



County of San Diego

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PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

December 24, 2014

NOTICE IS HEREBY GIVEN that the County of San Diego, Planning & Development Services, will be the Lead Agency and will prepare an Environmental Impact Report in accordance with the California Environmental Quality Act for the following projects. The Department is seeking public and agency input on the scope and content of the environmental information to be contained in the Environmental Impact Report. A Notice of Preparation document, which contains a description of the probable environmental effects of the project, can be reviewed on the World Wide Web at http://www.sdcounty.ca.gov/pds/ceqa_public_review.html, at the Planning & Development Services (PDS), Project Processing Counter, 5510 Overland Avenue, Suite 110, San Diego, California 92123 and at the public library listed below. Comments on the Notice of Preparation document must be sent to the PDS address listed above and should reference the project number and name.

LAKE JENNINGS MARKETPLACE, PDS2014-GPA-14-005, PDS2014-REZ-14-004, PDS2014-TM-5590, PDS2014-STP-14-019, LOG NO. PDS2014-ER-14-14-013. The application consists of five discretionary permit applications: A General Plan Amendment to change the existing Residential Land Use Designation from Village Residential (VR15) to General Commercial (C-1); a Rezone to reclassify the existing use regulation from Urban Residential (RU 15) to General Commercial (C36); a Tentative Map and Site Plan to subdivide the project site and demonstrate compliance with the Lakeside Design Guidelines; and a Boundary Adjustment to convey a small portion of the northeast corner of the site to an adjacent offsite property. The applicant proposes the development of a commercial shopping center project on an approximately 13 acre site that would include six new buildings totaling 76,100 square feet, a gasoline station, and parking for 389 vehicles. The draft tentative map proposes to subdivide the site into eight lots. Lots 1 through 6 would contain the proposed commercial development and Lot 7 would contain an open space easement for Southern Riparian Forest habitat along Los Coches Creek and its associated wetland buffer. The project site is located on the south side of Olde Highway 80 between Ridge Hill Road and Rios Canyon Road in the Lakeside Community Planning Group area in the unincorporated area of San Diego County. Comments on this Notice of Preparation document must be received no later than **January 23, 2015 at 4:00 p.m.** (a 30 day public review period). This Notice of Preparation can also be reviewed at the L Library, located at 9839 Vine Street, Lakeside, CA 92040. For additional information, please contact Marcus Lubich at (858) 505-6473 or by e-mail at marcus.lubich@sdcounty.ca.gov.



County of San Diego

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DARREN GRETHER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
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NOTICE OF PREPARATION DOCUMENTATION

DATE: December 24, 2014

PROJECT NAME: LAKE JENNINGS MARKETPLACE GENERAL PLAN
AMENDMENT, REZONE, TENTATIVE MAP, AND SITE PLAN

PROJECT NUMBERS: PDS2014-GPA-14-005, PDS2014-REZ-14-004, PDS2014-TM-5590, PDS2014-STP-14-019

PROJECT APPLICANT: SOUTH COAST DEVELOPMENT, LLC

ENV. REVIEW NUMBER: PDS2014-ER-14-14013

PROJECT DESCRIPTION:

The application consists of five discretionary permit applications: A General Plan Amendment to change the existing Residential Land Use Designation from Village Residential (VR15) to General Commercial (C-1); a Rezone to reclassify the existing use regulation from Urban Residential (RU 15) to General Commercial (C36); a Tentative Map and Site Plan to subdivide the project site and demonstrate compliance with the Lakeside Design Guidelines; and a Boundary Adjustment to convey a small portion of the northeast corner of the site to an adjacent offsite property.

The applicant proposes the development of a commercial shopping center project on an approximately 13 acre site that would include six new buildings totaling 76,100 square feet, a gasoline station, and parking for 389 vehicles. The draft tentative map proposes to subdivide the site into eight lots. Lots 1 through 6 would contain the proposed commercial development and Lot 7 in the southern portion of the site will contain an open space easement for Southern Riparian Forest habitat along Los Coches Creek and its associated wetland buffer. 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 proposed commercial development will include the following:

1. Market Building (Building A - 43,000 square feet, Lot 6) located along the entire east side of the site and Rios Canyon Road;

2. Financial Building (Building B - 4,500 square feet, Lot 5) located in the northeast portion of the site along Olde Highway 80 and east of the proposed signalized project entrance on Olde Highway 80;
3. Restaurant with drive through (Building C - 3,500 square feet, Lot 3) located in the north-central portion of the site west of the intersection of Olde Highway 80 and the proposed signalized project entrance;
4. Gas Station with car wash (43,800 sf pad) and Commercial building (Building E – 3,000 square feet, Lot 1) in the northwest portion of the site at the intersection of Olde Highway 80 and Lake Jennings Park Road;
5. Restaurant-Retail Building (Building D - 9,600 sf, Lot 2) in the southwest portion of the site; and,
6. Major Building (Building F - 12,500 sf, Lot 4) in the south-central portion of the site.

The project site contains the western portion of Pecan Park Lane (west of Rios Canyon Road) which the project proposes to vacate. The project would also extend Rios Canyon Road approximately 140 feet north to form an intersection with Olde Highway 80. Four access points are proposed for the project site; one from Ridge Hill Road located on the west side of the project, and three others located along Olde Highway 80 on the north side of the site. The three entrances along Olde Highway 80 include a right-in (only) approximately 200 feet east of the intersection of Olde Highway 80 and Lake Jennings Park Road, a fully signalized project entry half way along the project's northern frontage, and a second (non-signalized) project entry near the northeast corner of the property.

The project proposes grading quantities in the amount of 43,700 cubic yards of 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 site. Four retaining walls are proposed. The first would be located along the north side of the project entrance off of Ridge Hill Road and would be approximately 93 feet long with a maximum height of six feet. The second would be located along the south side of Lot 2 and would be approximately 340 feet long with a maximum height of ten feet. The third retaining wall would be located just south of the second wall and would be approximately 150 feet long with a maximum height of eight feet. The fourth retaining wall is located at the northeast corner of the site where Rios Canyon Road would be extended to intersect with Olde Highway 80. This wall would be approximately 85 feet long with a maximum height of 8.5 feet at the northeast corner. Blasting is anticipated to be required to remove a granite outcropping in the northeast portion of the project site. The project proposes signage including a 35-foot-tall pylon sign and an onsite stormwater storage system to capture the 100-year storm volume of 23,000 cubic feet and slowly discharge that volume at a rate that complies with Hydromodification Management Plan standards.

The project would be provided fire protection services, potable water, and wastewater service from the Lakeside Fire Protection District, Padre Dam Municipal Water District, and San Diego County Sanitation, respectively. The project will connect to an existing sewer line in the western portion of the site, and to an existing water line in Rios Canyon Road that will be extended to the north to connect to a new water line in Olde Highway 80.

PROJECT LOCATION:

The project site is located on the south side of Olde Highway 80 between Ridge Hill Road and Rios Canyon Road in the Lakeside Community Planning Group area in the unincorporated area of San Diego County. The project site is comprised of approximately 9.5 acres and includes the following Assessor's Parcel Numbers (APNs): 395-250-08, -09, -15 & -22, and 398-110-09, -10 & -75. The Regional Location Map shows the proposed project site's relationship within San Diego County. The Specific Location Map shows the proposed project and conveys its relationship to the Lakeside Community Plan Area.

PROBABLE ENVIRONMENTAL EFFECTS:

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

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

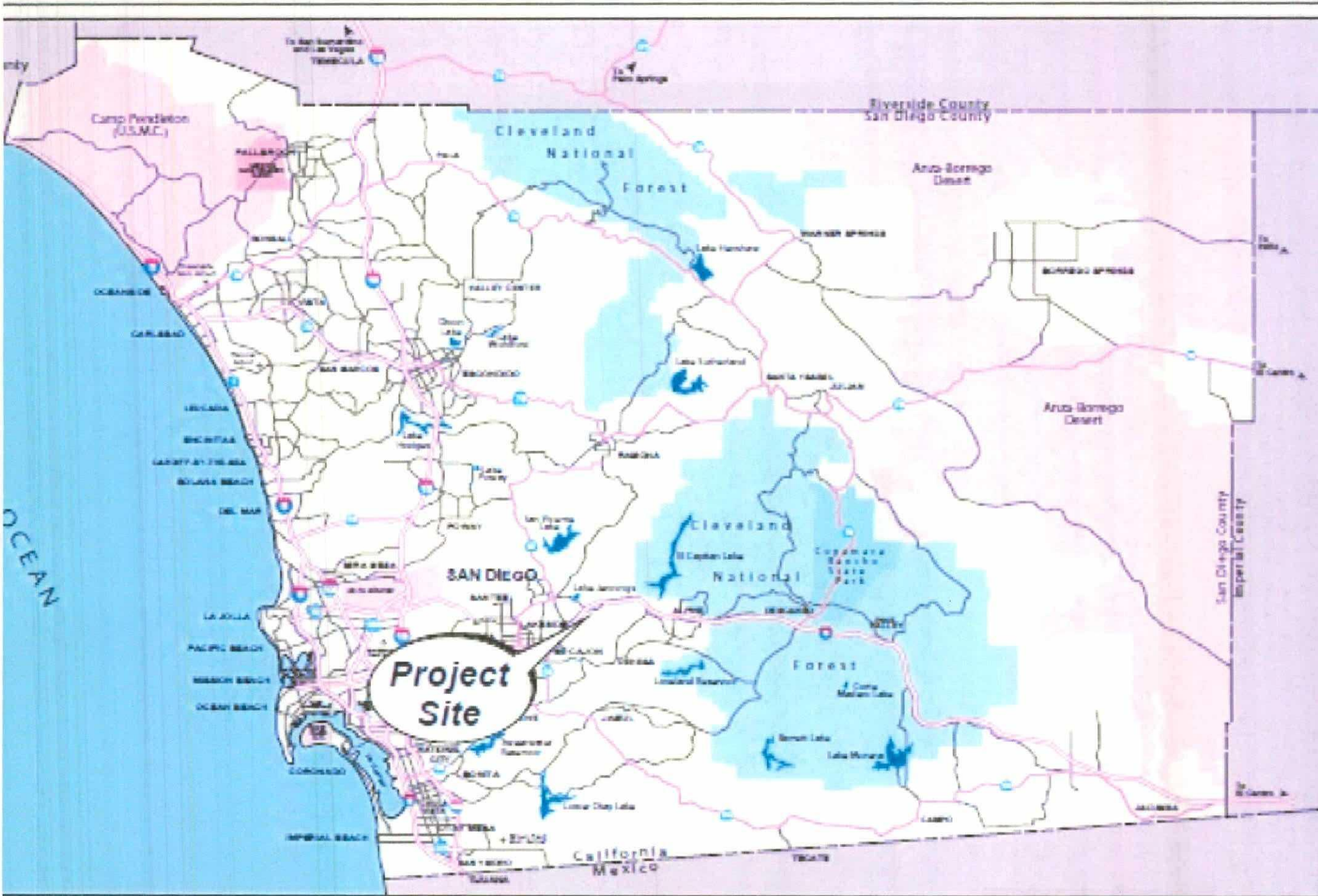
Aesthetics
Air Quality
Biological Resources
Cultural Resources
Geology & Soils
Greenhouse Gas Emissions

Hazards and Hazardous Materials
Hydrology & Water Quality
Land Use & Planning
Noise
Transportation & Traffic
Utilities & Service Systems

PUBLIC SCOPING MEETING: Consistent with Section 21083.9 of the CEQA Statutes, a public scoping meeting will be held to solicit comments on the EIR. This meeting will be held on January 14, 2015, at the Lakeside Community Center, located at 9841 Vine Street, Lakeside, CA 92040 at 6:30 p.m.

Attachments:

Project Regional Location Map
Project Detailed Location Map
Plot Plan Exhibit
Environmental Initial Study



REGIONAL SITE LOCATION

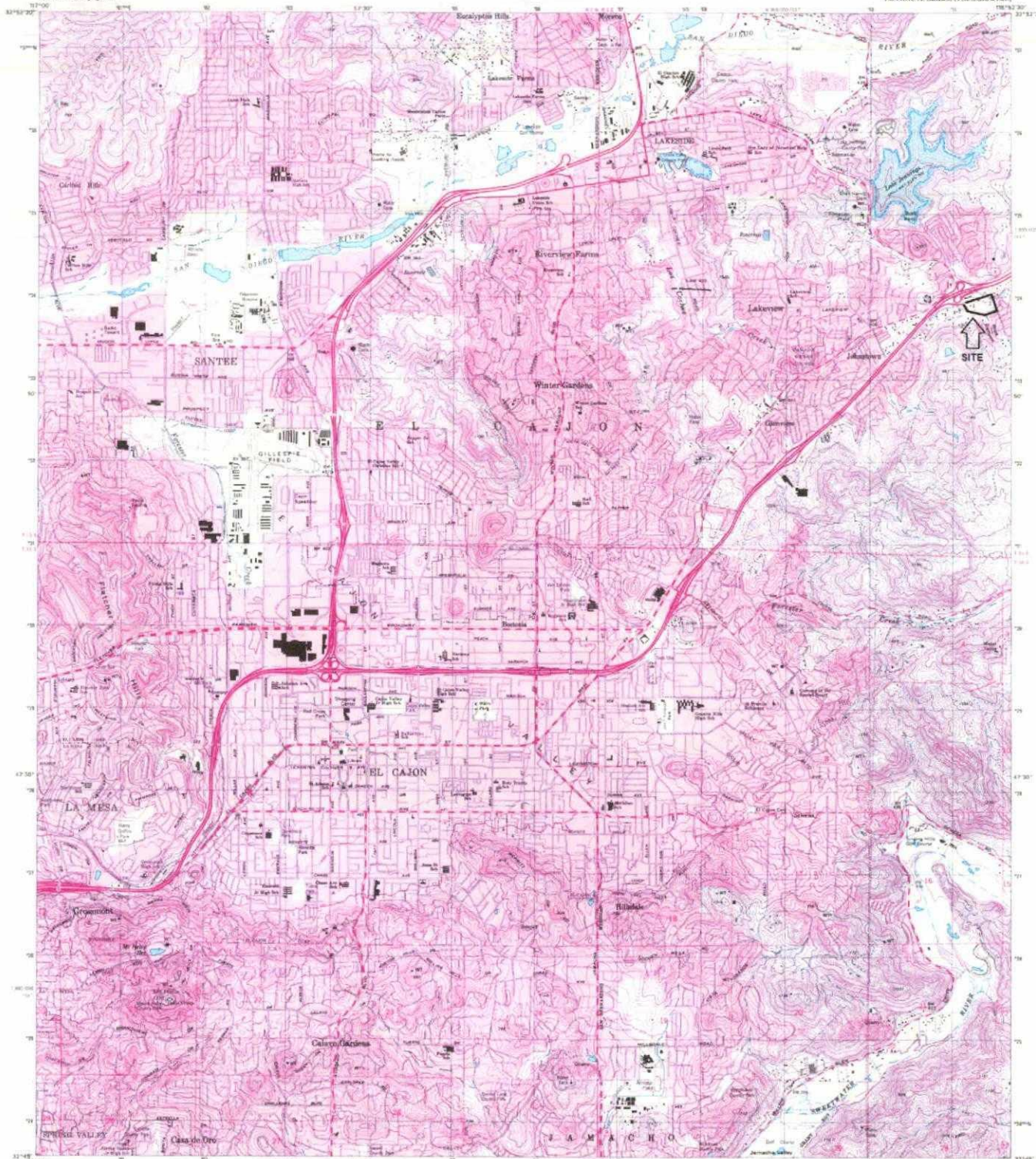
SDC PDS RCVD 10-14-14

TM5590

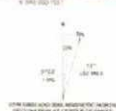


U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

EL CAJON QUADRANGLE
CALIFORNIA-SAN DIEGO CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)



Produced by the United States Geological Survey
Topographic map of the El Cajon area, California, showing terrain, roads, and landmarks. The map is oriented with North at the top. Key features include the San Diego River, El Cajon Valley, and various towns and landmarks. A 'SITE' is marked with an arrow in the upper right quadrant. The map is overlaid with a grid of latitude and longitude coordinates.



