implementation)

Vehicle Classification	Standard Year 2020 Emission Rates (grams/mile)	Pavley II + LCFS Year 2020 Emission Rates (grams/mile)	Percentage Reduction (Standard vs. Pavley II + LCFS)
Light Duty Auto	283.23	194.62	31.3%
Light Duty Truck	327.75	237.41	27.6%
Medium Duty Trucks	452.06	406.85	10%
Heavy Duty Trucks	452.06	406.85	10%
Buses	1070.66	963.60	10%
Motorcycle	138.86	124.97	10%

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-15
Mitigated Scenario Vehicular Emissions (Pavley II + LCFS)

Vehicle Classification	Annual VMT	CO_2e Emissions (tonnes/year)
Light Duty Auto	4,127,603	1,064.6
Light Duty Truck	1,161,248	351.9
Medium Duty Trucks	383,250	166.6
Heavy Duty Trucks	71,540	33.1
Buses	215,898	321.0
Motorcycle	24,273	5.5
TOTALS	5,983,810	1,942.7

Source: OB-1 Air Analyses, Inc., 2015

Table 3.1-16
Year 2020 Total GHG Emissions - Unmitigated Scenario vs. Mitigated Scenario

	CO_2e Emissions (tonnes/year)
CO_2e Generation – Unmitigated Scenario	
Amortized Construction	132.7
Motor Vehicles	2,168.1
Electricity	1,020.2
Natural Gas	151.7
Solid Waste	149.3
Water & Wastewater	37.9
Area Sources	42.8
Project Totals (Unmitigated Scenario)	3,702
CO_2e Generation – (Mitigated Scenario)	3,094
CO_2e Reduction Measures	609
CO_2e Reduction (%)	16.5%

Table 3.1-17
San Diego Hydrologic Unit Beneficial Uses

Beneficial Use	Description
MUN – Municipal and Domestic Supply	Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
AGR – Agricultural Supply	Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
PROC – Industrial Process Supply	Includes uses of water for industrial activities which depend primarily on water quality.
IND – Industrial Services Supply	Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
REC1 – Contact Recreation	Includes uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and SCUBA diving, surfing, white water activities, fishing, or use of natural hot springs.
REC2 – Non-Contact Recreation	Includes the uses of water for recreational involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
WARM – Warm Freshwater Habitat	Includes uses of water that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
WILD – Wildlife Habitat	Includes uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife, (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

Table 3.1-18
Project Consistency with Applicable Plans and Requirements

Plan	Goal/Policy	Proposed Project Compatibility
County of San Diego General Plan, Land Use Element	Policy LU-1.1: Assigning Land Use Designations – Assign land use designations on the Land Use Map in accordance with the Community Development Model and boundaries established by the Regional Categories Map.	The proposed project is consistent with this policy. The change from the VR-15 to C-1 General Commercial land use designation would be consistent with the Community Development Model as illustrated in the Land Use Element because both designations are shown as compatible designations with the Village Regional Category on Table LU-1 in the Regional Land Use Element. The project as proposed reflects the Community Development Model and implements this policy.
County of San Diego General Plan, Land Use Element	Policy LU-2.2: Relationship of Community Plans to the General Plan – Community Plans are part of the General Plan. These plans focus on a particular region or community within the overall General Plan area. They are meant to refine the policies of the General Plan as they apply to a smaller geographic region and provide a forum for resolving local conflicts. As legally required by State law, Community Plans must be internally consistent with General Plan goals and policies of which they are a part. They cannot undermine the policies of the General Plan. Community Plans are subject to adoption, review and amendment by the Board of Supervisors in the same manner as the General Plan.	The proposed project is consistent with this policy. The project site has included at least two commercial land use designations between 1978 and 2012 and currently is adjacent to the C-2 General Commercial designation on three sides of the property. Additionally, the site is adjacent to a freeway off ramp. Implementation of the General Plan Amendment (change to C-1) would be consistent both with the General Plan Guiding Principles (as detailed above), and with the Lakeside community character and Lakeside community objectives.
County of San Diego General Plan, Land Use Element	Policy LU-2.7: Commercial Viability – Ensure that new commercial centers maintain or enhance the viability of existing commercial uses.	The proposed project is consistent with this policy. The implementation of the proposed project would enhance and expand an existing concentration of commercial uses. The proposed project is expected to draw as many as 10,992 average daily vehicle trips to the site which would provide opportunities for the existing commercial uses to market their products and services.
County of San Diego General Plan, Land Use Element	Policy 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 proposed project is consistent with this policy. Under the proposed site plan, individual coast live oak trees would be removed to accommodate structures, roadways, parking lots, and grading on the project site. No coast live oak trees would be impacted due to the offsite storm drain extension. Due to the development constraints, it was infeasible to redesign the project to avoid these individual trees. Direct impacts to individual oak trees would be reduced to below a level of significance through the off-site acquisition of 0.90 acres of oak woodland within a pre-approved mitigation area within the MSCP. A landscape plan has been prepared for the project, which incorporates a variety of species that are intended to provide a buffer from Interstate 8 and be compatible with the riparian zone associated with Los Coches Creek to the south. The plant palette reflects a selection of native plant material which can naturally be found in riparian zones of Southern California.
County of San	Goal LU-11: Commercial, Office and	The proposed project is consistent with this policy. The

