

SUMMARY

S.1 Project Synopsis

S.1.1 Project Location

The proposed project is located within the U. S. Geological Survey (USGS) 7.5' El Cajon quad, Township 15 south, range 1 east. The project site is in the community of Lakeside in unincorporated eastern San Diego County approximately 21 miles northeast of downtown San Diego. The project boundaries are irregular, but primarily follow parcel lines and roadways. Specifically, the project site is located in the Lakeside Community Planning Area on the south side of Olde Highway 80, between Lake Jennings Park Road and Rios Canyon Road. Los Coches Creek forms the southern boundary of the project site. The project site is located inside the urban limit line.

S.1.2 Project Description

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 (sq. ft.), a gasoline station with car wash, and parking for 389 vehicles. The tentative map proposes to subdivide the site into eight lots. Lots 1 through 6 would contain the proposed commercial development. Lot 7 in the southern portion of the site would contain an open space easement for Southern Riparian Forest habitat along Los Coches Creek and its associated wetland buffer. Lot 8 would accommodate a 60-foot wide irrevocable offer of dedication for road purposes. 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. These project component parts are described further below.

The proposed project site would be cleared and graded over the course of approximately eight months (240 days). The proposed project would not be constructed in multiple phases.

Commercial Shopping Center

The project proposes to construct a commercial shopping center with 76,100 sq. ft. of building area. The project would include six structures, all of which would be located on individual lots. The development would include the following:

1. Market Building (Building A – 43,000 sq. ft. or approximately 0.99 acres, Lot 6) located along the entire east side of the project site and Rios Canyon Road.
2. Financial Building (Building B – 4,500 sq. ft. or approximately 0.10 acres, 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 sq. ft. or approximately 0.08 acres, 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. Restaurant-Retail Building (Building D – 9,600 sq. ft. or approximately 0.22 acres, Lot 2) located in the southwest portion of the site.

5. Gas Station with car wash (42,210 sq. ft. pad¹ or approximately 0.97 acres, Lot 1) and Commercial building (Building E – 3,000 sq. ft. or approximately 0.07 acres, Lot 1) in the northwest portion of the site at the intersection of Olde Highway 80 and Lake Jennings Park Road.
6. Major Building (Building F – 12,500 sq. ft. or approximately 0.29 acres, Lot 4) in the south-central portion of the site.

Trail Component

The project would construct a multi-use trail suitable for pedestrians and equestrian users. The trail would be 10 feet wide and constructed of decomposed granite material. The trail segments adjacent to the two public streets would be standard trail pathways per the County's Community Trails Master Plan (CTMP). The trail segment within the open space lot would run along the southern edge of the development area (immediately north of the proposed open space area) within a 20-foot wide trail easement and would include a 10-foot-wide treadway. A connection pathway would be provided on the trail located on Rios Canyon Road to provide pedestrian access from the trail to the proposed commercial shopping center.

Access

The project would have a total of four access points with three access points on Olde Highway 80 and one access point on Ridge Hill Road as described below:

- Project Driveway 1 – A right-in only access located on Olde Highway 80 approximately 200 feet east of Lake Jennings Park Road.
- Project Driveway 2 – The main access to the project site would be a signalized full access, and it is located on Olde Highway 80 approximately 550 feet east of Lake Jennings Park Road.
- Project Driveway 3 – A right-in/right-out only access located on Olde Highway 80 approximately 750 feet east of Lake Jennings Park Road.
- Project Driveway 4 – A stop-controlled full access driveway located on Ridge Hill Road, located on the west side of the project site and approximately 200 feet south of Olde Highway 80.

Transit service in the project area is offered by the San Diego County Metropolitan Transit System (MTS). MTS provides service via Route 864 along Olde Highway 80, Pecan Park Lane and Lake Jennings Park Road. This route services the Lakeside Community. The west end of Route 864 is the El Cajon Transit Center and the east end of Route 864 is the Viejas Outlet Center and Viejas Casino.

The westerly segment of Pecan Park Lane between Rios Canyon Road and Olde Highway 80 would be eliminated with the development of the project. This portion of Pecan Park Lane contains an MTS bus stop (Bus Stop ID: 40234) associated with the east-bound leg of Route 864. The vacation of Pecan Park Lane would result in the relocation of the existing MTS bus stop. The proposed project would include a new (relocated) bus stop along the project frontage along Olde Highway 80, between Project Driveways 1 and 2.

¹ The 42,210 sq. ft. pad for the gas station is not included in the project's total building square footage (76,100 sq. ft.).

Walls and Signage

Four retaining walls are proposed on the project site. 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 10 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 would be 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.

There would be a comprehensive coordinated sign program designed for the project. The sign program includes a Freeway Pylon Display, Monument Center ID Displays, Monument Signage at the signalized entrance on Olde Highway 80, and a state required Gas Pricing Sign for the gas station, convenience store and car wash pad. The project signage plan specifies the use of light-emitting diode (LED) lighting for energy efficiency, and all proposed light fixtures would have full cutoff illumination shields and full cutoff back shields to avoid light spillage onto adjacent properties (see EIR Chapter 3.0). With the exception of using LED lighting, All project signage will comply is consistent with the Lakeside Design Guidelines and the On-Premise Sign Regulations found at County of San Diego Zoning Ordinance Sections 6250 through 6299.

Parking

The project proposes 389 parking spaces. The project parking is almost entirely located within the central portion of the site and would largely be out of the casual view of traffic on Lake Jennings Park Road and Olde Highway 80. Some parking would be located near the northern property boundary (i.e., west of gas station, west of Building C, and north of Building A) and may be partially seen from Lake Jennings Park Road and Olde Highway 80. However, canopy trees, street trees, and ornamental shrubs would be planted along the northern property boundary providing a visual buffer between the roadways and these parking areas. In accordance with Section 6762 of the County of San Diego Zoning Ordinance, requires a total of 389 parking spaces would to be provided by the proposed project based on the size and uses proposed in the buildings. Therefore, the project meets the parking requirements of the County of San Diego Zoning Ordinance.

Landscaping Plan

A landscape plan has been prepared for the commercial part of the project (Lots 1 through 6). The landscape plan incorporates a variety of species that are intended to provide a visual buffer from Interstate 8 (I-8) and be compatible with the riparian zone associated with Los Coches Creek. The plant palette reflects a selection of native plant material which can naturally be found in riparian zones of Southern California.

The entries to the project are proposed to reflect the proximity to the riparian zone with the use of grasses along with ornamental flowering plants and trees for accent. Broad canopy trees would be planted to provide shade to open parking areas. The proposed project would use efficient irrigation practices and low-water use plant selections to minimize water use.

All landscape and irrigation will be required to conform to Lakeside ~~Planning Group~~ Design Guidelines and County of San Diego's Landscape Standards (Ordinance 10427), Lakeside Fire Protection District requirements and San Diego Gas & Electric (SDG&E) height restrictions under utility lines.

Car Wash

A car wash is proposed on Lot 1, in the northwest portion of the project site. A Rezone is proposed to reclassify the existing RU-15 to C36. Car washes are permitted by the C36 Use Regulations upon issuance of a Major Use Permit. Therefore, pursuant to C36 Use Regulations, the project would require approval of a Major Use Permit for the proposed car wash.

Commercial carwashes are categorized as either conveyor, in-bay automatic or self-serve. The proposed car wash equipment would be an in-bay automatic carwash, which is characterized by a wash bay in which the customer stays in their car as the carwash equipment uses either spray nozzles or brushes, or a combination of both to process the individual cycles. The project applicant anticipates serving approximately 40 vehicles per day at the proposed car wash. Assuming water use of 40 gallons per vehicle, the car wash would use 1,600 gallons per day, or 584,000 gallons per year². Water use of 40 gallons per wash is estimated based on the International Car Wash Association's report titled *Water Use in the Professional Car Wash Industry* (2002). However, ~~the project architect indicates that the~~ car wash system proposed for the project could use as little as seven gallons of water per wash with the proposed water recycling system. At seven gallons per wash, the project would use approximately 102,000 gallons per year, or about 280 gallons per day.