RECEIVED
DEC 31 2001

HISTORICAL MAP ARCHIVES



EL CAJON, CA
1996

Legend
Topographic map of the El Cajon area, California, showing terrain, roads, and landmarks. The map is oriented with North at the top. Key features include the San Diego River, El Cajon Valley, and various towns and landmarks. A 'SITE' is marked with an arrow in the upper right quadrant. The map is overlaid with a grid of latitude and longitude coordinates.

EL CAJON, CA
1996

SDC PDS RCVD 10-14-14

TM5590



EAST ELEVATION

SOUTH COAST DEVELOPMENT
P.O. BOX 1053
SOLANA BEACH, CA 92075
858.720.6675

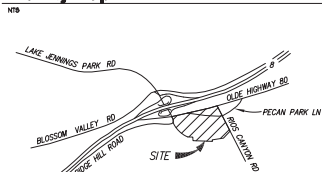
LAKE JENNINGS MARKET PLACE LAKESIDE, CALIFORNIA

Smith Consulting Architects
13280 Evening Creek Drive South,
Suite 125
San Diego, California 92128
858.793.4777
858.793.4787 fax
sca-sd.com



11/19/2014 2nd Submittal

Vicinity Map



Drawing Index

| | |
|------|--|
| TS-1 | COVER SHEET |
| AS-1 | CONCEPTUAL SITE PLAN |
| L-1 | LANDSCAPE CONCEPTUAL SITE PLAN |
| C-1 | TENTATIVE CIVIL MAP |
| C-2 | PRELIMINARY GRADING PLAN |
| C-3 | PRELIMINARY GRADING PLAN CROSS SECTION |
| PM-1 | PRELIMINARY PHOTOGRAPHIC STUDY SITE PLAN |
| PM-2 | PRELIMINARY LIGHT FIXTURE INFORMATION |
| A-1 | BUILDING PLANS AND ELEVATIONS |
| A-2 | BUILDING PLANS AND ELEVATIONS |
| A-3 | SIGN PROGRAM SHEETS 1-9 |
| A-4 | SIGN PROGRAM SHEETS 10-18 |

Project Description

THE PROPOSED PROJECT IS A COMMERCIAL SHOPPING CENTER LOCATED ON AN EXISTING VACATED SITE. WORK TO BE DONE INCLUDING SUPPORTING INFRASTRUCTURE SUCH AS SEWER, ROAD IMPROVEMENTS AND UTILITIES, THE VACATION OF AN EXISTING PAVED ROAD, AND DEDICATION OF A BIOLOGICAL OPEN SPACE BASEMENT ON AN APPROXIMATELY 5.0 ACRE SITE.

Project Data

| | | | |
|----------------------|--|----------------------|---|
| APPLICANT / OWNER: | SOUTH COAST DEVELOPMENT PO BOX 1053 SOLANA BEACH, CALIFORNIA 92075 PHONE: (858) 720-6675 CONTACT: KETH GREGORY/ASH HALL | PROJECT LOCATION: | OLDE HIGHWAY 80 & LAKE JENNINGS PARK ROAD, COUNTY OF SAN DIEGO, CALIFORNIA 92081 |
| ARCHITECT: | SMITH CONSULTING ARCHITECTS 13280 EVENING CREEK DRIVE SOUTH, SUITE 125 SAN DIEGO, CALIFORNIA 92128 PHONE: (858) 793-4777 CONTACT: PETE BUBBET / NORMAN BARRETT | EXISTING LAND USE: | VACANT UNDEVELOPED LAND |
| CIVIL: | STUART ENGINEERING 3510 METROPOLITAN DRIVE, SUITE 300 SAN DIEGO, CALIFORNIA 92108-6409 PHONE: (619) 798-1800 CONTACT: STUART PEACE / NOLAN HUEBLYN | PROPOSED USE: | RETAIL |
| LANDSCAPE ARCHITECT: | JPELA, INC. 4405 HANCOCK AVENUE, SUITE 201 ESCONDIDO, CALIFORNIA 92025 PHONE: (760) 478-0044 CONTACT: JAMES BENEDETTI | PARKING: | SEE SUPPLEMENT ON SHEET AS-1 |
| | | BUILDING AREA / USE: | SEE SUPPLEMENT ON SHEET AS-1 |
| | | TRAFFIC: | SEE TRAFFIC SUPPLEMENT IN APPLICATION |
| | | PROJECT AREA: | SEE PROJECT AREA SUPPLEMENT IN APPLICATION |

LAKE JENNINGS MARKET PLACE
Olde Highway 80 & Lake Jennings Park Road
County of San Diego, California

Issue Dates

| | |
|------------------|------------|
| Planning Dept. | 07/17/2014 |
| Planning Dept. | 11/19/2014 |
| Plan Check | - |
| BCS Set | - |
| Permit Set | - |
| Construction Set | - |

Drawing Date 11/19/2014

Check By NB

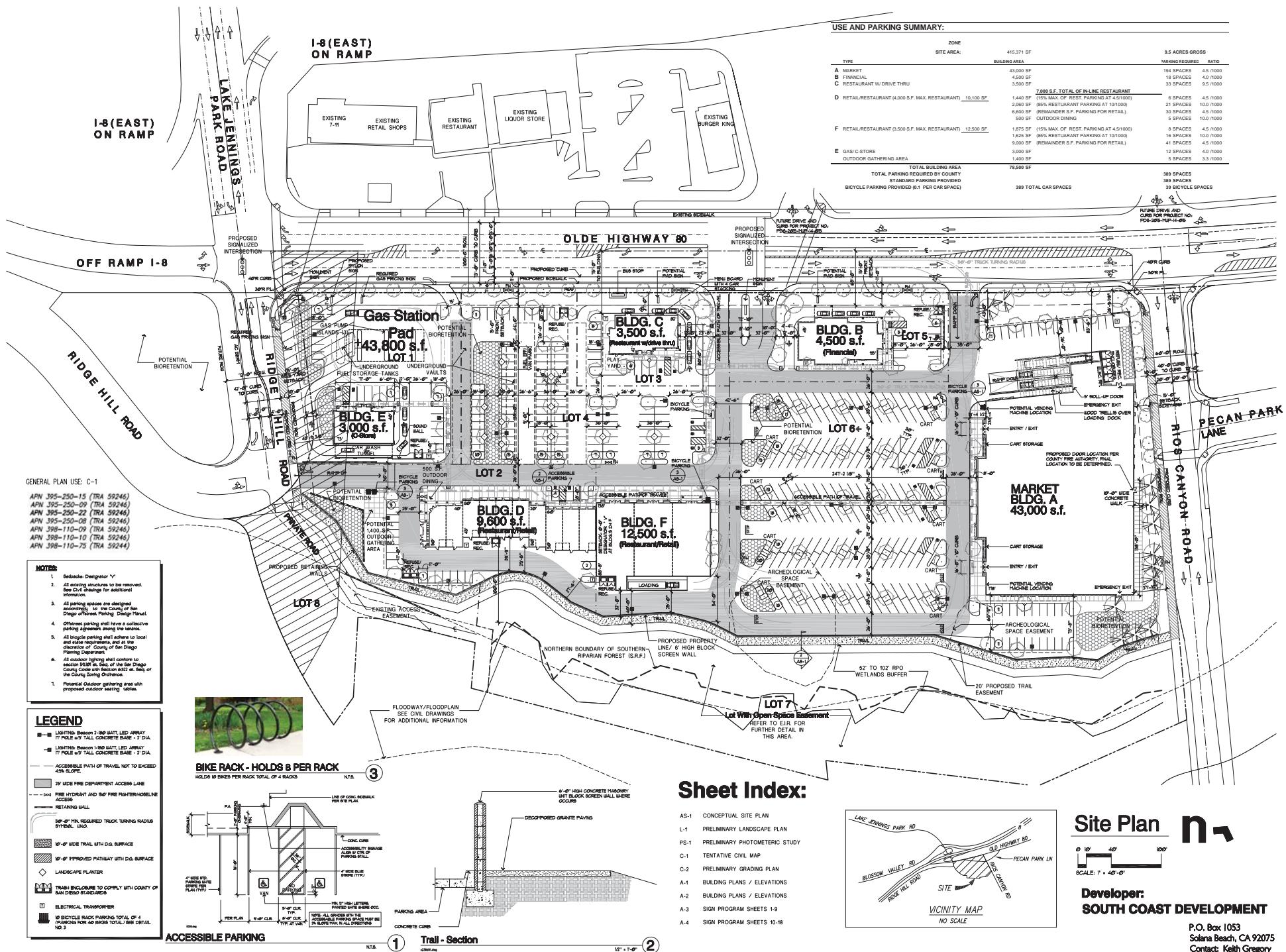
Drawn By NB

Scale as noted

Job Number 12080,501

Sheet Number

TS1

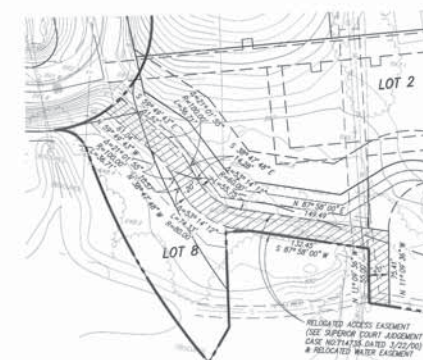


TENTATIVE MAP FOR: COUNTY OF SAN DIEGO TRACT 5590



| ZONING | | |
|------------------------|----------|----------|
| APN 385-250-01.15 & 22 | EXISTING | PROPOSED |
| APN 385-250-01.15 & 22 | RU-13 | C-36 |
| USE REGULATIONS | | |
| NEIGHBORHOOD REGS | A | Q |
| Density | 12.6 | — |
| Lot Size | 1 Acre | 20,000 |
| Building Type | S | Y |
| Maximum Floor Area | — | — |
| Floor Area Ratio | — | — |
| Height | G | C |
| Lot Coverage | J | V |
| Setback | — | — |
| Open Space | — | — |
| SPECIAL AREA REGS | B | B |
| COMMUNITY PLAN | LAKEVIEW | LAKEVIEW |
| TECH. PLAN DESIGNATION | 14 | 14 |
| REGIONAL CATEGORY | CUDA | CUDA |

GENERAL PLAN - PROPOSED:
GENERAL COMMERCIAL (C-1)



RELOCATED ACCESS EASEMENT DETAIL
NO SCALE



SUBDIVIDER:
SOUTH COAST DEVELOPMENT, LLC
P.O. BOX 1051
SOLANA BEACH, CA 92075
(805) 720-6675
BY: *Kath Gregory* 11/14/14
KEITH GREGORY DATE

ENGINEER:
STUART ENGINEERING
7325 METROPOLITAN DRIVE, SUITE 308
SAN DIEGO, CA 92108
(619) 296-1010
BY: *Stuart Pearce* 11-14-14
STUART PEARCE REG. 27325 DATE



NOTES:
TOTAL GROSS ACRES: 13.10 ACRES
TOTAL NET ACRES: 12.21 ACRES
TOTAL NUMBER OF LOTS: 8
MINIMUM LOT SIZE: 1 ACRE
ALL EXISTING STRUCTURES ARE TO BE REMOVED

PARCEL MAP FILING:
TENTATIVE MAP OF PROPOSED PARCEL MAP SUBMITTED FOR APPROVAL PURSUANT TO SECTION 640001 OF THE SUBDIVISION MAP ACT, BECAUSE THE TRACT OF LAND ZONED FOR INDUSTRIAL OR COMMERCIAL DEVELOPMENT, EACH LOT WILL HAVE ACCESS TO A PUBLIC STREET OR HIGHWAY AND THE ALIGNMENT AND WIDTH HAVE BEEN APPROVED BY THE BOARD OF SUPERVISORS.

PROPERTY OWNERS:
SOUTH COAST DEVELOPMENT, LLC
APN 385-250-15 (TRA 58244) P.O. BOX 1051
APN 385-250-22 (TRA 58246) SOLANA BEACH, CA 92075
APN 385-250-08 (TRA 58246) (805) 720-6675
APN 385-250-09 (TRA 58246)
APN 385-110-09 (TRA 58246) BY: *Kath Gregory* 11/14/14
APN 385-110-10 (TRA 58246) KEITH GREGORY DATE
APN 385-110-75 (TRA 58244)

LEGEND
BOUNDARY
LOT LINE
CONVEYANCE
EASEMENT
FLOODPLAIN/FLOODWAY
EXIST. WATER
EXIST. SEWER
EXIST. GAS
EXIST. STORM DRAIN
EXIST. OVERHEAD ELECTRIC

STREET LIGHTS:
THE DEVELOPER WILL COMPLY WITH THE COUNTY STANDARDS FOR THE INSTALLATION OF STREET LIGHTS.

SOLAR NOTE:
ALL LOTS WITHIN THIS SUBDIVISION HAVE A MINIMUM OF 100 SQUARE FEET OF SOLAR ACCESS FOR EACH FUTURE COMMERCIAL LOT ALIGNED BY THIS SUBDIVISION.

DISTRICTS:
SEWER: SAN DIEGO COUNTY SANITATION DISTRICT
WATER: PALME SAN MUNICIPAL WATER DISTRICT (PORTION TO BE DEANNEXED FROM HELIX WATER DISTRICT)
FIRE: LAKEVIEW FIRE DEPARTMENT
SCHOOLS: GROSSMONT UNION HIGH SCHOOL DISTRICT
CAJON VALLEY ELEMENTARY SCHOOL DISTRICT

PARK LAND:
THE SUBDIVIDER WILL COMPLY WITH THE PARK LAND DEDICATION ORDINANCE BY THE PAYMENT OF FEES.

SPECIAL ASSESSMENT:
THE SUBDIVIDER WILL NOT REQUEST FOR PERMISSION FROM THE BOARD OF SUPERVISORS TO INITIATE PROCEEDINGS UNDER A SPECIAL ASSESSMENT ACT FOR CONSTRUCTION OF ANY OF THE SUBDIVISION IMPROVEMENTS.

LEGAL DESCRIPTION:
A PORTION OF LOTS 41, 42 & 43 IN THE SUBDIVISION OF THE "S" TRACT OF THE RANCHO EL CAJON, ACCORDING TO MAP THEREIN IN BOOK 170, PAGE 71 OF DEEDS, RECORDS OF SAN DIEGO COUNTY, TOGETHER WITH THAT PORTION OF EL MONTE RANCHO, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREIN IN BOOK 174, PAGE 71 OF DEEDS, RECORDS OF SAN DIEGO COUNTY, TOGETHER WITH THAT PORTION OF THE "S" TRACT OF THE RANCHO EL CAJON, ACCORDING TO MAP THEREIN IN BOOK 170, PAGE 71 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER, AND ALSO A PORTION OF LOT 45 IN THE SUBDIVISION OF THE "S" TRACT OF THE RANCHO EL CAJON, ACCORDING TO MAP THEREIN IN BOOK 170, PAGE 71 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER, AND ALSO A PORTION OF PECAN PARK LANE.