Plan	Goal/Policy	Proposed Project Compatibility
Diego General Plan, Land Use Element	Industrial Development – Commercial, office, and industrial development that is appropriately sited and designed to enhance the unique character of each unincorporated community and to minimize vehicle trip lengths.	implementation of the proposed commercial project would enhance and expand an existing concentration of commercial land uses. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The project would provide additional commercial services for residents in the adjacent neighborhoods and would reduce the overall number of trips currently required to meet the commercial needs of the area.
County of San Diego General Plan, Land Use Element	Policy LU-11.2: Compatibility with Community Character – Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.	The proposed project is consistent with this policy. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial architectural design objectives of the Lakeside Community Design Guidelines. The Site Plan includes detailed elevations of all of the structures including descriptions of materials and the color palette, which are consistent with the design objectives of the Lakeside Design Guidelines.
County of San Diego General Plan, Land Use Element	Policy LU-11.3: Pedestrian- Oriented Commercial Centers – Encourage the development of commercial centers in compact, walkable configurations in Village centers that locate parking in the rear or on the side of the parcel, use transparent storefronts with active retail street-fronting uses, minimize setbacks, and discourage "strip" commercial development. "Strip" commercial development consists of automobile-oriented commercial development with the buildings set back from the street to accommodate parking between the building and street.	The proposed project is consistent with this policy. This policy has clear applications in areas of the Village Regional Category where there are basic levels of urban scaled development. The segment of Olde Highway 80 within the project area, however, is unlikely now or in the future to experience the volume of foot traffic assumed in the policy desire for compact and walkable development. Still, out of the approximate 1,050 linear feet of frontage on Olde Highway 80, only about 140 linear feet are proposed for onsite parking with the balance including buildings, project entrances and landscaping. The project design internalizes virtually all of the parking and the commercial buildings all front to the internal parking and circulation system. The larger buildings all include enhanced and covered walkways which allows for a 'compact and walkable' commercial development once the public has arrived on site. Since the parking areas are all internal to the development and there are buildings along the street frontage, the project does not meet the definition of 'strip commercial' as defined by the policy.
County of San Diego General Plan, Land Use Element	Policy LU-12.2 Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.	The proposed project is consistent with this policy. As discussed in Section 2.6, the proposed project would result in direct and cumulative impacts to roadway segments and intersections in the traffic study area. However, with implementation of Mitigation Measures M-TR-1 through M-TR-9, all roadway segments and intersections would operate at LOS D or better. However, as discussed in Section 2.6, due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable. The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road would experience LOS E for Cumulative With Project conditions (Impact TR-17), and the project would normally have a cumulative impact at this segment. However, this portion of