An underground storage tank would be required to recycle and filter the water from the car wash before it is discharged into the sanitary sewer system. Wash wastewater would not be discharged to the storm drain system.

Water Use

The project site is located within the Padre Dam Municipal Water District (PDMWD) service area. On August 17, 2015, the District provided a Service Availability Letter indicating adequate water resources and entitlements are available to serve the proposed project. It should be noted that the project's water availability form from PDMWD dated August 17, 2015 expired on August 17, 2016. The project applicant has obtained an updated water availability letter dated April 6, 2017. The proposed project will be required to implement and comply with PDMWD's mandatory water use efficiency measures ~~and Level 2 Drought Alert conservation measures to ensure that potable water use is reduced by 20 percent.~~ See Section 3.1.76, Utilities and Service Systems for a detailed discussion of PDMWD's mandatory water use efficiency measures.

Construction

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

² Water use of 40 gallons per wash is estimated based on International Car Wash Association (ICWA), *Water Use in the Professional Car Wash Industry* (Table 1.2, p. 34), 2002. Available online at: <http://www.carwash.org/docs/defaultdocument-library/water-use-in-the-professional-car-wash-industry.pdf?sfvrsn=0>. This report found a range of potable water use for so-called "in bay automatic" car washes of between about 23 gallons and 73 gallons per wash in three different cities.

x 8,000 gallons per day) for dust control. The total estimated construction water use is 3.02 million gallons of water.

Operation

The proposed project's indoor water use would be approximately 8,502,624 gallons of water per year and approximately 1,480,549 gallons of water per year for outdoor uses, for a total of 9,983,174~~3~~ gallons annually.

Technical, Economic, Environmental Characteristics

The project incorporates several design measures which would minimize project impacts. Specifically, design measures are provided for air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials and fire safety, aesthetics, geology and soils, noise, traffic, and water quality. These design measures will be implemented as conditions of project approval. A complete list of the design considerations for the project is presented in Table 1-2.

Proposed General Plan Amendment, Rezone, Tentative Map, Site Plan, and Major Use Permit

The project proposes a General Plan Amendment to change the existing Residential Land Use Designation from Village Residential (VR-15) to the General Commercial (C-1) Land Use Designation. A Rezone is proposed to reclassify the existing Urban Residential (RU-15) to General Commercial (C36) (including a B Special Area Regulator). A Tentative Map, Site Plan, and Major Use Permit are also proposed for the project.

Biological Buffer and Revegetation Plan

The project has been designed so individual project components (buildings, parking areas) are not located in the southern riparian forest habitat. This habitat is a Tier I habitat within the Biological Mitigation Ordinance and is also identified as a Sensitive Habitat Land within per Section 86.202(n) of the County's Resources Protection Ordinance (RPO) (e.g. Section 86.602(n) and Section 86.602(r)); County of San Diego, 2007h). Tier I habitats are the most sensitive habitats within the region.

The project provides a wetland buffer ranging from 52 to 102 feet wide, consistent with the requirements identified in Section 86.202(r) of the San Diego County RPO. The buffer includes all of the oak trees associated with the southern riparian forest as required by the RPO.

Approximately 1.44 acres of the 1.48 acres of Southern Riparian Forest would be placed in an open space easement. An additional 0.04 acres is located within undeveloped sections of existing road easements to the east and west of the proposed open space and are impact neutral. This area would not be included in the open space easement. The project provides an undulating buffer with a minimum of 52 feet and a maximum of 102 feet between the edge of the development and the riparian habitat. The establishment of this easement is to avoid future impacts from disturbing this area. The easement informs the County staff and potential users of restrictions on the activities allowed in this area. Permanent signage shall be placed along the open space boundary. The sole exceptions to the prohibitions are: continued use and maintenance of the existing access and utility easements; activities required to be conducted pursuant to revegetation, habitat management, or landscaping plan approved by the Director of Planning & Development Services (PDS). No development would occur within the southern riparian forest habitat area or the easements as a result of this project.

After construction, the riparian buffer would be restored according to the revegetation plan for the project. The project's revegetation plan applies only to the RPO wetland buffer located on Lot 7. The revegetation plan includes returning the disturbed area to a native habitat with low-fuel native plants. Revegetation efforts would be monitored for five years, or until success criteria have been met to the satisfaction of PDS, and would include the continual removal of invasive exotic species.

See Section 2.1, Biological Resources, and Appendix C of the ~~Draft~~ Environmental Impact Report (EIR) for additional information on the revegetation plan.

Fire Protection Plan

Fuel modification is provided north of the six foot non-combustible wall ranging in width from 40 feet to 80 feet long. The non-combustible wall would be constructed 10 feet north of the open space area and would be constructed of 8-inch block and finished with stucco. The 10 feet south of the wall and north of the open space would be an equestrian trail that would not contain any fuel management and would result in a minimum of 40 feet and up to 80 feet in the fuel management zone. The use of fire resistive construction, the non-combustible wall and fire sprinklers would reduce the potential for the structures to burn in the event of a fire. The complete Fire Protection Plan is discussed in further detail in Section ~~2.32.4~~, Hazards and Hazardous Materials, and Appendix ~~G~~ H of the ~~Draft~~ EIR.

Archaeological Resources Capping Program

The project has also been designed to avoid subsurface archaeological resources within the central portion of the project site. Known archaeological resources would be capped under the proposed parking area and within the biological buffer area. Capping would be performed as outlined in the Historic Properties Treatment Plan (HPTP) prepared for the project. An easement would be granted to the County of San Diego PDS Department. The complete HPTP is discussed in Section 2.2, Cultural Resources, and Appendix D2 of the ~~Draft~~ EIR.

Earthwork Activities

The project proposes grading quantities in the amount of 43,700 cubic yards of excavation with a maximum cut slope of 15 feet and 45,900 cubic yards of fill with a maximum fill slope height of 11 feet. The grading and fill would be balanced on site. The project would require import of approximately 300 cubic yards. The proposed project site would be cleared and graded over the course of approximately eight months (240 days).

Visual Quality

The area of Lakeside in which the project site is located consists of a variety of land uses, including single and multi-family residential, commercial, and industrial. The proposed project site is in the area of the interchange of I-8 and Lake Jennings Park Road. The proposed project includes a Site Plan which has been prepared to be consistent with the unique commercial siting and design objectives of the Lakeside Community Design Guidelines. The project is for the most part adjacent to commercial uses on the west, north and east and separated from the existing residential neighborhood to the south by the onsite open space area which includes the Los Coches Creek.

The implementing Site Plan includes the "Western Style" of architectural design for all of the commercial structures within the project. The proposed project's building form would meet the Lakeside Design Guidelines, as the building façades would be relieved with a change of plane and

architectural treatment to avoid continuous wall planes. The proposed buildings would also provide visual contrast of light and shadow with offsets and recesses.

Project lighting would include lights similar to other developed areas in the County. Proposed lighting would comply with the requirements of the Light Pollution Code, including the requirement to shield and direct lighting to prevent glare and light from spilling onto neighboring properties. All light fixtures would have full cutoff illumination shields and full cutoff back shields to avoid light spillage onto adjacent properties.

The landscape plan incorporates a variety of species that are intended to provide a visual buffer from I-8 and be compatible with the riparian zone associated with Los Coches Creek. The plant palette reflects a selection of native plant material which can naturally be found in riparian zones of Southern California.

Infrastructure and Utility Improvements

The project includes a vacation of Pecan Park Lane, west of Rios Canyon Road, and widening and improving of Ridge Hill Road, and extension of the existing Rios Canyon Road to form an intersection with Olde Highway 80.