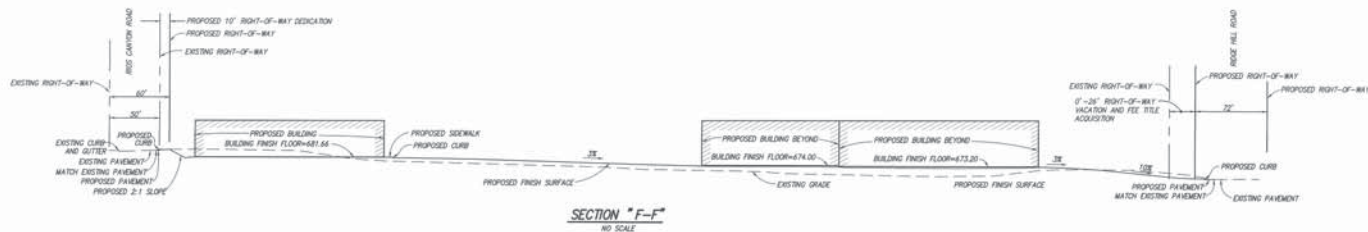
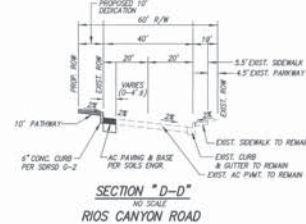
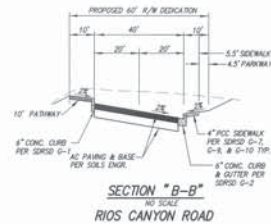
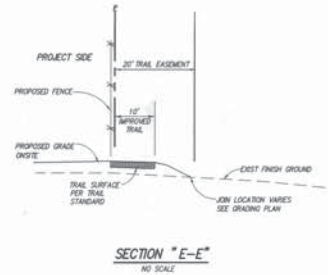
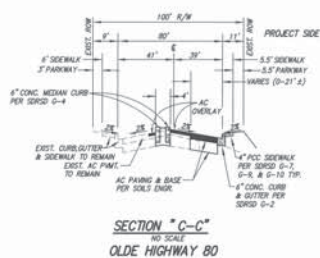
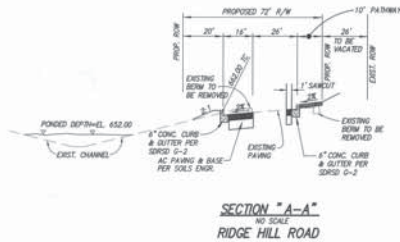
ABBREVIATIONS:
AP POWER POLE
PVC POLYETHYLENE CHLORIDE
SF SQUARE FOOT
AC ACRE
CONC CONCRETE
HEAVY HEAVY
HWH HANDMADE
EASEMENT EASEMENT
PRIV PRIVATE
DRAIN DRAIN
D/W DRAINAGE
PI PILE
TYP TYPICAL
CURB CURB
C.Y. CUBIC YARD
ELEC ELECTRIC
SUBDIV SUBDIVISION
MARIOL MARIOL
MFI MARIOL
ASP ASPHALT
BY TELEPHONE POLE

STUART ENGINEERING
7325 METROPOLITAN DRIVE, SUITE 308
SAN DIEGO, CA 92108 (619) 296-1010

REV: 11-14-14
REV: 10-29-14
DATE: 5-26-2014
JOB NO: 821-13-05

COUNTY OF SAN DIEGO TRACT 5590

PRELIMINARY GRADING PLAN CROSS SECTIONS **COUNTY OF SAN DIEGO TRACT 5590**



ENGINEER:
 STUART ENGINEERING
 7525 METROPOLITAN DRIVE, SUITE 300
 SAN DIEGO, CA 92121
 (619) 296-1010

Stuart Pearce 11/14/14
 STUART PEARCE RCE 27222 DATE

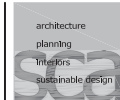


OWNER/SUBMITTER:
 SOUTH COAST DEVELOPMENT LLC
 P.O. BOX 1203
 SOLANA BEACH, CA 92075
 (760) 720-6475

Kathy Gregory 11/14/14
 KATHY GREGORY DATE

SE STUART ENGINEERING
 7525 METROPOLITAN DRIVE, SUITE 300
 SAN DIEGO, CA 92121 (619) 296-1010

| | |
|---------------|------|
| REV: 11-14-14 | DATE |
| REV: 10-29-14 | DATE |
| REV: 7-9-14 | DATE |
| DATE | DATE |
| DATE | DATE |
| DATE | DATE |



Smith Consulting Architects

11280 Evening Creek Drive South
Suite 125
San Diego, CA 92128
(858) 793-4777
(858) 793-4787 Fax
(760) 797-1377 Palm Desert
www.sca-sd.com

• 2014 GreenSource Award

LAKE JENNINGS MARKET PLACE

Olde Highway 80 & Lake Jennings Park Road
County of San Diego, California

| Luminaire Schedule | | | | | |
|--------------------|-----|----------------------------|-------------|-------------------|-------|
| Symbol | Qty | Label | Arrangement | Total Lamp Lumens | LF |
| 16 | 1 | 135W LPS - Wideliter 14058 | 81004 | 22600 | 8.300 |
| 16 | 1 | 135W LPS - Wideliter 14058 | 81004 | 22600 | 8.300 |
| 1 | 1 | 135W LPS - Wideliter 14058 | 81004 | 22600 | 8.300 |

| Calculation Summary | | | | | | | |
|---------------------|-------------|-------|------|------|-----|---------|----------|
| Label | Calc Type | Units | Min | Max | Min | Avg/Min | Max/Min |
| Ground Planar | Illuminance | FC | 1.37 | 19.7 | 0.1 | 19.7 | 19.7/0.1 |

NOTES

- FIXTURE MOUNTING HEIGHT: 20'-0" A.F.F.
- CALC PTS @ GROUND: 0'-0" A.F.F.
- Calculations have been performed according to information provided regarding room dimensions, reflectance, furniture and architectural element placement. Some differences between measured values and calculated results may occur if the real environment conditions do not match the input data.
- Photometric Data used as input for these calculations is based on established IES procedures and published lamp & ballast ratings.
- Field Performance will depend on actual lamp, ballast, electrical and site characteristics.
- For design reference only - All calculations should be reviewed for accuracy by a certified electrical engineer.
- All light fixtures to have full cutoff illumination shields

Issue Dates

Planning Dept. 07/17/2014
Planning Dept. 11/19/2014
Plan Check -
Bldg Set -
Permit Set -
Construction Set -

Drawing Date 11/19/2014

Check By NB

Drawn By NB

Scale as noted

Job Number 12080_501

Sheet Number

PS-1

ELA Environmental Lighting for Architecture, Inc.

Ordering Manual
Atlanta 1 - ATS

1. Primary ATS

2. Size

3. Mounting

4. Options

5. Select

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

ELA Environmental Lighting for Architecture, Inc.

Ordering Manual
Atlanta 1 - ATS

6. Voltage

7. Lens

8. Color

9. Options

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

LUMARK

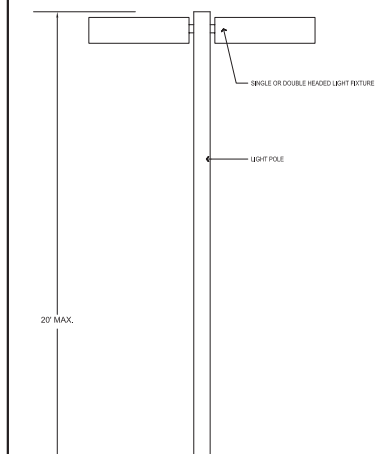
Ordering Manual
Atlanta 1 - ATS

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

COOPER LIGHTING

Ordering Manual
Atlanta 1 - ATS

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.



architecture
planning
interiors
sustainable design

Smith Consulting Architects
12280 Evening Creek Drive South
Suite 125
San Diego, CA 92128
(858) 793-4777
(858) 793-4787 Fax
(760) 797-1377 Palm Desert
www.sca.com

POTENTIAL PEDESTRIAN LIGHTING

BACK OF HOUSE LIGHTING

7

Model Widelineer

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

Widelineer SPECS

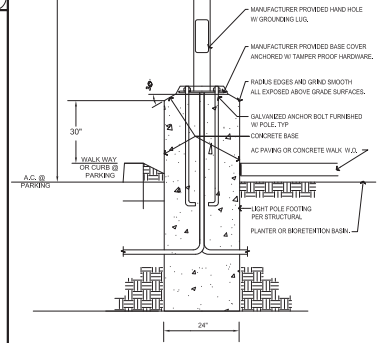
Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

GN1LED13YRACB

Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.

GN1LED13YRACB - continued

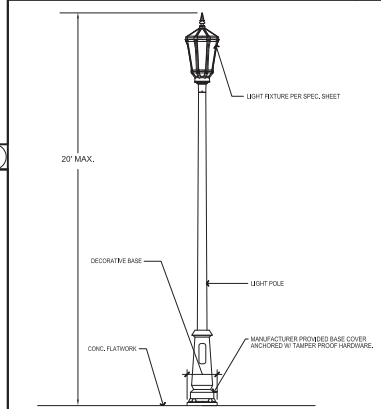
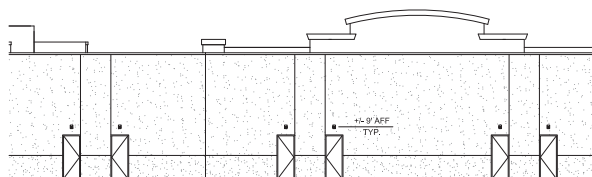
Notes: See sheets A-1 and A-2 for fixture locations on the exterior elevations.



PARKING FIELD LIGHTING

DECORATIVE BUILDING LIGHTING

9



EXTERIOR WALL PACKS

DECORATIVE BUILDING LIGHTING

POTENTIAL PEDESTRIAN LIGHTING

Issue Dates

Planning Dept. 07/17/2014

Planning Dept. 11/19/2014

Plan Check

Not Set

Not Set

Not Set

Construction Set

Drawing Date 11/19/2014

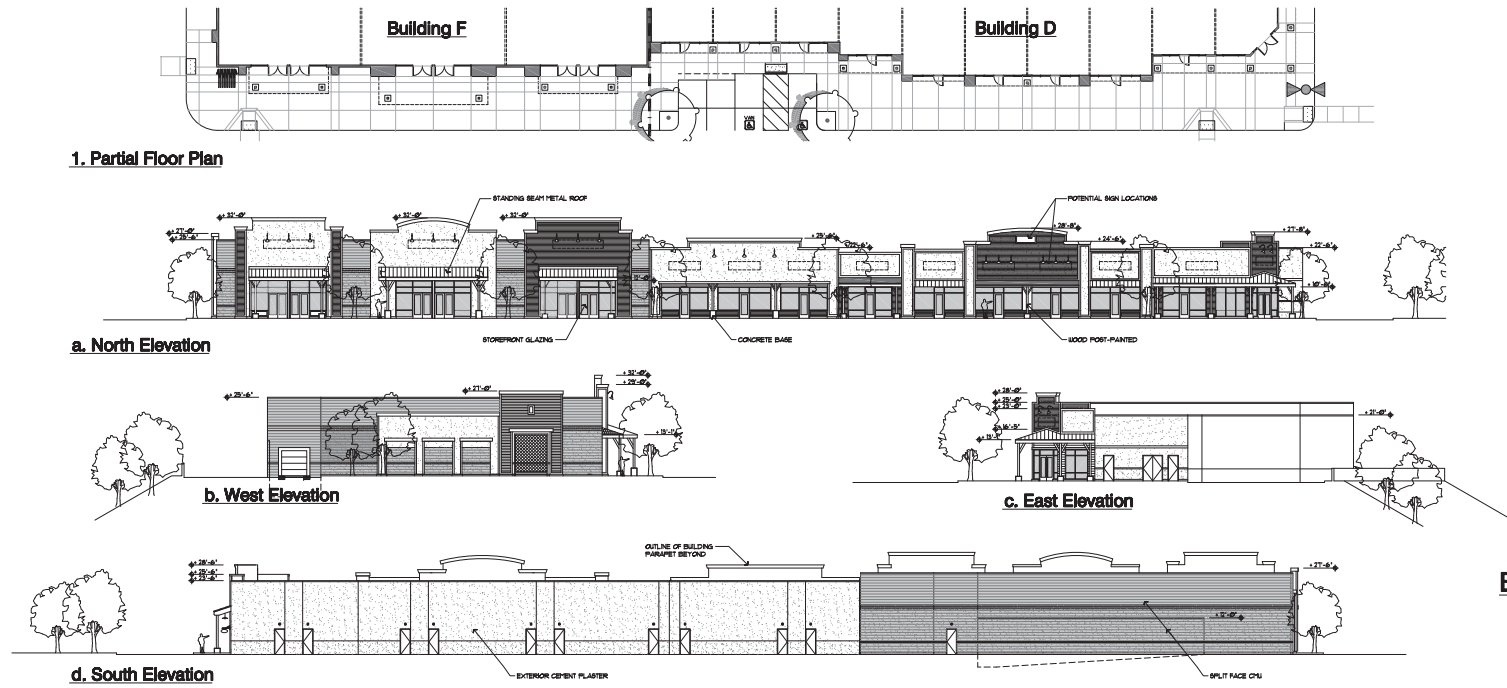
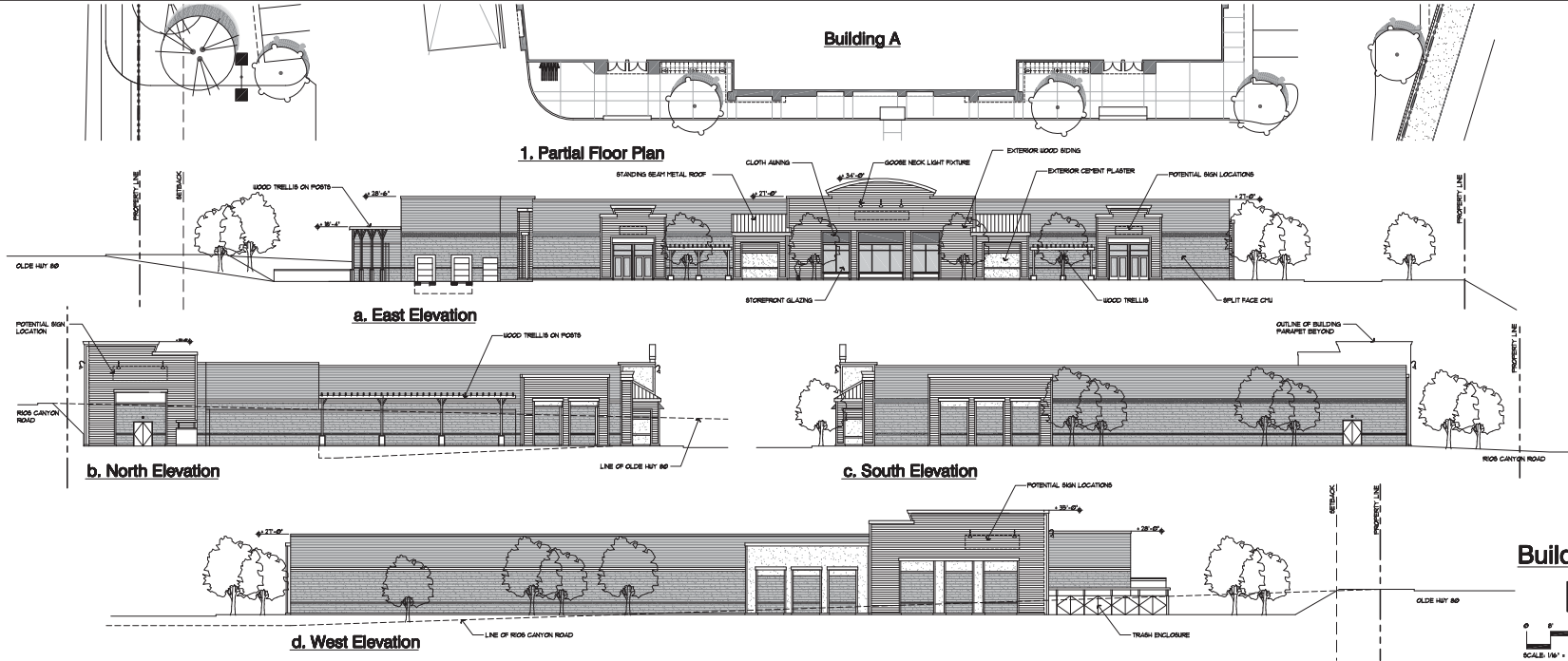
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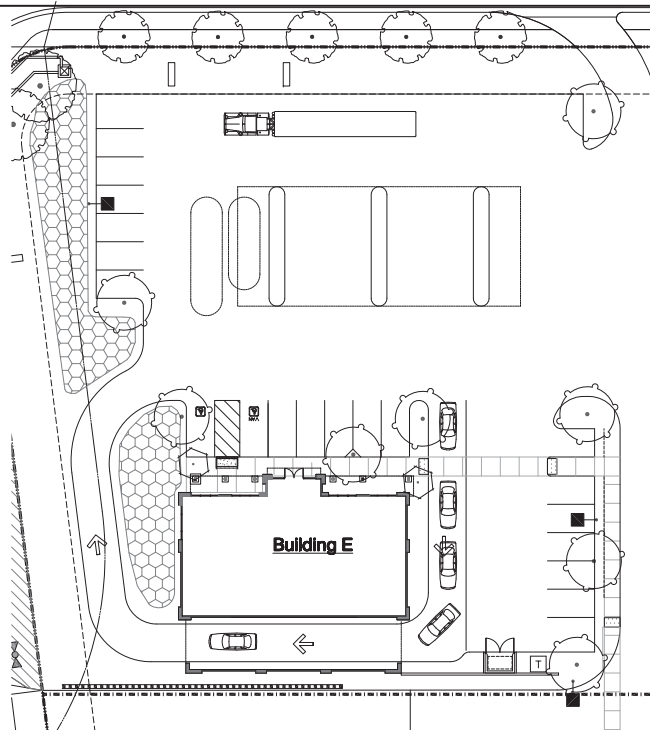
Drawn By NB