Plan	Goal/Policy	Proposed Project Compatibility
		roadway does not conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, the painted median just south of Jack Oak Road, and the width of the pavement and limited conflicts from there to Harritt Road further to the south. Also, as demonstrated by the intersection analysis along this portion of Lake Jennings Park Road it would be operating acceptably (LOS = A-C) despite this LOS anomaly when compared to the normal acceptable daily volumes. Therefore, the practical capacity is greater than the values used in the tables for making an assessment of adequacy. The improvements being proposed by the applicant to Lake Jennings Park Road between Harritt Road and Olde Highway 80 (M-TR-3 through M-TR-5) constitutes a substantial proportional contribution to the project's effects throughout this area. Therefore, all significant cumulative impacts would be mitigated to below a level of significance.
County of San Diego General Plan, Land Use Element	Policy LU-12.3 Infrastructure and Services Compatibility. Provide public facilities and services that are sensitive to the environment with characteristics of the unincorporated communities. Encourage the collocation of infrastructure facilities, where appropriate.	The proposed project is consistent with this policy. The project would connect to the existing water line in Rios Canyon Road with a new 16-inch water line. That line would turn to the north and connect with a new water line in Olde Highway 80. On December 1, 2014, the LAFCO approved: (1) the detachment of "territory" (approximately 1.165 acres of the project site) from the Helix Water District and (2) the annexation of this territory to the Padre Dam Municipal Water District. The project proposes to receive sewer service from the Lakeside Sanitation District. The project would connect to an existing sewer connection within the western portion of the site. From that connection, 8-inch sewer lines would serve the project. The project would use an onsite storage system (53,000 cubic feet in size to accommodate Hydromodification requirements) to hold the 100-year storm volume of 21,917 cubic feet and slowly discharge the retained 100-year storm volume at the same rate that complies with Hydromodification Management Plan standards. The project proposes an off-site extension of a storm drain from the western edge of the project site. The drain would extend approximately 125 feet and would discharge into an existing County-owned detention basin. The County currently maintains this detention basin, and would continue to maintain it.
County of San Diego General Plan, Land Use Element	Policy LU-12.4 Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility	The proposed project is consistent with this policy. Refer to Response to Policy LU-12.2 and LU-12.3 above.

Plan	Goal/Policy	Proposed Project Compatibility
	Element roads identified in Table M-4, an LOS D or better may not be achieved.	
County of San Diego General Plan, Mobility Element	Policy M-2.4: Roadway Noise Buffers – Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.	The proposed project is consistent with this policy. A Noise Study was prepared for the proposed project that analyzed future traffic noise emissions. As described in Section 2.4, the largest project-related noise increase would occur along Lake Jennings Park Road between Olde Highway 80 and Project Driveway 1. The worst-case increase would be 2.5 dBA, which is below the normally accepted impact threshold of 3 dBA. The increase would be imperceptible to human beings. Therefore, no long-term noise impacts related to project traffic are anticipated. No roadway noise buffers or other reduction measures are required for the proposed project.
County of San Diego General Plan, Mobility Element	Policy M-10.2: Parking for Pedestrian Activity – Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.	The proposed project is consistent with this policy. The Site Plan design for the proposed project locates the parking areas in the middle of the project and provides clear and appropriately sized walkways for the public to transition from the parking areas to the commercial areas. The larger buildings include large, enhanced walkways, many of which are covered to facilitate pedestrian activity within the project site.
County of San Diego General Plan, Mobility Element	Policy M-11.2: Bicycle and Pedestrian Facilities in Development – Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.	The proposed project is consistent with this policy. The project would construct a multi-use trail suitable for pedestrians and equestrian users. The trail would be 10 feet wide. The trail segments adjacent to the two public streets would be standard trail pathways per the County's Community Trails Master Plan. The trail segment within the open space lot would run along the southern edge of the development area (immediately north of the proposed open space area) within a 20 foot wide trail easement and would include a 10 foot wide treadway. Transit service in the study area is offered by the San Diego County Metropolitan Transit System (MTS). The proposed project would include a new (relocated) bus stop along the project frontage along Olde Highway 80, between Project Driveways 1 and 2.
County of San Diego General Plan, Mobility Element	Policy M-11.7: Bicycle and Pedestrian Facility Design – Promote pedestrian and bicycle facility standards for facility design that is tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.	The proposed project is consistent with this policy. Class II on-street bike lanes are currently available on both directions along Olde Highway 80 east of the site past Pecan Park Lane. No bicycle lanes currently exist along the project frontage on Olde Highway 80 and Lake Jennings Park Road. However, the proposed project would provide for a standard 8-foot shoulder serving a bicycle lane as part of the frontage improvements.
County of San Diego General Plan, Conservation and Open Space Element	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	The proposed project is consistent with this policy. All utilities are proposed to be located underground with the exception of an existing 69Kv line located along the Olde Highway 80 frontage. The Subdivision Ordinance provides for an exception to the undergrounding requirement for electrical lines of this size.