The proposed project required a formal annexation process with the Local Agency Formation Commission (LAFCO) of the County of San Diego to annex a small portion of the project site from the Helix Water District in to the Padre Dam Municipal Water District (PDMWD). On December 1, 2014, the LAFCO approved: (1) the detachment of “territory” (approximately 1.165 acres of the project site) from the Helix Water District; and, (2) the annexation of this territory to the Padre Dam Municipal Water District.

As part of PDMWD’s Eastern Service Area Secondary Connection Project, a water discharge pipeline approximately 5,600 feet in total length would be constructed from a PDMWD pump station located to the west of the project site, traversing southeast under I-8 and ultimately within the existing Pecan Park Lane right of way. Because the proposed project involves the vacation of Pecan Park Lane, the Applicant is currently coordinating with PDMWD on an alternative alignment that would extend along Olde Highway 80 immediately north of the project site, rather than through the project site within Pecan Park Lane. If the Eastern Service Area Secondary Project is approved, the proposed project would connect to the PDMWD’s 20-inch pipeline located at the intersection of Pecan Park Lane/Rios Canyon Road.

An existing SDG&E overhead 69-kV line runs along Olde Highway 80, Pecan Park Lane, and south of Rios Canyon Road. Due to the proposed Pecan Park Lane road vacation, the project would involve the relocation of the portion of the 69-kV SDG&E line and poles located along Pecan Park Lane. The existing overhead 69-kV line and poles would be relocated along the project frontage on Olde Highway 80, then southeast where it bisects the northeast corner of the project site, and finally south to connect to the existing line on Rios Canyon Road. These improvements are all located within the impact footprint of the proposed development project.

Offsite Improvements

Sewer Service

The project proposes to receive sewer service from the Lakeside Sanitation District. On December 8, 2015, Lakeside Sanitation District provided a Service Availability Letter indicating adequate sewer resources and entitlements are available to serve the proposed project. The project

would connect to an existing sewer connection within the western portion of the project site. From that connection, 8-inch sewer lines would serve the project.

Storm Water Discharge

The project would use an onsite storage system (53,000 cubic feet in size to accommodate Hydromodification requirements) to hold the 100-year storm volume of 21,917 cubic feet and slowly discharge the retained 100-year storm volume at the same rate that complies with Hydromodification Management Plan standards. The project proposes an off-site extension of a storm drain from the western edge of the project site. The drain would extend approximately 125 feet and would discharge into an existing County-owned detention basin. The County currently maintains this detention basin, and would continue to maintain it.

S.1.3 Environmental Setting

The project area consists of seven adjacent parcels (APNs: 395-250-08, 395-250-09, 395-250-15, 395-250-22, 398-110-09, 398-110-10, 398-110-75), with a total of approximately 13 acres, along Los Coches Creek including an associated riparian oak woodland. Much of the property was formerly cultivated, but these fields are now covered with dense primarily non-native grasses. Two abandoned residential structures previously located on the project site, one south of Pecan Park Lane and one north of Pecan Park Lane, were demolished in the summer of 2015. Demolition activities complied with San Diego Air Pollution Control District (SDAPCD) Rules 361.140- 361.156. Prior to demolition of the two residences, a Hazardous Materials Assessment was performed to determine the presence or absence of asbestos containing materials (ACMs)/lead based paint (LBP) located in the buildings to be demolished. The ACM survey was conducted by a person certified by California Division of Occupational Safety and Health (Cal/OSHA). The LBP survey was conducted by a person certified by the California Department of Health Services. Copies of the surveys were provided to the County Department of Environmental Health and SDAPCD. The SDAPCD reviewed and approved the surveys for ACMs and LBP prior to issuance of the demolition permit. The SDAPCD was also notified in writing at least 10 days in advance of any demolition.

The project area is generally flat, with elevations ranging onsite from 654 feet above mean sea level (AMSL) within Los Coches Creek in the southern portion of the creek, to 693 feet AMSL near the western portion of the property.

Pecan Park Lane bisects the site from west to east, but would be vacated as part of the project. The site is bounded by Olde Highway 80 to the north, Rios Canyon Road to the east, Los Coches Creek to the south, and Lake Jennings Park Road to the west.

Southern riparian forest habitat is found onsite along the southern boundary encompassing Los Coches Creek. Approximately 1.48 acres of this habitat occurs onsite. Black willow, arroyo willow, and California sycamore dominate this habitat. The presence of several exotics such as California pepper, pecan trees, and olive trees indicate the disturbed nature of this habitat. In addition, individual coast live oak trees occur toward the upper portions of the bank and above the top of the bank. This area would be included in the open space easement associated with the project.

The project site is surrounded by a variety of uses. East of the project site are two commercial lots and a mobile home park. Development further east on Olde Highway 80 includes industrial uses (Freeway Industrial Park) and single family residential. The Freeway Industrial Park is on Bond Avenue between Olde Highway 80 and I-8. To the east/northeast of the proposed project, northeast of I-8, are open space areas and lower-density tract homes, including the equestrian-focused community of Blossom Valley which consists of larger estate homes on large lots. This

neighborhood, as well as the eastern portion of the Flinn Springs neighborhood lies outside the urban limit line. Flinn Springs Park, a 40-acre day-use park owned and operated by the County of San Diego, is located approximately one mile east of the proposed project on Olde Highway 80. The Flinn Springs neighborhood also contains commercial and residential development.

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

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

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

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

Significant impacts were identified for the project and include impacts in the areas of biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, paleontological resources, and traffic/transportation. Table S-1 provides a summary of all project and cumulative impacts, and identifies mitigation measures to reduce the impacts to below a level of significance.

Table S-1 summarizes the results of the environmental analysis completed for the project. Table S-1 also includes mitigation measures proposed to reduce or avoid the environmental effects, with a conclusion as to whether the impact has been mitigated to below a level of significance. Detailed analyses of significant environmental effects are discussed in Chapter 2.0, and effects found not to be significant during the preparation of the Environmental Impact Report or the Initial Study process, are found in Chapter 3.0.

Environmental design considerations that have been incorporated into the project include measures to reduce environmental impacts. All of these environmental design measures are detailed in Table ~~1-2~~ 1-2.

S.3 Areas of Controversy

The Notice of Preparation (NOP) was distributed for a 30-day public review and comment period from December 24, 2014 to January 23, 2015. In addition, a public scoping meeting was held on January 14, 2015 at the Lakeside Community Center. The NOP and all of the comment letters received are included in this EIR as Appendix A. The issues that were raised in the comments by the public agencies, local groups, and individuals are evaluated throughout Chapters 2.0 and 3.0 of the EIR, addressing both direct and cumulative impacts.

Issues of concern raised during the NOP process associated with the project include the potential project-related impacts on biological resources, relocation and removal of existing water pipelines and SDG&E power lines and poles, design of proposed bio-retention basin, near-term and long-term traffic impact to State facilities, access, and noise impacts and impacts to public water mains due to blasting.

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

Issues to be resolved include whether or how to mitigate the significant impacts that would be created by the implementation of the project. The County of San Diego Board of Supervisors will decide if the significant impacts associated with biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, paleontological resources, and transportation/traffic have been fully mitigated to below a level of significance. Additionally, the Board of Supervisors will determine whether overriding considerations should be adopted for significant and unmitigable impacts associated with transportation/traffic. The Board of Supervisors will also decide whether the project conforms with the criteria set out in land use regulations and policies, including the Lakeside Community Plan, and take into consideration the premise for the General Plan Amendment. Lastly, the Board of Supervisors will decide whether any of the project alternatives substantially reduces significant impacts while still meeting the key project objectives and whether one of the alternatives could be approved.