Scale as noted

Job Number 12080,501

Sheet Number





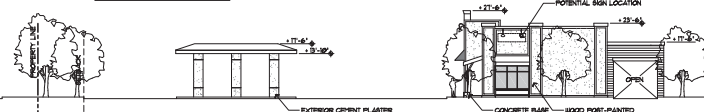
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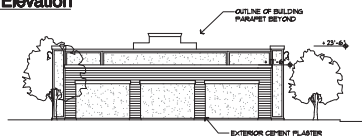
a. North Elevation



b. West Elevation

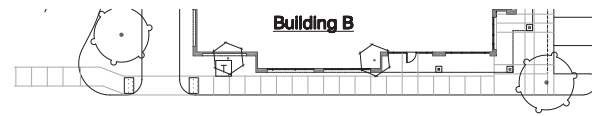


c. East Elevation



d. South Elevation

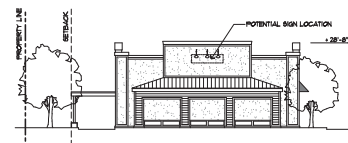
Building E



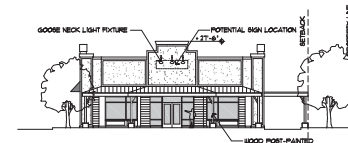
1. Partial Floor Plan



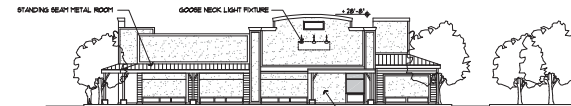
a. South Elevation



b. East Elevation

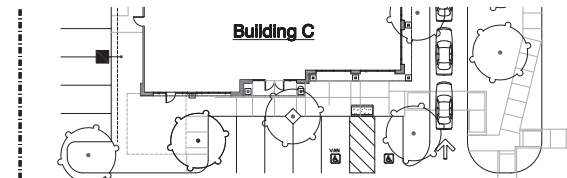


c. West Elevation



d. North Elevation

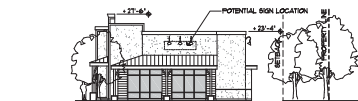
Building B



1. Partial Floor Plan



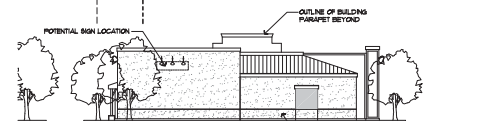
a. South Elevation



b. East Elevation



c. West Elevation



d. North Elevation

Building C



LAKE JENNINGS MARKET PLACE

SIGN PROGRAM

County of San Diego, California

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PAGE 1

| PROJECT DIRECTORY | |
|-------------------|--|
| LANDLORD: | SOUTH COAST DEVELOPMENT P.O. BOX 1893 SOLANA BEACH, CA 92085 TEL: (858) 754-6675 FAX: (858) 754-6685 |
| ARCHITECT: | SMITH CONSULTING ARCHITECTS SUITE 125 SAN DIEGO, CA 92128 TEL: (858) 793-4777 FAX: (858) 793-4787 |
| CONSULTANT: | JONES SIGN COMPANY 4000 ROCK AVE. SUITE 100 SAN DIEGO, CA 92121-1320 TEL: (858) 548-1414 FAX: (858) 548-1483 ATTN: JOHN JAVIERA |

| TABLE OF CONTENTS | |
|-------------------------------|----|
| TITLE | 1 |
| PROJECT DIRECTORY | 2 |
| SUBMITTAL & APPROVALS | 3 |
| CONSTRUCTION REQUIREMENTS | 4 |
| REMARKS SPECIFICATIONS | 5 |
| PROPOSED SIGNS | 6 |
| SIGN OPTIONS | 7 |
| SIGN CONSTRUCTION DETAILS | 8 |
| WALL SIGNS | 9 |
| MAJOR TENANTS | 10 |
| MINOR TENANTS | 11 |
| SHOP TENANTS | 12 |
| GROUND SIGNS | 13 |
| Pylon Display | 14 |
| Monument Displays | 15 |
| Center ID Monument Displays | 16 |
| Gas Station Monument Displays | 17 |
| Gas Station Monument Displays | 18 |
| MISCELLANEOUS SIGNS | 19 |
| BLACK SIGN DISPLAY | 20 |

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OCTOBER 09, 2014 JC

PAGE 2

INTRODUCTION

The intent of this sign criteria is to provide the guidelines necessary to achieve a visually coordinated, balanced and appealing sign environment, harmonious with the architecture of the project, while maintaining provisions for individual graphic expression.

Performance of this sign criteria shall be rigorously enforced and any nonconforming sign shall be removed by the tenant or his agent, at their expense, upon demand by the Landlord.

Exceptions to these standards shall not be permitted without approval from the Landlord and will require approval of a modification to the sign program application by the County of San Diego.

Accordingly, the Landlord will retain the right to approve or deny any sign used in the center.

No sign shall be installed without the written Landlord approval and the required County permits.

LANDLORD/TENANT REQUIREMENTS

- Each Tenant shall submit to Landlord in written approval, three (3) copies of the detailed shop drawings of the proposed signs, including correspondence with the sign criteria herein outlined.
- The Landlord shall determine and approve the availability and location of a Tenant name on any ground signs.
- The Tenant shall pay for all signs, related materials and installation fees (including final inspection costs).
- The Tenant shall obtain all necessary permits.
- The Tenant shall be responsible for fulfillment of all requirements of this sign criteria.
- It is the responsibility of the Tenant's sign company to verify all conduct and monitor location and service areas prior to fabrication.
- Should a sign be removed, it is the Tenant's responsibility to patch all holes, paint surface to match the existing color, and restore surface to original condition.



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PAGE 3

GENERAL SIGN CONSTRUCTION REQUIREMENTS:

- All signs and their installation shall comply with all local building and electrical codes.
- All electrical signs will be fabricated by a U.L. approved sign company, according to U.L. specifications and local U.L. listed.
- Sign company to be fully licensed with the County and State and shall have full Workmen's Compensation and general liability insurance.
- All penetrations of building exterior surfaces are to be sealed waterproof in color and finish to match existing surface.
- Internal illumination to be LED's, installed and labeled in accordance with the "National Board of Fire Underwriters' Specifications".
- Painted surfaces to have a satin finish. Only paint containing acrylic polyurethane products may be used.
- Letter and letter heights shall be as specified and shall be determined by measuring the normal capital letter of a type font exclusive of ascenders, ascenders and descenders.
- All sign fabrication work shall be of excellent quality. All sign images and type styles shall be accurately reproduced. Lettering that approximates type styles will not be acceptable. The Landlord reserves the right to reject any fabrication work deemed to be below standard.
- All lighting must match the exact specification of the approved working drawings. No exposed conduits or wireways will be allowed.
- Signs must be made of durable rust-inhibiting materials that are appropriate and complementary to the building.
- Color coatings shall exactly match the colors specified on the approved plans.
- Lettering of materials (e.g., signs) shall be finished in way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled, and finished as to be unnoticeable.
- Finished surfaces of metal shall be free from rust, staining and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform texture conforming to the sign manufacturer's industry.
- In no case shall any manufacturer's label be visible from the street from normal viewing angles.
- Exposed conduits are not permitted.
- Exposed junction boxes, lamps, tubing or other enclosures of any type are not permitted.

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PAGE 4

SHOP TENANT SIGNAGE SPECIFICATIONS:

The intent of this criteria is to insure a standardized uniform style throughout the center while encouraging the creativity of typographical and iconic elements to develop interest and style.

STOREFRONT SIGNAGE
The following types of construction will be allowed:
* Aluminum faced channel with any color of neon tube illumination.



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PAGE 5

PROHIBITED SIGNS:

- Signs constituting a Traffic Hazard:
No person shall install or maintain, or cause to be installed or maintained, any sign which obstructs or interferes in any way with the normal flow of traffic, or which makes use of the words "STOP", "LOOK", "YIELD", "CAUTION" or any words, phrases, symbols, or characters in such a manner as to interfere with, hinder or confuse traffic.
- Signs in Proximity to Utility Lines:
Signs which have less horizontal or vertical clearance from authorized communication or emergency electrical power lines than are prescribed by the laws of the State of California are prohibited.
- Signs painted directly on a building surface will not be permitted.
- Wall signs may not project above the top of a parapet, the roof line at the wall, or roof line.
- There shall be no signs that are flashing, moving or audible.
- No sign shall project above or below the sign-able area. The sign-able area is defined in the attached exhibit for reasons.
- Vehicle Signs:
Signs on or affixed to trucks, automobiles, trailers, or other vehicles which are used for advertising, identity, or provide direction to a specific use or activity not related to its lawful activity are prohibited (i.e. Delivery trucks with tenant signage is OK).
- Light Bulb Fixtures:
External displays, other than temporary decorative holiday lighting which consists of unscrewed light bulbs are prohibited. An exception may be granted by the Landlord when the display is an integral part of the design character of the activity to which it relates.

- Barons, Perennials & Bulbous Used for Advertising Purpose:
Temporary signs, banners, or pennants, or a combination of signs constituting an architectural feature which is an integral part of the design character of a project may be permitted subject to Municipal Code requirements, Landlord's, and City approval.
- Billboard Signs are not permitted.
- The use of permanent "sale" signs are prohibited. The temporary use of these signs are limited to a thirty-day period and is restricted to signs affixed to the interior of windows which do not occupy more than 25% of the window area. Each business is permitted a total of not more than thirty (30) days of temporary window sale signs per calendar year.
- No standard plus listed cabinet construction allowed.

ABANDONMENT OF SIGNS:

Any tenant signs left after thirty (30) days from vacating premises shall become the property of Landlord.

INSPECTION:

Landlord reserves the right to hire an independent electrical engineer or the Tenant's sign company to inspect the installation of all Tenant's signs and to require the Tenant to have any discrepancies corrected and all repairs corrected at the Tenant's expense.

MAINTENANCE:

It is the Tenant's responsibility to maintain their signs in proper working and clean condition at all times. Otherwise, Landlord reserves the right to hire his own contractor, make the necessary corrections, and bill amount should be as discussed previously.

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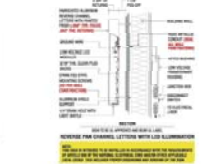
LAKE JENNINGS MARKET PLACE

OCTOBER 09, 2014 JC

PAGE 6

SIGN CONSTRUCTION

ILLUMINATED ALUMINUM FACED CHANNELS WITH HALO ILLUMINATION:
Use standard aluminum construction with Matthews (or equivalent) satin acrylic polyurethane finish.
Paint faces and return any color, structure with any color or LED neon.