Plan	Goal/Policy	Proposed Project Compatibility
	future technologies.	
County of San Diego General Plan, Conservation and Open Space Element	Policy 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 maintain community character.	The proposed project is consistent with this policy. The implementation of the proposed project would enhance and expand an existing concentration of commercial land uses. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The project would provide additional commercial services for residents in the adjacent neighborhoods and would over time reduce the overall number of trips currently required to meet the commercial needs of the area.
County of San Diego General Plan, Conservation and Open Space Element	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 is consistent with this policy. The Conceptual Landscape Plan would incorporate requirements for drought tolerant landscaping and state of the art irrigation systems to reduce the landscaping that must be maintained using potable water. Recycled water would not be used. However, all irrigated areas would receive uniform coverage by means of an automatically controlled, electrically activated underground piped irrigation system for water conservation and to minimize erosion. Remote control valves would be utilized with low precipitation heads for reduced water consumption. An automatic, water efficient irrigation system would be provided to establish and maintain landscaping. All irrigation would be designed per the County of San Diego water conservation ordinance. The proposed project would preserve biological resources in a dedicated open space easement.
County of San Diego General Plan, Conservation and Open Space Element	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.	The proposed project is consistent with this policy. As discussed in detailed in Section 3.1.4, the project would utilize various types of construction equipment for grading and site preparation. The construction equipment is summarized in Table 3.1-3. Tier III, or higher, construction equipment would be used. Tier III equipment uses clean-fuel technologies or electric-based engines.
County of San Diego General Plan, Conservation and Open Space Element	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 is consistent with this policy. The Lake Jennings Market Place building plans would be prepared to be consistent with Green Building standards as they are developed and implemented by local and State codes.
County of San Diego General Plan, Conservation and Open Space Element	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 is consistent with this policy. The Lake Jennings Market Place building plans would be prepared to be consistent with Green Building standards as they are developed and implemented by local and State codes. All buildings would meet all applicable energy standards, including Title 24.

Plan	Goal/Policy	Proposed Project Compatibility
County of San Diego General Plan, Conservation and Open Space Element	Policy COS-15.6: Design and Construction Methods – Require development design and construction methods to minimize impacts to air quality.	The proposed project is consistent with this policy. Best available control measures related to dust suppression during construction are required in accordance with Section 87.428 of the County of San Diego Grading Ordinance. All construction activity within the project site will comply with the dust control provisions outlined in Section 87.428 of the County of San Diego Grading Ordinance, including: • All clearing and grading shall 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.
County of San Diego General Plan, Conservation and Open Space Element	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 is consistent with this policy. Pursuant to Assembly Bill 341 and the County of San Diego's Solid Waste Ordinance, businesses that have trash levels of four cubic yards or greater shall arrange for recycling service. The proposed project would be required to comply with the County's construction and demolition debris ordinance. This ordinance applies to construction, demolition, or renovation projects, 40,000 square feet or greater in the unincorporated county of San Diego. As a condition of approval for a building permit, a Construction and Demolition Debris Management Plan would be submitted to identify the types and quantities of materials that would be generated by the proposed project and determine the appropriate recycling facilities and services. The project applicant must also pay a performance guarantee, which is a fully refundable deposit based on the square footage of the permitted project. A refund would be issued when the Final Debris Management Plan has been submitted and the Recycling staff has determined that at least 90 percent of inerts and 70 percent of other materials were sufficiently recycled, reused, or salvaged. To date, the demolition of two on-site residences occurred in the spring and summer of 2015.
County of San Diego General Plan, Conservation and Open Space Element	Policy COS-17.2: Construction and Demolition Waste – Require recycling, reduction and reuse of construction and demolition debris.	The proposed project is consistent with this policy. The proposed project would be required to comply with the County's construction and demolition debris ordinance. This ordinance applies to construction, demolition, or renovation projects, 40,000 square feet or greater in the unincorporated county of San Diego. As a condition of approval for a building permit, a Construction and Demolition Debris Management Plan would be submitted to identify the types and quantities of materials that would be generated by the proposed project and determine the appropriate recycling facilities and services. The project applicant must also pay a performance guarantee, which is a fully refundable deposit based on the square footage of the permitted project. A refund would be