S.5 Project Alternatives

The California Environmental Quality Act (CEQA) requires an EIR to consider a reasonable range of potentially feasible alternatives that will foster informed decision making. The following alternatives to the project were considered during preparation of this EIR, including:

- No Project/No Development
- No Project/Existing General Plan Designation Alternative
- Reduced Commercial Alternative 1
- Reduced Commercial Alternative 2

Alternatives were considered based upon the impact identified for the project, as well as the objectives of the project. The project objectives are to:

1. Expand an existing commercial node to further enhance and support the economic development of the Lakeside Village regional category which will assist in the implementation of the Community Development Model.
2. Develop a new commercial center compatible with the character of the Lakeside community that will serve the retail shopping needs of the southwest corner of the Lakeside Community Plan area from Blossom Valley to Lake Jennings Park Road.

3. Develop commercial uses adjacent to a major freeway and close to existing residential uses.
4. Provide Los Coches Creek with a buffer from developed urban uses and provide for the long-term maintenance of the open space area at no cost to the public.
5. Provide needed infrastructure improvements including roadway/intersection improvements, sidewalks which will correct existing public infrastructure deficiencies, and an improved public multi-purpose trail.
6. Preserve biological and cultural resources in dedicated open space easements.

A summary of each fully analyzed alternative and the conclusions reached regarding each alternative's impacts and ability to meet project objectives compared to the project is provided below. An in-depth analysis of each alternative is found in Chapter 4.0 of the EIR.

S.5.1 No Project/No Development Alternative

CEQA requires an evaluation of the No Project Alternative so that decision makers can compare the impacts of approving the project with the impacts of not approving the project. The No Project Alternative assumes that the proposed project would not be developed and the existing conditions would remain. The No Project/No Development Alternative proposes to leave the project area in its present condition, without project development or new construction. The No Project/No Development Alternative is what would reasonably be expected to occur in the future if the project is not approved and the existing general plan designation alternative is not carried forward. Existing conditions for each environmental issue, as described in ~~Sections~~ Chapters 2.0 and 3.0 would remain. The No Project/No Development Alternative is analyzed in Section 4.3 of the Draft EIR.

Compared to the proposed project, the No Project/No Development Alternative would avoid impacts to biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, paleontological resources, and traffic.

S.5.2 No Project/Existing General Plan Designation Alternative

The County of San Diego Board of Supervisors approved the Lake Jennings Village Project (SCH No. 2005111013) on August 5, 2009. The Lake Jennings Village Project proposed the construction of eight 20-unit buildings for a total of 160 two-bedroom multi-family residential units on the Lake Jennings Market Place project site. The project included a General Plan Amendment (GPA 05-005) to change existing Residential [4.3 dwelling units per gross acre], Residential [14.5 dwelling units per gross acres], General Commercial, and Service Commercial to Residential. With approval of General Plan Amendment (GPA 05-005) by the County of San Diego Board of Supervisors, the General Plan land use designation on the project site was changed to Village Residential (VR-15). Therefore, for the No Project/Existing General Plan Alternative, it is assumed that the site could be developed with the previously-approved residential project.

The No Project/Existing General Plan Alternative would result in similar biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, and paleontological resources impacts as the proposed project. This alternative would result in slightly reduced traffic impacts, due to a reduced ADT. Because no commercial uses are proposed under this alternative, this alternative would avoid the noise impacts associated with the operation of the carwash, rooftop HVAC units, and the trash compactor unit.

S.5.3 Reduced Commercial Alternative 1

The purpose of this alternative would be to avoid, or reduce, the significant traffic and noise impacts associated with the proposed project by reducing the vehicular trips generated by the project. According to KOA, this alternative would generate 3,233 ADT, which is a reduction of 1,450 ADT compared to the proposed project. The Reduced Commercial Alternative 1 would reduce the size of the Market Building (Building A) from 43,000 sq. ft. to 17,300 sq. ft. and would shift the building further north. This alternative would also avoid, or reduce the significant biological impacts associated with the proposed project by pulling the southern portion of the development further back from the proposed open space to reduce impacts to non-native grassland. In addition, this alternative would remove the parking spaces directly above archaeological site CA-SDI-15117. This alternative would place a cap over CA-SDI-15117 but without construction of the parking lot in this area to leave it available for future research potential.

This alternative would reduce the proposed commercial square footage by 25,700 sq. ft., for a total commercial square footage of 50,400 sq. ft. (as compared to 76,100 under the proposed project). Specifically, this alternative would involve that following components:

- Major Retail Building A – 17,300 sq. ft. (Major Retail) located on the east site of the project site and Rios Canyon Road.
- Financial Building (Building B – 4,500 sq. ft., 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.
- Restaurant with drive through (Building C – 3,500 sq. ft., 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.
- Restaurant-Retail Building (Building D – 9,600 sq. ft., Lot 2) located in the southwest portion of the site.
- Gas Station with car wash (42,210 sq. ft. pad³ or 0.97 acres, Lot 1) and Commercial building (Building E – 3,000 sq. ft., Lot 1) in the northwest portion of the site at the intersection of Olde Highway 80 and Lake Jennings Park Road.
- Major Building (Building F – 12,500 sq. ft., Lot 4) in the south-central portion of the site.

The Reduced Commercial Alternative 1 would result in similar greenhouse gas emissions, hazards and hazardous materials, and paleontological resources impacts as the proposed project. This alternative would reduce impacts to biological resources, cultural resources, and noise. This alternative would result in slightly reduced traffic impacts due to a reduced ADT.

S.5.4 Reduced Commercial Alternative 2

The purpose of this alternative would be to avoid, or reduce, the significant biological impacts associated with the proposed project by pulling the southern portion of the development further back from the proposed open space to reduce impacts to non-native grassland. This alternative would also remove the parking spaces directly above archaeological site CA-SDI-15117. This alternative would place a cap over CA-SDI-15117 but without construction of the parking lot in this area to leave it available for future research potential. The Reduced Site Plan Alternative 2 would be similar to the proposed project, but it would eliminate the Major Building (Building F) from the project site. This

³ The 42,210 sq. ft. pad for the gas station is not included in the project's total square footage.

alternative would reduce the proposed commercial square footage by 12,500 sq. ft., for a total commercial footage of 63,600 sq. ft. (as compared to 76,100 sq. ft. under the proposed project). Specifically, this alternative would involve that following components:

- Major Retail Building A – 43,000 sq.ft. (Major Retail) located on the east site of the project site and Rios Canyon Road
- Financial Building (Building B – 4,500 sq. ft. 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.
- Restaurant with drive through (Building C – 3,500 sq. ft., 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.
- Restaurant-Retail Building (Building D – 9,600 sq. ft., Lot 2) located in the southwest portion of the site.
- Gas Station with car wash (42,210 sq. ft. pad⁴ or 0.97 acres, Lot 1) and Commercial building (Building E – 3,000 sq. ft., Lot 1) in the northwest portion of the site at the intersection of Olde Highway 80 and Lake Jennings Park Road.

The Reduced Commercial Alternative 2 would result in similar greenhouse gas emissions, hazards and hazardous materials, and paleontological resources impacts as the proposed project. This alternative would reduce impacts to biological resources, cultural resources, and noise. This alternative would result in slightly reduced traffic impacts due to a reduced ADT.

S.5.5 Environmentally Superior Alternative

As discussed in ~~Chapter~~ Section 4.7, the No Project ~~Alternative~~/No Development Alternative would be environmentally superior to the proposed project, based on the reduction of impacts of the proposed project's environmental impacts. However, the No Project/No Development Alternative does not meet most of the basic project objectives. Additionally, CEQA Guidelines, Section 15126.6(e)(2) requires that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. ~~Therefore, the Reduced Commercial Alternative 1 would be considered the environmentally superior alternative because it would reduce impacts for the following environmental issue areas as compared to the proposed project: biological resources, cultural resources, noise, and traffic.~~ Although the Reduced Commercial Alternative 2 would also reduce impacts to biological resources, cultural resources, noise, and traffic, the Reduced Commercial Alternative 1 would be considered the environmentally superior alternative because it would result in a greater reduction in ADT. The Reduced Commercial Alternative 1 would realize slightly greater reductions in noise.