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PAGE 7



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PAGE 9

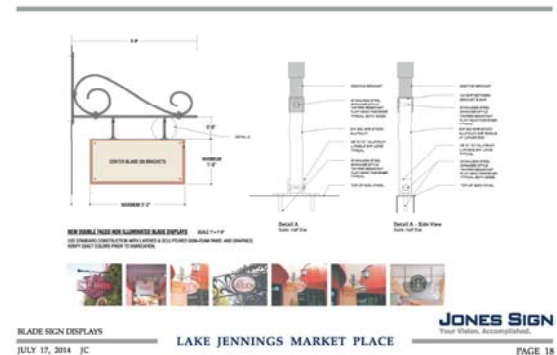
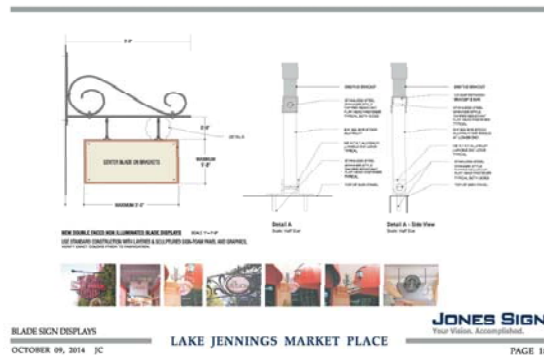
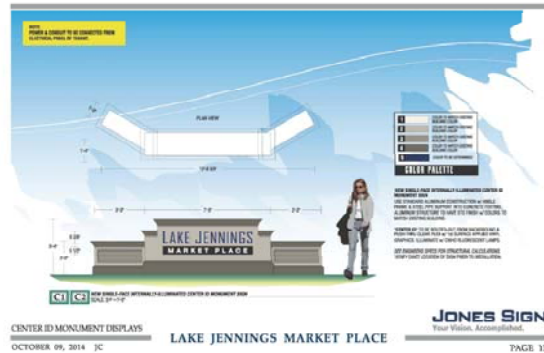
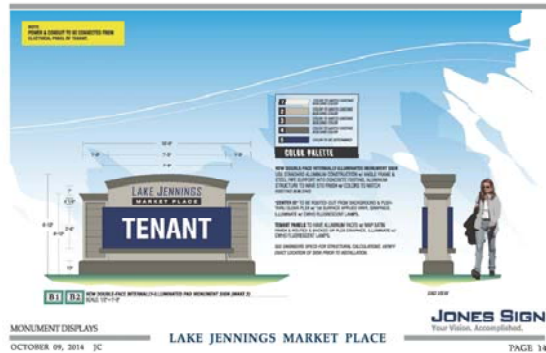
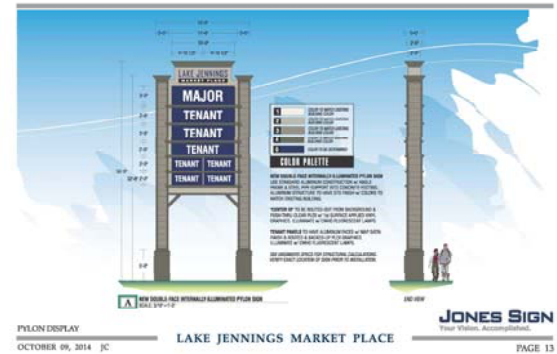
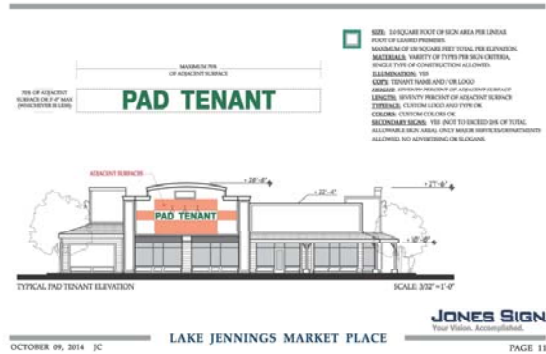


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PAGE 10





County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

December 24, 2014

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

1. Title; Project Numbers; Environmental Log Number:

Lake Jennings Marketplace; PDS2014-GPA-14-005, PDS2014-REZ-14-004, PDS2014-TM-5590, PDS2014-STP-14-019, PDS2014-ER-14-14013

2. Lead agency name and address:
County of San Diego, Planning & Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123-1239

3. a. Contact Marcus Lubich, Project Manager
b. Phone number: (858) 505-6473
c. E-mail: Marcus.Lubich@sdcounty.ca.gov

4. Project location:

The project site is located on the south side of Olde Highway 80 between Ridge Hill Road and Rios Canyon Road in the Lakeside Community Planning Group area in the unincorporated area of San Diego County. Thomas Guide Coordinates: Page 1232, Grid F5/G5

5. Project Applicant name and address:

Lee Vance, Vance and Associates
224 Seeman Drive, Encinitas, CA 92024

Keith Gregory, Southcoast Development, LLC
P.O. Box 1053, Solana Beach, CA 92075

6. General Plan
Community Plan: Lakeside
Land Use Designation: Village Residential 15 (VR-15)
Density: 15 du/acre
Floor Area Ratio (FAR) -

7. Zoning
Use Regulation: Urban Residential (RU)
Minimum Lot Size: 6000 square feet
Special Area Regulation: B (Community Design Review Area)

8. Description of project:

The application consists of five discretionary permit applications: A General Plan Amendment to change the existing Residential Land Use Designation from Village Residential (VR15) to General Commercial (C-1); a Rezone to reclassify the existing use regulation from Urban Residential (RU 15) to General Commercial (C36); a Tentative Map to subdivide the project site; a Site Plan to demonstrate compliance with the Lakeside Design Guidelines; a Major Use Permit for a car wash, and, a Boundary Adjustment to convey a small portion of the northeast corner of the site to an adjacent offsite property.

The applicant proposes the development of a commercial shopping center project on an approximately 13 acre site that would include six new buildings totaling 76,100 square feet, a gasoline station with carwash, and parking for 389 vehicles. The draft tentative map proposes to subdivide the site into eight lots. Lots 1 through 6 would contain the proposed commercial development and Lot 7 in the southern portion of the site will contain an open space easement for Southern Riparian Forest habitat along Los Coches Creek and its associated wetland buffer. 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 proposed commercial development will include the following:

1. Market Building (Building A - 43,000 square feet, Lot 6) located along the entire east side of the site and Rios Canyon Road;
2. Financial Building (Building B - 4,500 square feet, Lot 5) located in the northeast portion of the site along Olde Highway 80 and east of the proposed signalized project entrance on Olde Highway 80;
3. Restaurant with drive through (Building C - 3,500 square feet, Lot 3) located in the north-central portion of the site west of the intersection of Olde Highway 80 and the proposed signalized project entrance;
4. Gas Station (43,800 sf pad) and Commercial building (Building E – 3,000 square feet, Lot 1) in the northwest portion of the site at the intersection of Olde Highway 80 and Lake Jennings Park Road;
5. Restaurant-Retail Building (Building D - 9,600 sf, Lot 2) in the southwest portion of the site; and,
6. Major Building (Building F - 12,500 sf, Lot 4) in the south-central portion of the site.

The project site contains the western portion of Pecan Park Lane (west of Rios Canyon Road) which the project proposes to vacate. The project would also extend Rios Canyon Road approximately 140 feet north to form an intersection with Olde Highway

80. Four access points are proposed for the project site; one from Ridge Hill Road located on the west side of the project, and three others located along Olde Highway 80 on the north side of the site. The three entrances along Olde Highway 80 include a right-in (only) approximately 200 feet east of the intersection of Olde Highway 80 and Lake Jennings Park Road, a fully signalized project entry half way along the project's northern frontage, and a second (non-signalized) project entry near the northeast corner of the property.

The project proposes grading quantities in the amount of 43,700 cubic yards of 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 site. Four retaining walls are proposed. The first would be located along the north side of the project entrance off of Ridge Hill Road and would be approximately 93 feet long with a maximum height of six feet. The second would be located along the south side of Lot 2 and would be approximately 340 feet long with a maximum height of ten feet. The third retaining wall would be located just south of the second wall and would be approximately 150 feet long with a maximum height of eight feet. The fourth retaining wall is located at the northeast corner of the site where Rios Canyon Road would be extended to intersect with Olde Highway 80. This wall would be approximately 85 feet long with a maximum height of 8.5 feet at the northeast corner. Blasting is anticipated to be required to remove a granite outcropping in the northeast portion of the project site. The project proposes signage including a 35-foot-tall pylon sign and an onsite stormwater storage system to capture the 100-year storm volume of 23,000 cubic feet and slowly discharge that volume at a rate that complies with Hydromodification Management Plan standards.

The project would be provided fire protection services, potable water, and wastewater service from the Lakeside Fire Protection District, Padre Dam Municipal Water District, and San Diego County Sanitation, respectively. The project will connect to an existing sewer line in the western portion of the site, and to an existing water line in Rios Canyon Road that will be extended to the north to connect to a new water line in Olde Highway 80.

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

Olde Highway 80 is located along the project site's northern boundary and Interstate 8 is located less than 500 feet north of the project site. A church is located west of the site along Ridge Hill Road, and commercial uses are located north and northeast of the site along Olde Highway 80. Residential land uses are located east of the site on the east side of Rios Canyon Road and south of the project site on the south side of Los Coches Creek. Rios Elementary School is located approximately one-quarter mile southeast of the project site. Agricultural groves are located less than 1000 feet southwest of the site.

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

| <u>Permit Type/Action</u> | <u>Agency</u> |
|---|---|
| Boundary Adjustment | County of San Diego |
| General Plan Amendment | County of San Diego |
| Landscape Plans | County of San Diego |
| Major Use Permit | County of San Diego |
| Rezone | County of San Diego |
| Road Opening | County of San Diego |
| Road Vacation | County of San Diego |
| Site Plan | County of San Diego |
| Tentative Map | County of San Diego |
| County Right-of-Way Permits Construction Permit Encroachment Permit | County of San Diego |
| Grading Permit | County of San Diego |
| Improvement Plans | County of San Diego |
| Remandment of Relinquished Access Rights | County of San Diego |
| Exploratory Borings, Direct-push Samplers and Cone Penetrometers Permits | County of San Diego |
| Underground Storage Tank Permit | County of San Diego |
| State Highway Encroachment Permit | CalTrans |
| 401 Permit - Water Quality Certification | Regional Water Quality Control Board (RWQCB) |
| 404 Permit – Dredge and Fill | US Army Corps of Engineers (ACOE) |
| 1603 – Streambed Alteration Agreement | CA Department of Fish and Wildlife (CDFW) |
| Section 7 - Consultation or Section 10a Permit – Incidental Take | US Fish and Wildlife Services (USFWS) |
| Air Quality Permit to Construct | Air Pollution Control District (APCD) |
| Air Quality Permit to Operate – Title V Permit | APCD |
| National Pollutant Discharge Elimination System (NPDES) Permit | RWQCB |
| General Construction Storm water Permit | RWQCB |
| Water District Approval | Padre Dam Water District |
| Sewer District Approval | San Diego County Sanitation District |
| Fire District Approval | County Fire Authority/Lakeside Fire Protection District |

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

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

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



Signature

December 24, 2014

Date

Marcus Lubich
Printed Name

Land Use/Environmental Planner
Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

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

I. AESTHETICS -- Would the project:

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

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

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

No Impact: The project site is located approximately 500 feet south of Interstate 8 at Lake Jennings Park Road. The proposed project is not located near or within, or visible from, a scenic vista and will 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 will not have an adverse effect on a scenic vista.

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

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

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

Less Than Significant Impact: Interstate 8 (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. The proposed project will change the project site from undeveloped land containing mature coast live oak trees and non-native grassland to a commercial development, except for the southern portion of the site that will be preserved in a biological open space easement. However, the visibility of the project site from I-8 is limited. Therefore, the project would result in a less than significant impact to scenic resources.

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

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

Less Than Significant Impact: Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers.

The proposed project will change the project site from undeveloped land containing mature coast live oak trees and non-native grassland to a commercial development, except for the southern portion of the site that will be preserved in a biological open space easement. However, the project would not substantially degrade the existing visual character or quality of the site and its surroundings.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

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

Less Than Significant With Mitigation Incorporated: The proposed project will use outdoor lighting for signage and security and is located within Zone B as identified by the San Diego County Light Pollution Code. The potential impacts from project lighting will be further analyzed in the EIR, in a Visual Impact Report, and in a Site Lighting Plan. Conformance with the Light Pollution Code will be addressed and feasible mitigation measures will be proposed for any potentially significant impacts.

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

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

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

No Impact: The project site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown

on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. 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. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance exist onsite and will be converted to a non-agricultural use.

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

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

No Impact: 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. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

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

No Impact: The project site including offsite improvements do not contain forest lands or timberland. The project applications include a Rezone that would change the use regulation from Urban Residential (RU 15) to General Commercial (C36), neither of which is associated with agricultural or timberland use. The County of San Diego does not have 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.

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

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

No Impact: The project site including any offsite improvements do not contain any forest lands as defined in Public Resources Code section 12220(g), therefore 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 offsite forest resources.

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

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

Less Than Significant Impact: Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency is located approximately 400 feet east of the project site on the other side of a manufactured home residential development. The proposed project including any offsite improvements will not impact this area such that it could result in conversion to a non-agricultural use.

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

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

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

Potentially Significant Impact: The project proposes a General Plan Amendment and Rezone as described above on page 2 that will result in a more intense use of the site. Conformance with or obstruction of implementation of the RAQS or SIP will be addressed in the EIR and in an Air Quality Technical Report for the project.

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

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

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Because APCD does not have screening-

level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

Potentially Significant Impact: The project proposes a General Plan Amendment and Rezone as described above on page 2 that will result in a more intense use of the site including an estimated 11,000 average daily trips (ADT). The project also includes a grading/construction phase that includes approximately 45,000 cubic yards of earthwork. The project's potential impacts related to air quality standards and existing or projected air quality violations will be addressed in the EIR and in an Air Quality Technical Report for the project.

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

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

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM₁₀) under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Potentially Significant Impact: The project proposes a General Plan Amendment and Rezone as described above on page 2 that will result in a more intense use of the site including an estimated 11,000 average daily trips (ADT). The project also includes a grading/construction phase that includes approximately 45,000 cubic yards of earthwork. The project's potential impacts related to air quality standards and existing or projected air quality violations will be addressed in the EIR and in an Air Quality Technical Report for the project.

- d) Expose sensitive receptors to substantial pollutant concentrations?

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

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house

individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors because they house children and the elderly.

Potentially Significant Impact: The project proposes a General Plan Amendment and Rezone as described above on page 2 that will result in a more intense use of the site including an estimated 11,000 average daily trips (ADT). The project also includes a grading/construction phase that includes approximately 45,000 cubic yards of earthwork. Private residences are in close proximity to the project site (150 feet) and the Rios Elementary School is located approximately one-quarter mile to the southeast of the project site. The project's potential impacts to sensitive receptors will be addressed in the EIR and in an Air Quality Technical Report for the project.

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

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

Potentially Significant Impact: The project could produce objectionable odors, which would result from volatile organic compounds, ammonia, carbon dioxide, hydrogen sulfide, methane, alcohols, aldehydes, amines, carbonyls, esters, disulfides dust and endotoxins from the construction and operational phases. However, these substances, if present at all, are anticipated to occur only in trace amounts (less than $1 \mu\text{g}/\text{m}^3$). The project may also generate odors from heavy construction equipment, loading docks, trash receptacles, and food preparation from restaurants. The project's potential impacts related to creating objectionable odors to nearby residential land uses will be addressed in the EIR and in an Air Quality Technical Report for the project.

IV. BIOLOGICAL RESOURCES -- Would the project:

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

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

Potentially Significant Impact: The project site contains non-native grassland habitat and southern riparian forest habitat that includes wetlands. These habitats have the potential to harbor Quino Checkerspot Butterfly and Least Bells Vireo as well as other listed or sensitive species. Potential project impacts to candidate sensitive, or special status species will be analyzed in the EIR and in a Biological Resources Technical Report.

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

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

Potentially Significant Impact: The project site contains southern riparian forest habitat that includes wetlands associated with Los Coches Creek which flows from east to west across the southern portion of the site. Potential project impacts to this habitat will be analyzed in the EIR and in a Biological Resources Technical Report.

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

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

Potentially Significant Impact: The project site contains southern riparian forest habitat that includes wetlands associated with Los Coches Creek which flows from east to west across the southern portion of the site. The project is proposing to dedicate an onsite Biological Open Space Easement to protect this onsite habitat and Los Coches Creek. The EIR and Biological Resources Technical Report will further analyze this issue and ensure that applicable regulations are complied with and necessary mitigation measures are required.

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

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

Potentially Significant Impact: The project site contains non-native grassland habitat and southern riparian forest habitat that includes wetlands associated with Los Coches Creek. Potential project impacts to wildlife movement and wildlife corridors will be analyzed in the EIR and in the Biological Resources Technical Report.