Plan	Goal/Policy	Proposed Project Compatibility
		issued when the Final Debris Management Plan has been submitted and the Recycling staff has determined that at least 90 percent of inerts and 70 percent of other materials were sufficiently recycled, reused, or salvaged. To date, the demolition of two on-site residences occurred in the spring and summer of 2015.
County of San Diego General Plan, Conservation and Open Space Element	Policy COS-17.6: Recycling Containers – Require that all new land development projects include space for recycling containers.	The proposed project is consistent with this policy. The proposed project would include space for recycling containers within appropriate areas of the project.
Lakeside Community Plan	Commercial Goal: Provide for the orderly growth of well designed and located commercial areas that are necessary and convenient for shopping needs and compatible with the character of the community.	The proposed project is consistent with this policy. The most effective way of attaining this goal of preserving the rural atmosphere in the community is to encourage the appropriate levels of urban development in the areas designated for urban growth. By accommodating growth needs in the urban areas where urban facilities are present, pressures to develop in the rural areas are incrementally reduced. The site is within the Village Regional Category; all facilities are present to serve the development and the project fronts on Olde Highway 80 and is adjacent to the Lake Jennings Park Road interchange with Interstate 8. The implementation of the proposed General Plan Amendment and Site Plan would enhance and complete an existing commercial node designed to meet commercial community character standards of the Lakeside Design Guidelines. For example, the proposed project would provide screening at the edge of the property along Olde Highway 80 per Lakeside Design Guideline B2.1, Site Planning. As shown in Figure 3.1-16, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a sufficient visual screen. The proposed project's building form would also meet the Lakeside Design Guidelines, as the building façades would be relieved with a change of plane and architectural treatment to avoid continuous wall planes. Figures 1-2 and 1-3 depict the architectural elevations for the proposed commercial buildings.
Lakeside Community Plan	Commercial Policy 1: Encourage a "Western Style" or architectural design for all commercial structures.	The proposed project is consistent with this policy. The implementing Site Plan includes the "Western Style" of architectural design for all of the commercial structures within the project. As shown in Figures 1-2 and 1-3, the proposed project's building form would meet the Lakeside Design Guidelines, as the building façades would be relieved with a change of plane and architectural treatment to avoid continuous wall planes. The proposed buildings would also provide visual contrast of light and shadow with offsets and recesses.

Plan	Goal/Policy	Proposed Project Compatibility
Lakeside Community Plan	Commercial Policy 2: Provide neighborhood shopping centers for everyday needs. Locate them in areas with easy, safe, pedestrian and bicycle access.	The proposed project is consistent with this policy. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The project would provide additional commercial services for residents in the adjacent neighborhoods and would over time reduce the overall number of trips currently required to meet the commercial needs of the area. The trails provided by the project would provide for easy, safe pedestrian and bicycle access.
Lakeside Community Plan	Commercial Policy 3: Encourage the clustering of prominent commercial uses.	The proposed project is consistent with this policy. The implementation of the proposed project would enhance and expand an existing concentration of commercial land uses.
Lakeside Community Plan	Commercial Policy 4: Encourage commercial activities that would not interfere either functionally or visually with adjacent land uses or the rural atmosphere of the community.	The proposed project is consistent with this policy. The project is mostly adjacent to commercial uses on the west, north and east and separated from the existing residential neighborhood to the south by the onsite open space area which includes Los Coches Creek. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The proposed project would provide screening at the edge of the property along Olde Highway 80 per Lakeside Design Guideline B2.1, Site Planning. As shown in Figure 3.1-16, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a sufficient visual screen. The proposed project's building form would also meet the Lakeside Design Guidelines, as the building façades would be relieved with a change of plane and architectural treatment to avoid continuous wall planes. Figures 1-2 and 1-3 depict the architectural elevations for the proposed commercial buildings.
Lakeside Community Plan	Commercial Policy 7: Encourage commercial activities that will broaden the local economic base.	The proposed project is consistent with this policy. The implementation of the proposed commercial project would enhance and expand an existing concentration of commercial land uses. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The project would provide additional commercial services for residents in the adjacent neighborhoods and would broaden the local economic base of south Lakeside.
Lakeside Community Plan	Commercial Policy 12: Achieve a balance between commercially-designated land and community needs.	The proposed project is consistent with this policy. Until 2012 much of the site had been zoned for commercial development. The proposed project proposes to replace the VR-15 plan designation for high density residential uses with the C-1 designation. The project site is adjacent to the C-2 General Commercial designation on three sides of the property. Commercial development is consistent within the Village Regional category.