⁴ The 42,210 sq. ft. pad for the gas station is not included in the project's total square footage.

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**Table S-1.
Summary of Significant Impacts and Mitigation Measures**

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
Project-Level Impacts			
2.1 Biological Resources			
2.1.2.1 Special Status Species			
BIO-1	Implementation of the proposed project would remove 15 individual coast live oak trees to accommodate structures, roadways, parking lots, and grading on the project site. Individual oak trees are considered locally important. Therefore, impacts to individual coast live oak trees are considered significant.	M-BIO-1: Impacts to approximately 15 individual oak trees will be mitigated through the off-site acquisition of 0.90 acre of coast live oak woodland within an approved mitigation bank within the MSCP (Crestridge Conservation Bank or other MSCP approved mitigation area).	Less than Significant
BIO-2	In the event that least Bell's vireos move into the riparian area prior to project construction, and construction is proposed during the breeding season and within 300 feet of the riparian habitat, a potentially significant indirect impact to this species would occur.	M-BIO-2: If any construction activities are proposed between March 15 and September 15, prior to initiation of any construction activities within 300 feet of the southern riparian forest, two least Bell's vireo surveys at least one week apart shall be performed by a qualified biologist with experience in conducting least Bell's vireo surveys. If no least Bell's vireos are identified during the protocol surveys, then construction may proceed; however, the site shall be surveyed weekly for least Bell's vireo. If least Bell's vireos are detected during the protocol survey or weekly site surveys, construction-related noise levels must not exceed 60 dBA hourly Leq at the limits of the southern riparian forest. <u>If least Bell's vireos are not detected by June 30, weekly surveys may be suspended, as nesting is unlikely after that date.</u>	Less than Significant
2.1.2.2 Riparian Habitat or Sensitive Natural Community			
BIO-3	General construction activities in the vicinity of Los Coches Creek have the potential to indirectly impact riparian resources. Short-term noise impacts related to construction could impact sensitive wildlife utilizing the riparian area. These are potentially significant indirect impacts.	M-BIO-3: <ul style="list-style-type: none"> • No storage or fueling of construction equipment within 100 feet of the Los Coches Creek floodway will be allowed. • No storage or fueling of construction equipment within the RPO wetland buffer will be allowed. • Only use of low sodium lighting shall be permitted. Lighting shall be selectively placed and/or shielded to avoid light directly entering into the southern riparian forest and RPO wetland habitat from the proposed 	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>development and/or construction.</p> <ul style="list-style-type: none"> • As a result of short-term construction impacts, for construction from January 1 to June 1, prior to initiation of any construction activities within 300 feet of the southern riparian forest, one survey for the presence of nesting raptor species listed as SSC by the CDFW, shall be performed by a qualified biologist. If no nesting raptors are identified, then construction may proceed. If nesting raptors are identified onsite, then no construction within 300 feet shall be allowed until the nest is no longer active <u>or until the County concurs that a reduced buffer would not impact nesting activities, such as where a natural topographic feature shields the work site from the nest.</u> • Temporary construction fencing shall be placed along the edge of the RPO wetland buffer revegetation area during construction activities. • The initial phases of vegetation clearing within 300 feet of the southern riparian forest shall be monitored by a biologist experienced in construction monitoring. The biologist shall be supervised by a County Certified Biologist. The monitor shall perform daily visits and make a written report within 10 working days to the Director of Planning & Development Services confirming compliance with the construction mitigation measures. If noncompliance is observed, the biological monitor shall immediately halt construction activities and shall report the noncompliance within 24 hours by phone or in person to the County Inspector. • Removal of invasive exotic species within the southern riparian forest and buffer shall be performed without the use of mechanized equipment. 	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
BIO-4	Due to the proximity of the buildings and the parking areas to Los Cochés Creek, indirect impacts to the wildlife using the southern riparian forest may occur. Accessibility to the site, trash dumping, and increased noise and light from operation of the proposed project may cause adverse impacts.	<p>M-BIO-4:</p> <ul style="list-style-type: none"> • A 6-foot cinderblock wall and/or fence shall be placed north of the trail at the top of the slope to prevent unauthorized access into the open space area. • Permanent signage shall be placed along the open space boundary. Specific placement of the signage includes the northern side of the masonry wall, the eastern edge of the open space boundary adjacent to Rios Canyon Road, the western edge of the open space boundary adjacent to Ridge Hill Road, and along the southern side of the trail. The signage shall be installed at intervals of 50 feet. The signs shall be corrosion resistant and a minimum size of 6 inches by 9 inches. The signage shall be attached to posts, not less than 3 feet in height from the ground surface. The signs shall state the following: Sensitive Environmental Resources Area Restricted by Easement Entry without express written permission from the County of San Diego is prohibited. To report a violation or for more information about easement restrictions and exceptions contact the County of San Diego, Planning & Development Services Reference: PDS2014-ER-14-014-013 • Evidence that the permanent signs have been placed to protect all open space easements shall be submitted to the Director of Planning & Development Services. Evidence shall include photographs of all signs installed, and a signed statement, from a California Registered Engineer or licensed surveyor, that permanent signs have been placed on the open space easement boundaries in accordance with the requirements of this condition. • The applicant shall enter into an Open Space Agreement with the County to ensure perpetual management of the open space and security to ensure that the maintenance is performed in accordance with 	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		on-going conditions of the Site Plan. The management shall include all maintenance responsibilities and security issues, including but not limited to the regular removal of horse manure, trash, and invasive species.	
BIO-5	Implementation of the proposed project would result in the removal of 6.91 acres of non-native grassland during clearing and grading to prepare building pads and parking areas for construction. Impacts to this habitat (Tier III habitat) would be considered locally important and significant in accordance with the BMO.	M-BIO-5: Impacts to 6.91 acres of non-native grassland will be mitigated through the off-site acquisition of 3.46 acres of a Tier III or greater habitat within an approved mitigation area (Crestridge Conservation Bank or other MSCP approved mitigation area) which meets the satisfaction of the County's Director of Planning & Development Services.	Less than Significant
2.1.2.3 Jurisdictional Waters and Waterways			
BIO-6	Implementation of the proposed project would result in temporary grading activities in the RPO buffer.	M-BIO-6: <ul style="list-style-type: none"> • The buffer between the RPO wetland and development shall be revegetated to convert 1.14 acres of non-native grassland to a higher quality (Tier III or greater), low density native shrub/grassland community that meets County requirements for fire safety and protection. • A Revegetation Plan will be prepared prior to approval of a Final Map for the 1.14-acre habitat conversion area. The plan shall be prepared and implemented to the satisfaction of the Director of Planning & Development Services. 	Less than Significant
2.2 Cultural Resources			
2.2.2.2 Archaeological Sites			
CR-1	Site CA-SDI-15117 has several characteristics that qualify it as a significant resource, both because of its scientific research value and its eligibility for the California Register of Historical Resources. The project would directly impact site CA-SDI-15117 through the construction of the project and indirectly impact this site because of increased human and domestic animal activity associated with project implementation.	M-CR-1a: To mitigate for direct impacts to archaeological site CA-SDI-15117, the applicant shall implement a site capping program as detailed in the Historic Properties Treatment Plan (HPTP) prepared by ASM Affiliates (Appendix D2) to the satisfaction of Planning & Development Services (PDS) that shall include, but not be limited to, the following requirements: <ul style="list-style-type: none"> • Prior to placing the cap, provide evidence that a County approved project archaeologist has been contracted to implement the site capping program to the satisfaction of PDS. A letter from the project archaeologist shall be submitted to PDS. 	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<ul style="list-style-type: none"> • The project archaeologist shall contract with a Kumeyaay Native American monitor to be involved with the capping program as outlined in the County of San Diego Report Format and Content Guidelines (2007). • A pre-construction meeting shall be held between the developer's representative, project archaeologist, Kumeyaay Native American monitor, and County staff archaeologist to review the requirements of the HPTP and determine if amendments are necessary due to any material changes. At that time, a schedule for construction for the physical protection elements shall be established to facilitate future coordination and on-site monitoring. All HPTP amendments shall be approved in writing by all parties prior to construction of the physical protection elements. Prior to construction, the developer's representative, engineer/landscape architect, and contractor shall meet onsite with the project archaeologists and Kumeyaay Native American monitor to review the plan requirements, confirm the construction schedule, and establish coordination procedures. • Prior to any grading or construction associated with the project, a licensed land surveyor shall stake the site boundary. The project archaeologist shall review and confirm the boundary delineation and examine the existing condition of the site. Temporary fencing (e.g., orange precautionary tape) shall then be constructed around the entire perimeter of the site boundary and maintained until capping is commenced. • All work related to the physical capping of CA-SDI-15117 shall be monitored by the project archaeologist and Kumeyaay Native American monitor and coordinated with the project engineer and contractor. • Immediately prior to commencement of capping, the temporary fencing shall be removed and the boundary clearly staked at regular intervals. • The site shall be prepared for capping by removal of any 	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>non-archaeological materials and debris.</p> <ul style="list-style-type: none"> • Capping of the archaeological site shall be conducted by first placing construction fabric (e.g., Amoco) over the entire surface of the site and covered with a 2-4 inch layer of sterile sand. The sand shall be evenly spread using rubber-tired equipment (i.e., tracked graders or similar equipment shall not be used). The sand layer shall be covered with an earthen cap of a minimum of 2.0 feet of clean fill soil and moderately compacted. This layer shall be "feathered" out to at least five feet (and ten feet when feasible) beyond the defined boundary of the capping area to create a buffer, except in the southerly portion of the site which will be protected as part of RPO Wetlands buffer. The materials to be used for capping shall not be stockpiled on the site. • After capping, landscape the portion of the cap that will not be a part of the asphalt parking lot with drought resistant shallow rooted plants. The plants shall be selected in consultation with a landscape architect. Temporary irrigation of the revegetation area south of the masonry wall shall be removed as soon as the vegetation has been established. • Monthly status reports shall be submitted by the project archaeologist to PDS starting from the date of the notice to proceed to termination of implementation of the site-capping program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. • After the cap has been completed and both the landscaping and asphalt parking lot installed, the project archaeologist shall prepare a final letter report that describes the plan compliance procedures and site conditions before and after construction. • After capping, all of the following activities are prohibited from taking place on the capped archaeological site: grading; excavation; placement of soil, sand, rock, gravel, or other material; clearing of vegetation; 	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>construction, erection, or placement of any building or structure; vehicular activities (except for parking lot); trash dumping; or use for any purpose other than as open space, except as detailed in the sole exceptions below:</p> <p>The sole exception(s) to this prohibition is:</p> <ul style="list-style-type: none"> • The planting of shallow rooted plants, irrigation lines, or utility lines in the sterile cap above the archaeological deposits, according to a plan approved by PDS. • Placement and use of an asphalt parking lot, property line wall, and water line on top of the capped site. <p>M-CR-1b: To mitigate for direct impacts to archaeological site CA-SDI-15117, the applicant shall implement a monitoring program for subsurface disturbances of the site cap that shall include any trenching, grading, or excavation activities for the placement of utilities (public water line), hardscape (asphalt parking lot, retaining wall), or landscape to the satisfaction of PDS. Requirements are outlined in mitigation measure M-CR-2 below.</p> <p>M-CR-1c: To mitigate for direct impacts to, and fully preserve the significant portions of archaeological site CA-SDI-15117, an archaeological easement shall be placed over the site which will be capped with soil and upon which a paved lot will also be placed. The following easement will be granted to the County of San Diego:</p> <p>Grant to the County of San Diego an archaeological easement over archaeological site CA-SDI-15117. This easement is for the protection of archaeological site CA-SDI-15117, which will be capped with a 2 to 4-inch layer of sand, a minimum 2.0-foot layer of soil, and upon which an asphalt parking lot will be constructed. The easement language shall, to the satisfaction of Planning and Development Services restrict or prohibit activities that could potentially damage the capped site, such as the installation of utilities and drainage facilities underneath the asphalt parking lot that could penetrate the cap and adversely affect the archaeological deposits.</p>	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>M-CR-1d: To mitigate for direct impacts to archaeological site CA-SDI-15117, the applicant shall curate all artifacts collected during the survey and significance testing phases. Curation requirements shall include current and previous studies as outlined below:</p> <p>Provide evidence to the satisfaction of PDS that all prehistoric archaeological materials recovered during both the Eighmey (1999) and Cook (2007) archaeological investigations of the property, including all significance testing as well as grading monitoring activities, have been curated at a San Diego facility or culturally affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p>Historic materials shall be curated at a San Diego curation facility as described above and shall not be curated at a Tribal curation facility. The collections and associated records, including title, shall be transferred to the San Diego curation facility and shall be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility stating that the historic materials have been received and that all fees have been paid.</p>	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
CR-2	Unknown CEQA and/or RPO-significant archaeological resources could be buried within the project site. Such previously undiscovered cultural sites could be disturbed during on-site grading activities. Impacts to any unknown cultural resources are potentially significant.	<p>M-CR-2: To mitigate for direct impacts to undiscovered archaeological resource and subsurface disturbance to the site cap for archaeological site CA-SDI-15117, the applicant shall implement an archaeological monitoring program to the satisfaction of PDS that shall include, but not be limited to the following requirements:</p> <ul style="list-style-type: none"> • Provide evidence that a County approved project archaeologist has been contracted to implement an archaeological monitoring and data recovery program to the satisfaction of PDS. A letter from the project archaeologist shall be submitted to PDS. • The project archaeologist shall contract with a Kumeyaay Native American monitor to be involved with the archaeological monitoring program as outlined in the County of San Diego Report Format and Content Guidelines for Cultural Resources (2007). • The County approved project archaeologist and Kumeyaay Native American monitor shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program as outlined in the County of San Diego Report Format and Content Guidelines for Cultural Resources (2007). • The project archaeologist and Kumeyaay Native American monitor shall monitor all areas identified for development including offsite improvements. In addition, subsurface disturbance of the site cap for archaeological site CA-SDI-15117 shall be monitored. Monitoring of the site cap shall take place during trenching, grading, or excavation activities for the placement of utilities (public water line), hardscape (asphalt parking lot, property line wall), or landscape. • The project archaeologist shall determine that an adequate number of monitors (archaeological/Native American) are present to ensure that all earth-moving activities are observed and shall be onsite during all grading activities for areas to be monitored. • During the original cutting of previously undisturbed 	Less than Significant