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

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

Potentially Significant Impact: The project site contains non-native grassland habitat and southern riparian forest habitat that includes wetlands associated with Los Coches Creek. The project site is also located within the Multiple Species Conservation Program (MSCP), Metro-Lakeside-Jamul Segment. Project conformance with the MSCP and County's implementing Biological Mitigation Ordinance (BMO) will be analyzed and evaluated in the EIR and in a Biological Resources Technical Report.

V. CULTURAL RESOURCES -- Would the project:

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

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

Potentially Significant Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist it has been determined that there are one or more historical resources within the project site. These resources will be further evaluated in the EIR and within a site specific Cultural Resources Report and all necessary mitigation measures will be described.

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

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

Potentially Significant Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist it has been determined that there are one or more cultural resources within the project site. These resources will be further evaluated in the EIR and within a site specific Cultural Resources Report and all necessary mitigation measures will be described.

c) Directly or indirectly destroy a unique geologic feature?

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

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

No Impact: The site does not contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources nor does the site support any known geologic characteristics that have the potential to support unique geologic features.

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

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

Potentially Significant Impact: A review of the County's Paleontological Resources Maps and data on San Diego County's geologic formations indicates that the project is located on Upper Jurassic and Lower Cretaceous Marine and Nonmarine geological formations that have marginal potential to contain unique paleontological resources. Excavating into undisturbed ground beneath the soil horizons may cause a significant impact if unique paleontological resources are encountered. Because an impact to paleontological resources does not typically occur until the resource is disturbed, monitoring during excavation is the essential measure to mitigate potentially significant impacts to unique paleontological resources to a level below significance.

A monitoring program will be required to be implemented by the excavation/grading contractor during grading/excavation of the project site. This issue will be further analyzed and detailed mitigation measures provided in the EIR.

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

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

Potentially Significant Impact: Based on an analysis of records and a survey of the property by a County of San Diego approved archaeologist it has been determined that there are one or more historical and cultural resources within the project site. These resources will be further evaluated in the EIR and within a site specific Cultural Resources Report to determine if any human remains might also be present, and all necessary mitigation measures will be described.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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

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

- ii. Strong seismic ground shaking?

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

Less Than Significant Impact: To ensure the structural integrity of all buildings and structures, the project must conform to the Seismic Requirements as outlined within the California Building Code. The County Code requires a soils compaction report with proposed foundation recommendations to be approved before the issuance of a building permit. Therefore, compliance with the California Building Code and the County Code ensures the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

- iii. Seismic-related ground failure, including liquefaction?

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

Less Than Significant Impact: 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 will 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.

iv. Landslides?

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

Less Than Significant With Mitigation Incorporated: The site is located within Relative Landslide Susceptibility Area 3-1 on the California Division of Mines and Geology Relative Landslide Susceptibility and Landslide Distribution Map. Potential impacts related to the potential for landslide will be addressed in the EIR and in a Geological Hazards or Geotechnical Report that will be prepared for the project. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

Less Than Significant With Mitigation Incorporated: According to the Soil Survey of San Diego County, the 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, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However, the project is not anticipated to result in substantial soil erosion or the loss of topsoil for the following reasons:

- The project will prepare a Stormwater Management Plan that will include Best Management Practices to ensure sediment does not erode from the project site.
- 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). Compliance with these regulations minimizes the potential for water and wind erosion.

The EIR and Stormwater Management Plan will further analyze and address the issue of soil erosion that might occur due to project landform modification.

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

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

Less Than Significant Impact: The proposed project involves approximately 45,000 cubic yards of grading that would result in the creation of areas of cut and areas underlain by fill. In order to assure 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 California Building Code. 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. For further information regarding landslides, liquefaction, and lateral spreading, refer to VI Geology and Soils, Question a., iii-iv listed above.

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

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

Less Than Significant Impact: The project is located on soils expected to have a low expansive potential as defined within Table 18-1-B of the Uniform Building Code (1994). This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However the project will 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 ensure suitable structure safety in areas with expansive soils. Therefore, these soils will not create substantial risks to life or property.

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

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

No Impact: The project will 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.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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

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

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

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

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

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into

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

law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

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

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

Greenhouse Gas Emissions from the proposed project will be quantified and analyzed with respect to appropriate significance thresholds in the EIR and a Greenhouse Gas Emissions technical report. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

Potentially Significant Impact: See the response to a) above. Greenhouse Gas Emissions from the proposed project will be quantified and analyzed with respect to potential conflicts with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions in the EIR and within a Greenhouse Gas Emissions technical report. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

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

Potentially Significant Impact: The project proposes a retail gasoline station which involves the routine use and storage of hazardous materials. The project is not expected to result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances will be in full compliance with local, State, and Federal regulations. California Government Code § 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Section 25500-25520.

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

The project proposes to demolish abandoned residential structures and outbuildings on site that were constructed prior to 1980 and that may contain Lead Based Paint (LBP) and Asbestos Containing Materials (ACMs). Lead is a highly toxic metal that was used up until 1978 in paint used on walls, woodwork, siding, windows and doors. Lead containing materials shall be managed by applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5, the worker health and safety requirements (Title 8 CCR Section 1532.1) and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8). Asbestos was used extensively from the 1940's until the late 1970's in the construction industry for fireproofing, thermal and

acoustic insulation, condensation control, and decoration. The USEPA has determined that there is no "safe" exposure level to asbestos. It is therefore highly regulated by the USEPA, CalEPA, and the CalOSHA. Demolition or renovation operations that involve ACMs must conform to San Diego Air Pollution Control District (SDAPCD) Rules 361.140-361.156. In accordance with existing regulations, the project will be required to complete asbestos and lead surveys to determine the presence or absence of ACMs or LBP prior to issuance of a building permit that includes demolition of onsite structures and prior to commencement of demolition or renovation activities.

A site records review also indicates historical agricultural use of the site between 1920 and 1989 which indicates that pesticides may have been used onsite that could represent a hazard to the public or the environment. Soil testing will be required and described in a Limited Phase II Environmental Site Assessment.

Due to the strict requirements that regulate hazardous substances outlined above and the fact that the initial planning, ongoing monitoring, and inspections will occur in compliance with local, State, and Federal regulation; the project is not anticipated to result in any potentially significant impacts related to the routine transport, use, and disposal of hazardous substances or related to the accidental explosion or release of hazardous substances. However, these issues including the results of the Limited Phase II Environmental Site Assessment and description of the proposed gasoline station will be analyzed in the EIR.

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

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

Potentially Significant Impact: The project is located within approximately one-quarter mile of existing Rios Elementary School which is located southeast of the project site. A gasoline station is included in the proposed commercial development of the site. Please refer to the response a) above. Hazardous emissions, storage and handling proposed by the project will be analyzed in the EIR.

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

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

Less than Significant With Mitigation Incorporated: Based on a regulatory database search, the project site has not been subject to a release of hazardous substances that would create a significant hazard to the public or environment. The project site is not included in any

of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), is not on or within 1,000 feet of a Formerly Used Defense Site (FUDS), and does not contain a leaking Underground Storage Tank (UST). However, historical use of the site for agriculture is indicated and therefore the potential of a past release of hazardous substances such as pesticides will be addressed in the EIR and through technical studies including a Limited Phase II Environmental Site Assessment. Feasible mitigation measures will be proposed for any potentially significant impacts.

In addition, this project site is within 2000 feet of a property listed in the State Water Resources Control Board Geotracker (7-Eleven Food Store #16439) located at the northeast corner of Lake Jennings Park Road and Olde Highway 80. This site was subject to soil and groundwater remediation in the 1990's and 2000's due to leaking underground storage tanks from operation of a gasoline station. The remediation was completed and the case closed in January of 2014. It is therefore not anticipated to impact the proposed project.

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

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

No Impact: 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 five and a half 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 safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

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

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

No Impact: The proposed project is not within one mile of a private airstrip. The closest private airstrip is located approximately 11 miles southeast in Alpine, CA. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

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

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

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

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

Less Than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

- ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

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

iii. OIL SPILL CONTINGENCY ELEMENT

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

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

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

v. DAM EVACUATION PLAN

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

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

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

Potentially Significant Impact: The proposed project is adjacent to wildlands that have the potential to support wildland fires. However, it is anticipated the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires because the project will comply with the regulations relating to emergency access, water supply, and defensible space specified in the Consolidated Fire Code for the 16 Fire Protection Districts in San Diego County. Implementation of these fire safety standards will occur during the Tentative Map, Tentative Parcel Map, or building permit process. The San Diego County Fire Authority (CFA), which is the Fire Authority Having Jurisdiction, has provided a Service Availability Form which indicates the project site will have fire protection services from the Lakeside Fire Protection District. The CFA has also provided conditions related to access, water supply, defensible space, and fire protection features which will ensure the project provides adequate emergency access. Analysis of compliance with the Consolidated Fire Code will be addressed in the project EIR and in technical studies that will be prepared for the project including a Fire Protection Plan.

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

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

Potentially Significant Impact: The project will include a stormwater runoff system that will include bioretention areas and stormwater storage. It is not currently anticipated that water will be allowed to stand for a period of 72 hours (3 days) or more. However, analysis of the potential impact of the project with respect to increasing exposure of the surrounding area to vectors will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study, and Stormwater Management Plan.

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

- a) Violate any waste discharge requirements?

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

Less Than Significant With Mitigation Incorporated: The project proposes a commercial development anticipated to include a grocery store, financial services, restaurants, convenience store and gasoline station. None of these anticipated uses or uses that would be allowed under the proposed C36 zone classification is anticipated to require an NPDES Permit For Discharges of Storm Water Associated with Industrial Activities. However, the project may require an NPDES Permit for Discharges of Storm Water Associated with Construction Activities as the project will grade more than one acre in area. Violations of waste discharge requirements are not anticipated with the proposed project; however, the EIR will describe and evaluate all necessary permits required by the uses anticipated to occupy the project site for conformance with waste discharge requirements. The EIR will also describe all Best Management Practices (BMPs) that will be implemented to reduce potential pollutants to the maximum extent practicable from entering storm water runoff. These measures will enable the project to meet waste discharge requirements as required by the Land-Use Planning for New Development and Redevelopment Component of the San Diego Municipal Permit (SDRWQCB Order No. [R9-2013-0001](#)), as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP), and to comply with the County's Watershed Protection Ordinance.

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

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

Less Than Significant With Mitigation Incorporated: The project lies in the Coches Hydrologic Subarea (907.14), within the San Diego Hydrologic Unit (907). Downstream impaired water bodies include the Lower San Diego River and Pacific Ocean Shoreline (907.11). The project site is approximately 10 miles upstream of these impaired water bodies and could potentially contribute pollutants in stormwater runoff to these water bodies from onsite operations including the gas station, parking lots, loading docks, trash receptacles, and dry weather flows. The potential for the project to increase pollutants for which these water bodies are already impaired will be addressed in the EIR and in a Storm Water Management Plan that will be prepared for the project. All necessary and appropriate Best Management Practices (BMPs) for reducing pollutants in stormwater runoff to the maximum extent practicable and for compliance with the County's Watershed Protection Ordinance will be described and required for project implementation.

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

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

Less Than Significant With Mitigation Incorporated: The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region to protect the existing and potential beneficial uses of each hydrologic unit. The project lies in the Coches Hydrologic Subarea (907.14) within the San Diego Hydrologic Unit. Los Coches Creek has the following existing and potential beneficial uses: municipal supply; industrial service supply; contact water recreation; non-contact water recreation; warm freshwater habitat; and, wildlife habitat.

The project site may generate pollutants in stormwater runoff from onsite operations including the gas station, parking lots, loading docks, trash receptacles, and dry weather flows. The EIR and Storm Water Management Plan will analyze potential impacts from the project's stormwater runoff to beneficial uses and water quality objectives and ensure that all necessary and appropriate Best Management Practices (BMPs) for reducing pollutants in stormwater runoff to the maximum extent practicable and for compliance with the County's Watershed Protection Ordinance are described and required for project implementation.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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

No Impact: The project will obtain its water supply from the Padre Dam Municipal Water District that obtains water from surface reservoirs or other imported water source. The project will 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 including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

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

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

Less Than Significant With Mitigation Incorporated: Los Coches Creek flows from east to west across the southern portion of the site. Analysis of the potential impact of the project on the drainage patterns of the site and surrounding area related to erosion and siltation will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study, and Stormwater Management Plan.

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

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

Less Than Significant With Mitigation Incorporated: Los Coches Creek flows from east to west across the southern portion of the site. Analysis of the potential impact of the project on the drainage patterns of the site and surrounding area related to flooding will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study.

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

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

Less Than Significant With Mitigation Incorporated: Los Coches Creek flows from east to west across the southern portion of the site. Analysis of the potential impact of the project on the drainage patterns of the site and surrounding area related to capacity of the stormwater drainage systems will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study and Stormwater Management Plan.

- h) Provide substantial additional sources of polluted runoff?

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

Less Than Significant With Mitigation Incorporated: Analysis of the potential impact of the project to contribute pollutants in stormwater runoff will be addressed in the project EIR and in technical studies that will be prepared for the project including a Stormwater Management Plan.

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

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

Less Than Significant: The project is a proposed commercial development and will not place structures with a potential for human occupation within the 100-year floodplain of Los Coches Creek.

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

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

Less Than Significant With Mitigation Incorporated: Los Coches Creek flows from east to west across the southern portion of the site. Analysis of the potential impact of the project with respect to placing structures in the 100-year flood hazard area that might impede or redirect

flood flows will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

Less Than Significant With Mitigation Incorporated: Los Coches Creek flows from east to west across the southern portion of the site. Analysis of the potential impact of the project on the drainage patterns of the site and surrounding area with respect to exposing people or structures to flooding will be addressed in the project EIR and in technical studies that will be prepared for the project including a Hydrology and Hydraulics Study. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

No Impact: 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 will not expose people to a significant risk of loss, injury or death involving flooding.

m) Inundation by seiche, tsunami, or mudflow?

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

Discussion/Explanation:

i. SEICHE

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

ii. TSUNAMI

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

iii. MUDFLOW

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

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

a) Physically divide an established community?

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

No Impact: 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 will not significantly disrupt or divide the established community.

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

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

Potentially Significant Impact: The project proposes a General Plan Amendment to change the existing Residential Land Use Designation of the site from Village Residential (VR15) to General Commercial (C-1), and a Rezone to reclassify the existing use regulation from Urban Residential (RU 15) to General Commercial (C36). The project's conformance with the General Plan and Lakeside Community Plan will be analyzed in the EIR.

XI. MINERAL RESOURCES -- Would the project:

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

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

Less Than Significant Impact: The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land

Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of "Potential Mineral Resource Significance" (MRZ-3).

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 will 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.

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

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

No Impact: 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. Therefore, 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 will occur as a result of this project.

XII. NOISE -- Would the project result in:

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

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

Potentially Significant Impact: The project proposes a commercial development near existing commercial development to the north and northeast and residential development to the east and south. The project will generate noise from construction activities including blasting, and ongoing operations including vehicular and truck traffic (approximately 11,000 Average Daily Trips), loading docks, and HVAC equipment which could exceed allowable limits of the County of San Diego General Plan, Noise Ordinance and other applicable standards. A Noise Analysis Report must be completed and included in the EIR to address all potential impacts and recommend appropriate mitigation measures.

- a) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

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

Potentially Significant Impact: The project proposes a commercial development 500 feet south of Interstate 8 and immediately south of Olde Highway 80. The project is reported to require blasting during the construction phase of the project. The project's proximity to Interstate 8 and potential blasting may result in excessive ground borne vibration or ground borne noise levels. This issue shall be addressed in the noise analysis and the results summarized within the EIR prepared for this project.