Plan	Goal/Policy	Proposed Project Compatibility
Lakeside Community Plan	Commercial Policy 14: Regulate the size, lighting, and character of on-site signs to ensure that they blend with rural atmosphere and discourage off-site signs.	The proposed project is consistent with this policy. The project Site Plan includes a full description of the proposed project signage which is consistent with the Lakeside Design Guidelines and appropriate for a site within the Village Regional category, adjacent to an interstate. There would be a comprehensive coordinated sign program designed for the project. The sign program includes a Freeway Pylon Display, Monument Center ID Displays, Monument Signage at the signalized entrance on Olde Highway 80, and a state required Gas Pricing Sign for the gas station, convenience store and car wash pad. Signs would be made of aluminum with satin acrylic finish and illuminated by LED lights.
Lakeside Community Plan	Commercial Policy 15: Require commercial and industrial land uses to minimize adverse impacts, such as noise, light, traffic congestion, odors, dust, etc.,	The proposed project is consistent with this policy. As discussed in Section 2.6, the proposed project would result in direct and cumulative impacts to roadway segments and intersections in the traffic study area. However, with implementation of Mitigation Measures M-TR-1 through M-TR-9, all roadway segments and intersections would operate at LOS D or better. However, as discussed in Section 2.6, due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable. Noise impacts would be mitigated to levels less than significant with implementation of mitigation measures. Furthermore, as described in this section (Section 3.0), the proposed project would not result in any significant impacts regarding light, odors, and dust.

Plan	Goal/Policy	Proposed Project Compatibility
Lakeside Community Plan	Commercial Policy 16: Diligently enforce the landscaping requirements for commercial structures and parking areas.	The proposed project is consistent with this policy. Landscaping would be installed between the parking areas and the buildings. Some parking would be located near the northern property boundary (i.e., west of gas station, west of Building C, and north of Building A) and may be partially seen from Lake Jennings Park Road and Olde Highway 80. However, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary providing a visual buffer between the roadways and these parking areas.
Lakeside Community Plan	Commercial Policy 17: Require landscaping of all future commercial structures and parking areas to assure visually attractive commercial developments.	The proposed project is consistent with this policy. The Lakeside Design Guidelines require that all commercial development applications obtain approval of a Site Plan meeting the commercial design guidelines. The project Site Plan has been designed to be in conformance with these guidelines. A landscape plan has been prepared for the commercial part of the project (Lots 1 through 6) (see Figure 3.1-16). The landscape plan incorporates a variety of species that are intended to provide a visual buffer from Interstate 8 (I-8) and be compatible with the riparian zone associated with Los Coches Creek. The plant palette reflects a selection of native plant material which can naturally be found in riparian zones of Southern California. Canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a sufficient visual screen. Broad canopy trees would provide shade to open parking areas.
Lakeside Design Guidelines	Objective 3. Unify commercial development outside the Town Center and integrate it into the community landscape, minimizing the impact of signs, parking lots and traffic congestion.	The proposed project is consistent with this policy. The project is mostly adjacent to commercial uses on the west, north and east and separated from the existing residential neighborhood to the south by the onsite open space area which includesLos Coches Creek. The project would provide additional commercial services for residents in the adjacent neighborhoods and would over time reduce the overall number of trips currently required to meet the commercial needs of the area. The project design internalizes most of the parking and the commercial buildings all front to the internal parking and circulation system. The larger buildings all include enhanced and covered walkways which allows for a 'compact and walkable' commercial development once the public has arrived on site.
Lakeside Design Guidelines	B2.1 Site Planning: Provide a minimum 15 foot deep Landscaped Street Edge Zone along all front and side street property lines. This zone should be composed of planting and landscape elements that are characteristic of Lakeside's scenic roads as well as screening of parking and service areas. The Landscaped Street Edge Zone should only be interrupted by driveways, sidewalks or pedestrian areas. Parking is not permitted in this location.	The proposed project is consistent with this policy. A 15 foot deep landscaped street edge zone would be provided along Olde Highway 80. As shown in Figure 3.1-16, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a sufficient visual screen. The entries to the project are proposed to reflect the proximity to the riparian zone with the use of grasses along with ornamental flowering plants and trees for accent.