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>deposits, the archaeological monitor(s) and Kumeyaay Native American monitor(s) shall be onsite full time to perform full time monitoring. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the project archaeologist in consultation with the Kumeyaay Native American monitor. Monitoring of cutting of previously disturbed deposits will be determined by the project archaeologist in consultation with the Kumeyaay Native American monitor.</p> <ul style="list-style-type: none"> • Isolates and clearly non-significant deposits shall be minimally documented in the field and the monitored grading can proceed. Should the isolates and/or non-significant deposits not be collected by the project archaeologist, then the Kumeyaay Native American monitor may collect the cultural material for transfer to a Tribal Curation facility or repatriation program. • In the event that previously unidentified potentially significant cultural resources are discovered, the project archaeologist or Kumeyaay Native American monitor shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The project archaeologist shall contact a County staff archaeologist at the time of discovery. The archaeologist, in consultation with the County staff archaeologist and Kumeyaay Native American monitor, shall determine the significance of the discovered resources. The County staff archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. • A Research Design and Data Recovery Program (Program) is required to mitigate impacts to identified significant cultural resources. The Research Design and Data Recovery Program shall be prepared by the project archaeologist in coordination with the Kumeyaay Native American Monitor. The County approved 	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>archaeologist shall review and approve the Program, which shall be carried out using professional archaeological methods. The Program shall include (1) reasonable efforts to preserve (avoidance) "unique" cultural resources or Sacred Sites; (2) the capping of identified Sacred Sites or unique cultural resources and placement of development over the cap, if avoidance is infeasible; and (3) data recovery for non-unique cultural resources. The preferred option is preservation (avoidance).</p> <ul style="list-style-type: none"> • If any human remains are discovered, the Property Owner or their representative shall contact the County Coroner and the PDS staff archaeologist. Upon identification of human remains, no further disturbance shall occur in the area of the find until the County Coroner has made the necessary findings as to origin. If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the Native American Heritage Commission (NAHC), shall be contacted by the Property Owner or their representative in order to determine proper treatment and disposition of the remains. The immediate vicinity where the Native American human remains are located is not to be damaged or disturbed by further development activity until consultation with the MLD regarding their recommendations as required by Public Resources Code Section 5097.98 has been conducted. Public Resources Code §5097.98, CEQA §15064.5 and Health & Safety Code §7050.5 shall be followed in the event that human remains are discovered. • In the event that previously unidentified cultural resources are discovered, all cultural material collected during the archaeological monitoring program shall be processed and curated at a San Diego facility or culturally affiliated Tribal curation facility that meets federal standards per 36 CFR Part 79, and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The 	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <ul style="list-style-type: none"> • Monthly status reports shall be submitted by the project archaeologist to PDS starting from the date of the notice to proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on the overall monitoring program. • In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed by the project archaeologist and submitted to the satisfaction of PDS prior to the issuance of any building permits. The report will include California Department of Parks and Recreation Primary and Archaeological Site forms. • In the event that no cultural resources are discovered, a brief letter to that effect shall be sent to PDS by the project archaeologist that the grading monitoring activities have been completed. 	
2.3 Greenhouse Gas Emissions			
2.3.2.1 Generate Significant Levels of GHG			
GHG-1	<p><u>Even after applying all quantifiable mitigations above, the proposed project's mitigated GHG emissions would still exceed the efficiency threshold.</u></p>	<p>M-GHG-1: <u>The project applicant shall demonstrate that the design of the proposed buildings or structures exceeds Title 24 requirements by a minimum of 20 percent (Measure BE-1 of CAPCOA Report). The proposed building plans shall be submitted with supporting documentation prepared and signed by a California licensed architect demonstrating compliance with this measure. Compliance with this measure shall be verified by the County, prior to issuance of a building permit for any structure.</u></p>	<p style="text-align: center;"><u>Less than Significant</u> Significant and unmitigable</p>