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

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

Potentially Significant Impact: The project proposes a commercial development near existing commercial development to the north and northeast and residential development to the east and south. The project will generate noise from construction activities including blasting, and ongoing operations including vehicular and truck traffic (approximately 11,000 Average Daily Trips), loading docks, and HVAC equipment which could cause or contribute to a substantial permanent increase in existing ambient noise levels. A noise analysis must be completed and included in the EIR to address potential impacts and recommend appropriate mitigation measures.

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

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

Potentially Significant Impact: The project proposes a commercial development near existing commercial development to the north and northeast and residential development to the east and south. The project will generate noise from construction activities including blasting. A noise analysis must be completed and included in the EIR to address potential impacts from temporary increases in noise levels and recommend appropriate mitigation measures.

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

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

No Impact: The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP) for airports or within 2 miles of a public airport or public use airport. The closest airport is Gillespie Field located approximately five and a half miles southwest of the project site. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

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

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

No Impact: 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, CA. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XIII. POPULATION AND HOUSING -- Would the project:

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

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

Less Than Significant Impact: The project proposes a General Plan and Rezone of the subject property to allow a commercial development comprised of six buildings totaling 76,100 square feet and a gasoline station. However, this physical and regulatory change will not induce substantial population growth in the area, because the site and surrounding area already have water and sewer service. Thus, the project will 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.

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

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

Less Than Significant Impact: The property currently has abandoned residential structures and outbuildings, which will be removed with the construction of the proposed project. Therefore no substantial numbers of existing housing would be displaced.

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

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

No Impact: The proposed project will not displace a substantial number of people because the site is currently vacant with no inhabitants.

XIV. PUBLIC SERVICES – Would the project:

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

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

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

Less Than Significant Impact: Based on the service availability forms received for the project, the proposed project will 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. Project impacts associated with

constructing onsite sewer and water lines to connect to an existing sewer line in the western portion of the site, and to an existing water line in Rios Canyon Road that will be extended to the north to connect to a new water line in Olde Highway 80 will be addressed in applicable chapters of the EIR such as for air quality and biological and cultural resources.

XV. RECREATION – Would the project:

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

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

No Impact: The project does not propose the development or construction of any residential use that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

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

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

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XVI. TRANSPORTATION AND TRAFFIC -- Would the project:

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

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

Potentially Significant Impact: The project may generate approximately 11,000 Average Daily Trips and proposes four access points from Ridge Hill Road and Olde Highway 80 in close proximity to the Lake Jennings Park Road and Interstate 8 interchange. Analysis of the potential impact of the project with respect to conformance with applicable plans, ordinances

and policies related to the transportation system will be addressed in the project EIR and in technical studies that will be prepared for the project including a Traffic Impact Study.

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

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

Discussion/Explanation: The designated congestion management agency for the San Diego region is SANDAG. SANDAG is responsible for preparing the Regional Transportation Plan (RTP) of which the Congestion Management Program (CMP) is an element to monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. The CMP includes a requirement for enhanced CEQA review applicable to certain large developments that generate an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak hour vehicle trips. These large projects must complete a traffic analysis that identifies the project's impacts on CMP system roadways, their associated costs, and identify appropriate mitigation. Early project coordination with affected public agencies, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) is required to ensure that the impacts of new development on CMP transit performance measures are identified.

Potentially Significant Impact: The project may generate approximately 11,000 Average Daily Trips and proposes four access points from Ridge Hill Road and Olde Highway 80 in close proximity to the Lake Jennings Park Road and Interstate 8 interchange. Analysis of the potential impact of the project with respect to conflicts with the RTP and CMP will be addressed in the project EIR and in technical studies that will be prepared for the project including a Traffic Impact Study.

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

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

No Impact: The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns.

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

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

Potentially Significant Impact: The project may generate approximately 11,000 Average Daily Trips and proposes four access points from Ridge Hill Road and Olde Highway 80 in close proximity to the Lake Jennings Park Road and Interstate 8 interchange. Analysis of the potential impact of the project with respect to increasing hazards due to design features will be addressed in the project EIR and in technical studies that will be prepared for the project including a Traffic Impact Study.

e) Result in inadequate emergency access?

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

Less Than Significant With Mitigation Incorporated: The proposed project will not result in inadequate emergency access. The San Diego County Fire Authority (CFA), which is the Fire Authority Having Jurisdiction, has provided a Service Availability Form which indicates the expected emergency travel time to the project site is one and one-half minutes from Lakeside Fire Protection District. The CFA has also provided conditions which will ensure the project provides adequate emergency access. Analysis of the provision of emergency access will be addressed in the project EIR and in technical studies that will be prepared for the project including a Fire Protection Plan. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

Less Than Significant With Mitigation Incorporated: The project may generate approximately 11,000 Average Daily Trips and proposes four access points from Ridge Hill Road and Olde Highway 80 in close proximity to the Lake Jennings Park Road and Interstate 8 interchange. Analysis of the potential impact of the project with respect to conformance with applicable policies, plans, and programs related to public transit, bicycle or pedestrian facilities will be addressed in the project EIR and in technical studies that will be prepared for the project including a Traffic Impact Study. Feasible mitigation measures will be proposed for any potentially significant impacts.

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

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

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

Less Than Significant Impact: The project proposes to discharge domestic waste to the San Diego County Sanitation District sewer system that is permitted to operate by the Regional Water Quality Control Board (RWQCB). A project facility availability form has been received from the Sanitation District that indicates the district will serve the project. Therefore, because the project will be discharging wastewater to a RWQCB permitted community sewer system and will be required to satisfy any applicable District conditions, the project is consistent with the wastewater treatment requirements of the RWQCB, including the Regional Basin Plan.

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

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

No Impact: 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 will 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.

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

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

Potentially Significant Impact: The project will require and propose the construction of new onsite stormwater runoff facilities including bioretention areas and underground stormwater detention chambers. The project may also connect to and utilize an offsite bioretention area located less than 100 feet west of the site on the other side of Ridge Hill Road. Potential impacts associated with the construction of these new stormwater facilities will be addressed in applicable chapters of the EIR and technical studies such as for air quality, biological and cultural resources, and noise, and any necessary and feasible mitigation measures will be required of the project.

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

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

Less Than Significant Impact: The project requires water service from the Padre Dam Municipal Water District. The District has provided a Service Availability Letter, indicating adequate water resources and entitlements are available to serve the proposed project. Therefore, the project will have sufficient water supplies available to serve the project.

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

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

Less Than Significant Impact: 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 will not interfere with any wastewater treatment provider's service capacity.

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

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

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

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

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

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

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

Potentially Significant Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. As a result of this evaluation, the project was determined to have potential significant effects related to habitat modification, impacts to riparian areas or wetlands, wildlife corridors, and historical and archaeological resources. While project design features or mitigation has been proposed in some instances that reduce these effects to a level below significance, the effectiveness of this mitigation to clearly reduce the impact to a level below significance is unclear. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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

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

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

Discussion/Explanation:

Potentially Significant Impact: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Greenhouse Gas Emissions, VIII. Hazards and Hazardous Materials, IX. Hydrology

and Water Quality, XII. Noise, XIII. Population and Housing, and XVI. Transportation and Traffic. As a result of this evaluation, there were determined to be potentially significant effects related to Aesthetics, Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Transportation and Traffic. Therefore, this project has been determined to potentially meet this Mandatory Finding of Significance.

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

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

AESTHETICS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AGRICULTURE RESOURCES

California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland Mapping and Monitoring Program," November 1994. (www.consrv.ca.gov)

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

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

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

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

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

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

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

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

AIR QUALITY

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

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

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

BIOLOGY

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

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

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

County of San Diego, Implementing Agreement by and between United States Fish and Wildlife Service, California Department of Fish and Wildlife and County of San Diego. County of San Diego, Multiple Species Conservation Program, 1998.

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

Memorandum of Understanding [Agreement Between United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), California Department of Forestry and Fire Protection (CDF), San Diego County Fire Chief's Association and the Fire District's Association of San Diego County.

Stanislaus Audubon Society, Inc. v County of Stanislaus (5th Dist. 1995) 33 Cal.App.4th 144, 155-159 [39 Cal. Rptr.2d 54]. (www.ceres.ca.gov)

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U.S. Fish and Wildlife Service. Environmental Assessment and Land Protection Plan for the Vernal Pools Stewardship Project. Portland, Oregon. 1997.

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U.S. Fish and Wildlife Service. Birds of conservation concern 2002. Division of Migratory. 2002. (migratorybirds.fws.gov)

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California Health & Safety Code. §18950-18961, State Historic Building Code. (www.leginfo.ca.gov)

California Health & Safety Code. §5020-5029, Historical Resources. (www.leginfo.ca.gov)

California Health & Safety Code. §7050.5, Human Remains. (www.leginfo.ca.gov)

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County of San Diego

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PLANNING & DEVELOPMENT SERVICES
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www.sdcounty.ca.gov/pds

DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

February 17, 2015

South Coast Development LLC
P.O. Box 1053
Solana Beach, CA 92075

PROJECT NAME: LAKE JENNINGS MARKETPLACE GENERAL PLAN
AMENDMENT, REZONE, TENTATIVE MAP, SITE PLAN

RECORD ID: PDS2014-TM-5590; **ENVIRONMENTAL LOG NO.:** PDS2014-ER-14-14-013

PROJECT ADDRESS: South side of Olde Highway 80 between Ridge Hill Road and Rios Canyon Road in the Lakeside Community Planning Group area in the unincorporated area of San Diego County; **APN:** 395-250-08, -09, -15 & -22, AND 398-110-09, -10 & -75

TRUST ACCOUNT NO.: 2003503-D-02581

RE: TRANSMITTAL OF NOTICE OF PREPARATION COMMENTS

Dear Mr. Gregory:

Planning & Development Services (PDS) has circulated for public review a "Notice of Preparation" for the Environmental Impact Report (EIR) for your proposed project. Attached you will find the correspondence received. A copy of the Notice of Preparation and the comments received must be included in the appendices of the EIR. Please forward this information to your EIR consultant so that the salient comments raised can be addressed in the draft EIR.

If you have any specific questions regarding the above, please contact Darin Neufeld, Project Environmental Coordinator at (858) 694-3455 or via e-mail at darin.neufeld@sdcounty.ca.gov.

PROJECT SCHEDULE: Your project is presently behind schedule. An updated copy of your project schedule is attached showing an estimated hearing/decision date of December 2016.

SUBMITTAL REQUIREMENTS/DATE: Please comply with the submittal requirements and due date as outlined in the "Request for Environmental Impact Report" letter from PDS dated October 2, 2014.

If you have any questions regarding this request, please contact me at (858) 694-3091 or by e-mail at david.sibbet@sdcounty.ca.gov.

Sincerely,

 for David Sibbet

David Sibbet, Planning Manager
Project Planning Division

Attachments: Notice of Preparation Comments
Revised Schedule

email cc:

Darin Neufeld, Project Environmental Coordinator, Project Planning, PDS
David Sibbet, Planning Manager, Project Planning, PDS
Sam Hall, South Coast Development LLC
Keith Gregory, South Coast Development LLC
Lee Vance, Vance & Associates

**AGENDA FOR THE PUBLIC SCOPING MEETING
LAKE JENNINGS MARKETPLACE
PDS2014-GPA-14-005; PDS2014-REZ-14-004; PDS2014-TM-5590; PDS2014-STP-14-019
NOTICE OF PREPARATION (NOP)
FOR A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**

| | | |
|------------|------------------|--|
| County PDS | Project Manager: | Marcus Lubich (858) 505-6473 Marcus.Lubich@sdcounty.ca.gov |
| | EIR Coordinator: | Darin Neufeld (858) 694-3455 Darin.Neufeld@sdcounty.ca.gov |

Applicant Southcoast Development, LLC., P.O. Box 1053, Solana Beach, CA 92075

| | | |
|--------------|--|-------------------|
| 6:30-6:40 pm | Sign In - Providing your name and address establishes your interest in receiving information related to review of the project's Draft EIR and public hearings. | |
| 6:40-6:45 pm | Introductions | Marcus Lubich |
| 6:45-6:50 pm | Purpose of Meeting | Darin Neufeld |
| 6:50-7:00 pm | Project Description | Project Applicant |
| 7:00-7:05 pm | What We Ask of You | Darin Neufeld |
| 7:05-7:50 pm | Your Comments | Marcus Lubich |

Purpose of the Public Scoping Meeting

The California Environmental Quality Act (CEQA) requires that the decision-makers consider the environmental consequences of a project by certification of an EIR prior to project approval. The purpose of this NOP and Public Scoping meeting is to:

- Provide you with information about the project early in the process, and
- Allow us to consider the environmental issues you think should be analyzed.

Project Description

Construction of a 76,100 square foot commercial shopping center that would include associated parking and six buildings on individual lots. The buildings would include a grocery store, financial building, fast food restaurant, two restaurant-retail, and gasoline station with carwash

What We Ask of You

Your comments during this 30-day NOP public review period help the County identify issues that must be included in the EIR. Please provide comments related to:

- Effects of the project that may damage the physical environment and should be analyzed in the EIR,
- Alternatives to the project that may be less damaging to the environment, and
- Modifications to the project that may lessen the project's environmental effects.

After the project impacts have been analyzed, CEQA requires that the Draft EIR proceed with a 45-day public review for adequacy. The decision-makers must consider the EIR, EIR public review comments, and County responses, along with any additional public comment prior to making a decision on the project.

How to Make Comments

- Submit the Comment Form in writing here and now
- Use US mail: Marcus Lubich, County PDS, 5510 Overland Ave, Suite 110, CA 92123
- Send an email to Marcus.Lubich@sdcounty.ca.gov

NOP COMMENTS MUST BE RECEIVED BY 4:00 PM, January 23, 2015.

January 14, 2015 Public Scoping Meeting Sign-In Sheet

[illegible]

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

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www.dot.ca.gov

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January 7, 2015

11-SD-8

PM 21.82

Lake Jennings Marketplace

SCH#2014121089

Mr. Marcus Lubich
San Diego County
Planning and Development Services
5510 Overland Ave, Suite 110
San Diego, CA 92123

Dear Mr. Lubich:

The California Department of Transportation (Caltrans) has received the Notice of Preparation (NOP) for the Lake Jennings Marketplace project to be located at Olde Highway 80 and Lake Jennings Park Road. Caltrans would like to reiterate previous comments dated March 30, 2009, December 23, 2008, January 17, 2007, January 11, 2006, November 1, 2005 and August 5, 2014:

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impact to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the Caltrans Guide for the Preparation of Traffic Impact Studies. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

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

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

Mr. Lubich
January 7, 2015
Page 2

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

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

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

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

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

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required prior to construction. Information about encroachment permits may be obtained by contacting the Caltrans Permit Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,



JACOB M. ARMSTRONG, Branch Chief
Development Review Branch



An Everyday Essential

January 13, 2015

Attention: Marcus Lubich
County of San Diego
Planning and Development Services
5510 Overland Ave, Suite 110
San Diego, CA 92123-1239

**SUBJECT: LAKE JENNINGS MARKETPLACE, PDS2014-GPA-14-005, PDS2014-REZ-14-004,
PDS2014-TM-5590, PDS2014-STP-14-019, LOG NO. PDS2014-ER-14-14-013**

Padre Dam Municipal Water District comments to the Notice of Preparation of an
Environmental Impact Report.