Plan	Goal/Policy	Proposed Project Compatibility
Lakeside Design Guidelines	B2.1 Site Planning: Provide screening at the edge of all properties along the State Highway 67, Olde Highway 80 and Interstate Highway 8 rights-of-ways. In some of these locations the highways is higher than the adjacent properties. Densely foliated trees are encouraged in these areas and should be strategically placed to achieve a sufficient visual screen.	The proposed project is consistent with this policy. Canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a sufficient visual screen. Some parking would be located near the northern property boundary (i.e., west of gas station, west of Building C, and north of Building A) and may be partially seen from Lake Jennings Park Road, Olde Highway 80, and Interstate 8 (due to higher vantage point). However, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary (Olde Highway 80) providing a visual buffer between the roadways, parking areas, and Interstate 8.
Lakeside Design Guidelines	B2.2 Parking and Driveway Access: Locate driveways as far from intersections as possible. On corner lots locate driveways as close to the interior side yard as possible.	The proposed project is consistent with this policy. As discussed in Section 2.6, Non-Mobility Element roads entering into a Mobility Element road shall have their centerlines separated by at least 300 feet. A request for exceptions to public road standards was submitted to the Department of Planning and Development Services (PDS) on December 22, 2014. A design exception was requested for the proposed project driveways on the south side of Olde Highway 80 where centerlines are not separated by at least 300 feet, and for the proposed project driveways and future driveways per PDS2013-MUP-14-015 (Lakeside Tractor Supply Project) located on the north side of Olde Highway 80. On February 5, 2015, PDS released a letter that waived the 300-foot driveway separation requirements of Section 6.1C.2 for the proposed project driveways on Olde Highway 80 along the project frontage. The sight distances in both directions along Olde Highway 80 from the project's driveways comply with County Public Road Standards, Section 6.1.E. However, meeting the standard would only allow the project to have a maximum of two driveways. Three driveways are necessary to support the commercial use and are optimally located based on site constraints and the location of Rios Canyon Road. Adequate sight distances from the driveways have been certified per Public Road Standards. The request was reviewed and supported by the County of San Diego Public Works Traffic Engineering. Therefore, the proposed project's driveways would not result in a significant traffic hazard.
Lakeside Design Guidelines	B2.3a Landscaped Street Edge Zone. Trees: Provide at least one tree per 300 square feet of the total area of the Landscaped Street Edge Zone. Trees should be a minimum size of 15 gallons. Shrubs: Shrub plantings should be used to create spatial definition within the planting areas. Low, creeping shrubs may be used in the foreground; larger, coarser shrubs in the background. Blooming, fragrant shrubs are encouraged. Shrubs should be spaced with "on center" spacing so that branches intertwine after two years growth.	The proposed project is consistent with this policy. Canopy and street trees would be planted along Olde Highway 80. However, as shown in Figure 3.1-16, existing rock slopes occur along the eastern portion of the project site (from Project Driveway 2 to Project Driveway 3) and the northwest corner of the project site. The County has agreed to keep the existing rock slopes along the project's Landscaped Street Edge Zone (along Olde Highway 80) unplanted. As a result, there is a reduction in the total number of trees along Olde Highway 80. Trees would be a minimum size of 15 gallons. A mix of accent groundcovers, flowering groundcovers, low ornamental shrubs, and large/medium ornamental shrubs would be planted along the Landscaped Street Edge Zone.