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>M-GHG-2: <u>The project applicant shall demonstrate that the grocery store incorporates Energy-star-rated refrigeration equipment (Measure BE-4 of CAPCOA Report). Compliance with this measure shall be verified by the County, prior to issuance of a certificate of occupancy for the grocery store. Compliance can be verified through a site inspection by a certified third-party energy systems rater, or by documentation from the operator of the grocery store indicating types of equipment installed.</u></p> <p>M-GHG-3: <u>The project applicant shall demonstrate that the operation hours of outdoor lights will be limited and that the buildings support the use of LED lights (Measure LE-2 of CAPCOA Report). A lighting plan shall be prepared that specifies the locations where LED lighting will be used in outdoor areas. Electrical plans for all buildings shall specify location and types of LED lighting systems, or where electrical systems would support LED lights. The County shall review and approve the lighting plan and building plans prior to issuance of a building permit.</u></p> <p>M-GHG-4: <u>The project applicant shall demonstrate that the project incorporates onsite renewable energy production, including installation of PV panels on the grocery store and five other buildings on the project site (Measure AE-2 of CAPCOA Report). Prior to issuance of a certificate of occupancy for each building (the grocery store, and a minimum of five other buildings), the project applicant shall provide the PV installation plan for each building. This plan shall specify the minimum rooftop coverage of PV panels of 45 percent of roof dedicated to panels on the grocery store and 5 percent each on the other five buildings. (Note, the 5 percent commitment on the five smaller commercial buildings could occur through any combination of use of portions of one, or all of the five smaller commercial buildings, to allow for flexibility in placement of the panels around other required rooftop equipment and structures). Compliance with this measure shall be verified by the County.</u></p>	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>M-GHG-5: <u>The project applicant shall demonstrate that the project incorporates enhanced pedestrian access from Ridge Hill Road and Rios Canyon Road and a combination equestrian/pedestrian trail along the southern border of the project site (Measure SDT-1 of CAPCOA Report).</u></p> <p><u>Prior to recordation of the Final Map, the applicant shall dedicate the trail easement to the County of San Diego. The applicant shall show the easement on the Final Map with the appropriate granting language on the title sheet concurrent with Final Map Review. The location of the equestrian/pedestrian trail shall be indicated on the Final Map.</u></p> <p><u>Improvement plans for enhanced pedestrian access shall be shown on the Public Road Improvements plan, and shall be approved by the County prior to the approval of the Final Map.</u></p> <p>M-GHG-6: <u>The project applicant shall demonstrate that the project incorporates traffic calming measures, such as the roundabout planned at the main off-ramp of Interstate 8 and Lake Jennings Road, Ridge Hill Road, and Olde Highway 80 (Measure SDT-2 of CAPCOA Report), and the construction of new sidewalks and trails.</u></p> <p><u>Improvement plans that indicate the traffic calming measures shall be shown on the Public Road Improvements plan, and shall be approved by the County prior to the approval of the Final Map.</u></p> <p>M-GHG-7: <u>The project applicant shall demonstrate that all trails and bike paths will have numerous ingress/egress access to the project site, to enhance bicycle accessibility (Measure SDT-5 of CAPCOA Report).</u></p> <p><u>Prior to recordation of the Final Map, the applicant shall dedicate the trail easement to the County of San Diego. The applicant shall</u></p>	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>show the easement on the Final Map with the appropriate granting language on the title sheet concurrent with Final Map Review. The location of the equestrian/pedestrian trail shall be indicated on the Final Map.</p> <p>M-GHG-8: <u>The project applicant shall demonstrate that the project incorporates 40 bicycle stalls on the project site (Measures SDT-6 and TST-5 of CAPCOA Report).</u></p> <p><u>Location of bicycle stalls shall be indicated on the site plan and verified by the County prior to issuance of a building permit.</u></p> <p>M-GHG-9: <u>The project applicant shall demonstrate that the project incorporates 24 parking stalls designated for low-emitting, fuel efficient, and carpool/van pool. Also, EV charging stations shall be installed (Measure SDT-8 of CAPCOA Report).</u></p> <p><u>Location of the 24 parking facilities and EV charging stations shall be indicated on the site plan and verified by the County prior to issuance of a building permit.</u></p> <p>M-GHG-10: <u>The project applicant shall demonstrate that the project incorporates 10-foot-wide pedestrian walkways on the east and west boundaries of the project site and a 10-foot-wide combination equestrian/pedestrian trail on the southern border of the project site (Measure SDT-9 of CAPCOA Report).</u></p> <p><u>Prior to recordation of the Final Map, the applicant shall dedicate the trail easement to the County of San Diego. The applicant shall show the easement on the Final Map with the appropriate granting language on the title sheet concurrent with Final Map Review. The location of the equestrian/pedestrian trail shall be indicated on the Final Map.</u></p>	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>M-GHG-11: <u>The project applicant shall demonstrate that the project incorporates a new transit station with site amenities on Olde Highway 80 at Rios Canyon Road (Measure TST-2 of CAPCOA Report).</u></p> <p><u>Improvement plans that depict the new transit stop shall be shown on the Public Road Improvements plan, and shall be approved by the County prior to the approval of the Final Map.</u></p> <p>M-GHG-12: <u>The project applicant shall demonstrate that the project uses locally sourced water supply (Measure WSW-3 of CAPCOA Report). Prior to issuance of building permits, the applicant shall submit to the County a water service letter from the Padre Dam Municipal Water District (PDMWD) indicating that water would be provided to serve the project. Compliance with this measure shall be verified by the County prior to issuance of building permits.</u></p> <p>M-GHG-13: _____ <u>The project applicant shall demonstrate that the landscape plan for the project incorporates water-efficient landscapes (Measure WUW-3 of CAPCOA Report).</u></p> <p><u>The applicant shall prepare the Landscape Plans using the Landscape Documentation Package Checklist (PDS Form #404), which will indicate the types of plant materials proposed, including water-efficient landscaping. The Landscape Documentation Package Checklist shall be submitted to the County for review and approval. The landscape plan shall be prepared and approved prior to recordation of the Final Map.</u></p> <p>M-GHG-14: <u>The project applicant shall demonstrate that the landscape plan for the project incorporates water-efficient landscape irrigation systems (Measure WUW-4 of CAPCOA Report).</u></p> <p><u>The applicant shall prepare the Landscape Plans using the</u></p>	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p><u>Landscape Documentation Package Checklist (PDS Form #404) indicating the type and location of proposed water-efficient landscape irrigation systems. The Landscape Documentation Package Checklist shall be submitted to the County for review and approval. The landscape plan shall be prepared and approved prior to recordation of the Final Map.</u></p> <p>M-GHG-15: <u>The project applicant shall demonstrate that the landscape plan for the project does not include the use of turn in landscapes and lawns (Measure WUW-5 of CAPCOA Report).</u></p> <p><u>The applicant shall prepare the Landscape Plans using the Landscape Documentation Package Checklist (PDS Form #404). The proposed Landscape Plan shall not include the use of turn in landscapes and lawns. The Landscape Documentation Package Checklist shall be submitted to the County for review and approval. The landscape plan shall be prepared and approved prior to recordation of the Final Map.</u></p> <p>M-GHG-16: <u>The project applicant shall demonstrate that the landscape plan for the project incorporates native plants or drought-resistant trees and vegetation (Measure WUW-6 of CAPCOA Report).</u></p> <p><u>The applicant shall prepare the Landscape Plans using the Landscape Documentation Package Checklist (PDS Form #404), which will indicate the types of plant materials proposed. The proposed Landscape Plan shall utilize native plants and drought-resistant trees and vegetation. The Landscape Documentation Package Checklist shall be submitted to the County for review and approval. The landscape plan shall be prepared and approved prior to recordation of the Final Map.</u></p> <p>M-GHG-17 <u>The project applicant shall demonstrate the use of local and sustainable building materials where available and feasible to obtain (Measure Misc-3 of CAPCOA Report).</u></p>	