VIII. Hazards and Hazardous Materials

- a) Please include the relocation of an existing 8" ACP and ensure the handling of the ACP pipeline will meet Hazardous Material standards for ACP removal.

XII. Noise

- a) Blasting may be limited due to the proximity to Public Water mains.

XIV. Public Services

- a) v. Other public facilities

Relocation of the onsite pipeline into Olde Hwy 80 will be a requirement of the project. Please list the relocation in the EIR.

Additional items

- Proposed Bio-retention basin between Ridge Hill and I-8 may conflict with an existing water main. Proposed design must be reviewed to determine level of impact. Grades over the existing pipeline shall not be changed without District approval.

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PO Box 719003
Santee, CA 92072-9003

County of San Diego
Planning and Development Services
January 13, 2015
Page 2

- Project must list the relocation of the existing water mains on site and the impact of the relocations including the existing 16 inch and 8 inch mains.
- New easement will be required over the new 8 inch water main relocation. Easements must be free from open space or environmental concerns.
- Please discuss the annexation. The process was approved by LAFCO December 1st and should be accepted by Padre Dam and Helix by February but still should be discussed in the EIR.

Additional comments to be provided during the EIR review period.

If you have any questions, please call (619) 258-4640

PADRE DAM MUNICIPAL WATER DISTRICT



Courtney Mael
Development Services Supervisor

CM:cc

cc: Lee Vance, Vance and Associates, 224 Seeman Drive, Encinitas, CA 92024
Keith Gregory, Southcoast Development LLC, P.O. Box 1053, Solana Beach, CA 92075



County of San Diego

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LAKE JENNINGS MARKETPLACE
PDS2014-GPA-14-005; PDS2014-REZ-14-004; PDS2014-TM-5590; PDS2014-STP-14-019
JANUARY 14, 2015, LAKESIDE COMMUNITY CENTER
PUBLIC SCOPING MEETING COMMENT SHEET

① COMPARE SITE PLAN TO CONDO
SITE PLAN. ONLY ONE STOP LIGHT.

② IMPACT ON EXISTING BUILDINGS WITH ACCESS

Mail to:

Marcus Lubich, Project Manager
5510 Ruffin Road, Suite 310
San Diego, CA 92123

Email: marcus.lubich@sdcounty.ca.gov

FAX: (858) 694-3373

Phone: (858) 505-6473

Giuseppe Brunetto 1/14/15
Signature, Date

GIUSEPPE BRUNETTO
Print Name

14120 OLDE HWY 80
Address

EL CAJON CA 92021
City, State, Zip Code



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



January 29, 2015

Mr. Marcus Lubich
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, California 92123
marcus.lubich@sdcounty.ca.gov

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Lake Jennings Marketplace Project (PDS201 4-GPA-14-005, PDS2014-REZ-14-004, PDS2014-TM-5590, PDS2014-STP-14-019, LOG NO. PDS2014-ER-14-14-013.) Lakeside, County of San Diego, CA (SCH#2014121089)

Dear Mr. Lubich:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for a draft Environmental Impact Report (DEIR) for the Lake Jennings Marketplace Project (Project) dated December 24, 2014. The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the Project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed Project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program (Fish and Game Code § 2800 *et seq.*). The County of San Diego has an approved NCCP [Multiple Species Conservation Plan (MSCP)] for the southern portion of the county, and is currently working on the North County MSCP.

The Project site is located on the south side of Olde Highway 80 between Ridge Hill Road and Rios Canyon Road in the Lakeside Community Planning Group area in the unincorporated area of San Diego County. The Project site is located within the South County MSCP Plan area, within the Metro-Lakeside-Jamul Segment, and is not located within the Pre-approved Mitigation Area (PAMA); however, it is located adjacent to existing conserved lands, including the Crestridge Ecological Reserve. The Project proposes the subdivision of a 13-acre site (Assessor's Parcel Numbers 395-250-08, -09, -15 and -22, and 398-110-09, -10 and -75) into 8 lots and the development of a commercial shopping center that would include six new buildings totaling 76,100 square feet, a gasoline station, and parking for 389 vehicles. The Project would also require approval of an amendment to the County's General Plan; a rezone; tentative map and site plan; and parcel boundary adjustment.

The Project proposes grading quantities in the amount of 43,700 cubic yards of 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 site. Four retaining walls are proposed. Blasting is anticipated to be required to remove a granite outcropping in the northeast portion of the Project site. The Project proposes signage including a 35-foot-tall pylon sign and an onsite stormwater storage system to capture the 100-year storm volume of 23,000

Conserving California's Wildlife Since 1870

Mr. Marcus Lubich
County of San Diego
January 29, 2015
Page 2 of 2

cubic feet. The NOP also indicates that the Project site contains non-native grassland and southern riparian forest habitat including wetlands associated with Los Coches Creek. Lot 7 of the subdivision would contain an open space easement encompassing this habitat including Los Coches Creek. A 20-foot-wide easement with a 10-foot-wide trail is proposed along the southern edge of 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 site and Ridge Hill Road on the west side of the site.

The Department offers the comments and recommendations in the enclosure to assist in avoiding, minimizing, and adequately mitigating Project-related impacts to biological resources, and to ensure that the Project is consistent with ongoing regional habitat conservation planning efforts. We appreciate the opportunity to comment on this NOP and look forward to further coordination with the County on this Project. If you have questions regarding our letter, please contact Randy Rodriguez at (858) 637-7111 or Randy.Rodriguez@wildlife.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gail K. Sevens', with a stylized, flowing script.

Gail K. Sevens
Environmental Program Manager
South Coast Region

cc: State Clearinghouse
Karen A. Goebel, U.S. Fish and Wildlife Service

Enclosure

ENCLOSURE

California Department of Fish and Wildlife Comments and Recommendations on the DEIR NOP for the Lake Jennings Marketplace Project (SCH#2014121089)

General Comments

1. To enable the Department to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the DEIR:
 - a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas (CEQA Guidelines §15124).
 - b) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region.
 - c) A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d) A range of feasible alternatives to ensure that alternatives to the proposed Project are fully considered and evaluated (CEQA Guidelines §15126.6); the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

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

2. To provide a complete assessment of the flora and fauna within and adjacent to the Project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the DEIR should include the following information.
 - a) A thorough, recent floristic-based assessment of special status plants and natural communities, following the classification system established for the South County MSCP (County of San Diego, 1997). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. For areas within the approved South County MSCP, it is acceptable to use the Holland Classification System (Holland, 1986), in particular for impact assessment. The Department encourages using the "Vegetation Classification Manual for Western San Diego County" (SANDAG, 2011) within the MSCP planning area, especially for monitoring and management of open space habitat. This newer classification system for western San Diego County is based on the Manual of California Vegetation (Sawyer, et. al., 2009) and uses alliance- and/or association-based mapping to establish baseline vegetation conditions and to assess changes in vegetation over time.

- b) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - c) An inventory of rare, threatened, endangered and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the Project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
3. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085, and 2835). The County of San Diego has an approved MSCP Subarea Plan (SAP) and Implementing Agreement (IA) under the NCCP program that addresses the incidental "take" of 85 covered species, including state-listed plants (17) and animals (9 birds). For impacts to listed state species that are not covered under the MSCP, separate authorization from the Department may be required, which could include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options [Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)].

The DEIR should ensure and verify that all requirements and conditions of the County MSCP SAP and IA are met for the proposed Project. The DEIR should also address biological issues that are not addressed in the South County MSCP, such as specific impacts to and mitigation requirements for wetlands or sensitive species and habitats that are not covered by the MSCP. Issue areas in the DEIR that may be influenced by the MSCP include "Land Use," "Landform Alteration/Visual Quality," "Traffic/Circulation," "Biological Resources," "Drainage/Urban Runoff/Water Quality," "Noise," and "Cumulative Effects." In addition, the DEIR should describe why the proposed Project, irrespective of other alternatives, is consistent with and appropriate in the context of the South County MSCP.

4. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.
- a) A discussion of potential adverse impacts from lighting, noise (including blasting), human activity, exotic species, and drainage should also be included. The latter subject should address: Project-related changes on drainage patterns on and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

- b) Discussions regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR. For example, the proposed Project is located adjacent to various lands that have been or are planned to be conserved for biological resources, including the Crestridge State Ecological Reserve located immediately to the east and Lake Jennings less than one-mile to the north across Interstate 8. The DEIR should evaluate the direct and cumulative effects that the proposed development would have on the adjacent existing and proposed conserved lands located in both jurisdictions. The analysis should include effects on these lands from the proposed Project, including direct and indirect impacts from: (a) increased public use of these open space areas from the Project's population; (b) lighting; (c) noise (including blasting); (e) drainage; (f) landscaping and introducing vegetation, etc.
 - c) The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - d) Impacts to wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated.
 - e) If applicable, a discussion of the effects of any Project-related dewatering or ground water extraction activities to the water table and the potential resulting impacts on the wetland/riparian habitat, if any, supported by the surface and groundwater.
 - f) Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development Project and natural habitats.
 - g) If it is anticipated that the proposed Project would result in increased traffic volumes on highways and roads adjacent to the proposed project area, the DEIR should discuss the need for any road improvements that would be necessary to off-set increased traffic volumes resulting from the proposed Project. Furthermore, the DEIR should identify any on- and/or off-site impacts to sensitive species or habitats that would result from any proposed road improvements associated with the Project.
5. To adequately address potential direct and indirect effects to biological resources from any trails proposed by the Project, we recommend that the following information be included in the DEIR: an aerial photograph with an overlay of proposed trail alignments in relation to designated or proposed open space; specifications of the trail design; specification of the proposed trail user type (e.g., hiking); measures to avoid/minimize impacts related to users straying off-trail and/or trail use by unauthorized vehicles; and a discussion of how the proposed location and use of trails would be consistent with the County's adopted South County MSCP.

6. The applicant should ensure that Project landscaping located adjacent to any on- or off-site habitat does not include invasive/exotic plant species that may impact these areas. Exotic plant species that should not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) "Invasive Plant Inventory" List, such as: pampas grass; fountain grass; myoporum; black locust; capeweed; tree of heaven; sweet alyssum; English ivy; French broom; Scotch broom; and Spanish broom. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to preserve areas and water runoff from landscaped areas should be directed away from (and/or treated within the development footprint prior to discharge into) any biological conservation area.
7. The draft EIR should evaluate the number and locations of any fuel modification zones that may occur within any on-site and off-site open space areas. Fuel modification zones are considered fully impacted by the Wildlife Agencies and cannot be included in biological open space proposed for conservation to offset impacts to sensitive resources and must be mitigated appropriately. The DEIR should clearly differentiate between any biological open space that would be used as mitigation to offset Project impacts (natural open space) and other open space (i.e., limited building zones, fuel modification zones) that could be routinely impacted. How these areas could impact off-site lands should also be analyzed in the DEIR.

Mitigation for the Project-related Biological Impacts

8. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
9. For any proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
10. The Department recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities (including, but not limited to, grading, blasting, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1-September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

11. If restoration/revegetation is associated with the Project it should be planned and implemented by qualified personnel with expertise in southern California ecosystems and native plant revegetation techniques. Each restoration plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
12. Mitigation measures to alleviate indirect Project-related impacts on biological resources, including measures to minimize changes in the hydrologic regimes on site, and means to convey runoff without damaging biological resources, including the morphology of on-site and downstream habitats.
13. Where proposed grading or clearing is within 100-feet of proposed biological open space, or otherwise preserved sensitive habitats, a requirement for temporary fencing. Fencing should be placed on the impact side and should result in no vegetation loss within open space. All temporary fencing should be removed only after the conclusion of all grading, clearing, and construction activities.
14. To ensure that conservation measures associated with resource agency permits and construction documents are performed, the DEIR should identify a requirement that a Wildlife Agency-approved biological monitor to be present during initial clearing, grading, and construction in sensitive habitat areas and/or in the vicinity of biological open space areas. The biological monitor should have the authority to halt construction to prevent or avoid take of any listed species and/or to ensure compliance with all avoidance, minimization, and mitigation measures. Any unauthorized impacts or actions not in compliance with the permits and construction documents should be immediately brought to the attention of the Lead Agency and the Wildlife Agencies.
15. To adequately manage for any proposed on- and/or off-site mitigation for impacts to sensitive habitat, the DEIR should identify the preparation and approval of a Habitat Mitigation and Monitoring Plan (HMMP) for these lands as a condition of approval/mitigation measure for the Project. The final HMMP should include biological goals, management objectives, and specific tasks to achieve the objectives, provisions to monitor populations of sensitive and/or listed/sensitive species and wildlife movement, control for invasive plants, provide adequate fencing, limit public access, and address any other relevant land/species management issues. The final HMMP should demonstrate that adequate funding would be provided to protect and manage the resources on any proposed mitigation lands in perpetuity, including monitoring and management at regular intervals to check for animal usage and the need for maintenance of any bridges/culverts or other facilities (e.g., fencing) that would be installed as part of the Project. An appropriate natural lands management organization, subject to approval by the Wildlife Agencies, should also be identified. A Property Analysis Record (PAR) should be completed to determine the amount of funding needed for the perpetual management, maintenance, and monitoring of the biological conservation easement areas by the natural lands management organization. The natural lands management organization should submit a draft HMMP, PAR results, and proposed funding mechanism to the Wildlife Agencies for review and approval prior to initiating construction activities; the final plan should be submitted to the Wildlife Agencies and the funds for implementing the MMP transferred within 90 days of receiving approval of the draft plan. The DEIR should also analyze how any proposed on-site mitigation lands would be consistent with the existing South County MSCP.

16. The NOP indicates that the Project supports potential aquatic, riparian, and wetland habitats associated with Los Coches Creek; therefore, the DEIR should include a jurisdictional delineation of the creeks/drainages and their associated riparian habitats. The delineation should be conducted pursuant to the Service wetland definition adopted by the Department (Cowardin *et al.* 1979). Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
- a) The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, the Project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of an LSA¹.
 - b) The Department recommends that for all on-site jurisdictional LSA areas, a minimum 100-foot buffer is provided from the edge of the riparian habitat in Los Coches Creek to protect resource function and values and maintain local wildlife movement in the area, including from the edge of limits where any mitigation may be proposed. For any proposed trails or access included in the Project, we further recommend that any limited encroachment (necessitated by site topography) not approach any closer than 50 feet to riparian/wetland habitat associated with Los Coches Creek. The DEIR should include a map showing the location of all proposed trails and their relative distance to any conserved riparian areas on-site.
 - c) The initial study (on page 12) also indicates that the Project site contains non-native grassland habitat and southern riparian forest habitat has the potential to harbor the federally listed Quino checkerspot butterfly (*Euphydryas editha*) and the state-listed (endangered) least Bell's vireo (*Vireo bellii pusillus*) as well as other listed or sensitive species. We also recommend that the DEIR evaluate the suitability of the on-site vegetation to provide habitat for other potential species including burrowing owl (*Athene cunicularia*) and the state-listed southwestern willow flycatcher (*Empidonax traillii extimus*, flycatcher). The DEIR should analyze the potential for these species to occur based on current surveys (within 12 months preceding Project initiation). The DEIR should also evaluate how the Project would be consistent with the South County MSCP conditions of coverage for these and other sensitive species that may occur on-site. For Quino checkerspot butterfly (a non-covered South County MSCP species), the Department recommends that the applicant consult with the United States Fish and Wildlife Service (FWS) on survey protocols and any required avoidance, minimization and mitigation measures required to adequately address this species.

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