Plan	Goal/Policy	Proposed Project Compatibility
Lakeside Design Guidelines	B2.3b Interior Property Line. Side and rear yard areas should be fully landscaped as follows: • Trees- Provide at least one tree per 300 square feet of total yard area. Trees should be 15 gallon size, minimum. Parking lot Setbacks • Parking lots shall be set back at least 5 feet from interior side and rear property lines. • Trees: Provide at least one tree per 100 square feet of total area between the property line and edge of the parking lot. Trees should be 15 gallon size, minimum. • Shrubs: Shrubs should provide a visual screen of a minimum of 30 inches in height after 2 years growth. For shrubs in massed plantings, use "on center" dimensioning to space shrubs so that branches intertwine after tow year's average growth.	The proposed project is consistent with this policy. As shown in Figure 3.1-16, existing rock slopes occur along the western boundary of the project site (along Ridge Hill Road) and the eastern boundary of the project site (along Rios Canyon Road). The County has agreed to keep the existing rock slopes along the project's interior property line (along Ridge Hill Road and Rios Canyon Road) unplanted. As a result, there is a reduction in the total number of trees along the interior property line. Trees would be a minimum size of 15 gallons. Parking lots would be set back at least five feet from the interior side and rear property lines. As shown in Figure 3.1-16, the proposed project would plant trees between the property line and the edge of the parking lot. Trees would be minimum size of 15 gallons. A mix of groundcovers and shrubs would be planted to provide visual screening.
Lakeside Design Guidelines	B2.3c Internal Parking Lot Planting: • For all parking lots greater than 6,000 square feet, in addition to all other guidelines, an internal area equivalent to a minimum of 5 percent of the total parking area should be planted with a combination of trees and shrubs. Tree spacing should be such that every designated parking space is within 30 feet of the trunk of a tree. • The parking lot perimeter should terminate a minimum 5 feet from the face of a building. This area should be planted with a combination of trees and shrubs, unless used as a pedestrian walkway.	The proposed project is consistent with this policy. As shown in Figure 3.1-16, broad canopy trees would be planted to provide shade to open parking areas. Trees would be spaced such that every designated parking space is within 30 feet of the trunk of a tree. The parking lot perimeter terminates a minimum five feet from the face of a building. This area would be planted with canopy shade trees and low ornamental shrubs.

Plan	Goal/Policy	Proposed Project Compatibility
County of San Diego Zoning Code	Zoning Designation C36 General Commercial	The proposed project is consistent with this policy. The project site is currently zoned RU-15. The RU Use Regulations are intended to create and enhance areas where permanent family residential uses are permitted and institutional residential care uses are conditionally permitted and civic uses are permitted when they serve the needs of the residents. Commercial use is not identified as a permitted use by the RU Use Regulations. Therefore, the proposed commercial project would be inconsistent with the current zoning designation of the parcels. However, the proposed project is seeking a Rezone from RU-15 to C-36. The C-36 Use Regulations are intended to create and enhance commercial areas where a wide range of retail goods and services are permitted. The following use types are permitted by the C-36 Regulations: Eating and Drinking Establishments; Financial, Insurance and Real Estate Services, Retail Sales. With approval of the Rezone from RU-15 to C-36, the proposed project would be consistent with the Zoning Ordinance. A car wash is proposed on Lot 1, in the northwest portion of the project site. Car washes are permitted by the C-36 Use Regulations upon issuance of a Major Use Permit. Therefore, with approval of the Major Use Permit, the proposed car wash would be consistent with the Zoning Ordinance.
Lakeside Community Trails and Pathways Plan	Preserve Lakeside's equestrian heritage and provide a variety of trail experience to all residents of Lakeside by establishing a network of public riding and hiking trails. The trail network should be physically and functionally integrated with other major transportation facilities.	The proposed project is consistent with this policy. The project would construct a multi-use trail suitable for pedestrians and equestrian users. A 20-foot wide trail easement including a 10-foot-wide trail is proposed along the southern edge of the developed portion of the site on Lots 7 and 8. Ten-foot-wide pathways are also proposed within the right-of-way for Rios Canyon Road on the east side of the project site and Ridge Hill Road on the west side of the site. The trail segments adjacent to the two public streets would be standard trail pathways per the County's Community Trails Master Plan.

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