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>Prior to issuance of a building permit for any building, the applicant shall provide evidence, such as written correspondence, as to the source of building materials planned to be utilized for project construction.</p> <p>M-GHG-18</p> <p>Prior to issuance of the first grading permit, the project applicant shall purchase 2,708 MTCO₂e of carbon offset credits sufficient to offset all project construction emissions. The carbon offset credits shall be purchased by a California Air Resources Board-approved registry, such as Climate Action Reserve, American Carbon Registry, and Verified Carbon Standard. If no registry is in existence, then the applicant shall purchase carbon offset credits from any other reputable registry or entity that issues carbon offsets to the satisfaction of the Director of Planning & Development Services.</p> <p>Prior to issuance of the first certificate of occupancy, the project applicant shall purchase 71,880 MTCO₂e of carbon offset credits sufficient to offset all project operation emissions over the 30-year project life.</p> <p>The carbon offset credits shall be purchased by a California Air Resources Board approved registry, such as Climate Action Reserve, American Carbon Registry, and Verified Carbon Standard. If no registry is in existence, then the applicant shall purchase carbon offset credits from any other reputable registry or entity that issues carbon offsets to the satisfaction of the Director of Planning & Development Services.</p> <p>The County of San Diego will consider, to the satisfaction of the Director of Planning & Development Services, the following geographic priorities for GHG reduction features, including the purchase of carbon offset credits: 1) project design features/on-site reduction measures; 2) off-site within the unincorporated areas of the County of San Diego; 3) off-site within the County of San Diego; 4) off-site within the State of California; 5) off-site within the United States; and 6) off-site internationally.</p>	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
<u>2.3.2.1 Generate Significant Levels of GHG</u>			
<u>GHG-2</u>	There is currently no statewide plan that lays out the framework as to exactly how the state plans on achieving these targets and to what extent action is required at the local and project level in order to achieve these targets. Therefore, the extent to which the project's emissions and resulting impacts would be mitigated through implementation of such changes is not known and would thus be inconsistent with plans, policies, or regulations adopted for the purposed of reducing GHG emissions in the long-term.	<u>M-GHG-1 through M-GHG-187</u>	<u>Less than Significant</u> <u>Significant and</u> <u>unmitigable</u>
<u>2.3.2.4 Hazards and Hazardous Materials</u>			
<u>2.3.2.2.4.2.2 Existing On-site Contamination</u>			
HZ-1	An existing 6 inch ACP running underneath Pecan Park Lane would be removed as part of the project. Removal of the existing 6 inch ACP during construction could pose a health hazard and risk of upset due to potential dispersal of asbestos.	M-HZ-1: During removal of the existing 6 inch ACP running underneath Pecan Park Lane, under the oversight of the San Diego Air Pollution Control District, a licensed asbestos abatement consultant or Certified Inspector shall be retained during all asbestos cement pipe removal to provide recommendations regarding maintaining the pipe in a non-friable state, and generally supervise the removal operation. If any pipe becomes friable, the licensed asbestos abatement consultant or Certified Inspector shall conduct perimeter air monitoring, and ensure proper disposal of the friable asbestos. All asbestos containing material removed onsite shall be transported by a Cal-OSHA registered asbestos abatement contractor to handle asbestos-containing materials and disposed of at a licensed receiving facility and under proper manifest. In addition, if more than 260 linear feet of pipe is removed that becomes friable, a National Emissions Standard for Hazardous Air Pollutants notification shall be filed.	Less than Significant
<u>2.3.2.3.4.2.3 Wildland Fires</u>			
HZ-2	While the structures proposed by the project will incorporate fire resistive design features, and the fuel modification buffer is wider than the anticipated flame length, there is a potential for the project to exposure people or structures to a significant risk of loss, injury of death involving wildland fires.	M-HZ-2: Per conditions in the Tentative Map, the project applicant will be required to construct a 6-foot non-combustible block wall with stucco covering along the southern edge of the development area, north of the equestrian trail. A minimum of 40 feet up to 80 feet of fuel modification will be required north of the 6-foot non-combustible wall that will be constructed 10 feet north of the open space. Per conditions in the Site Plan, the project applicant will be	Less than Significant

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		required to ensure perpetual maintenance of the revegetation area to provide a low fuel native buffer for the southern riparian forest.	
2-42.5 Noise			
2.4.2.22.5.2.2 Stationary and Construction Noise			
NOI-1	Without mitigation, the expected construction noise level from the nearest residential receptor could exceed the County of San Diego construction noise abatement of 75 dB(A) L_{eq-8h} , and is considered a potentially significant impact.	<p>M-NOI-1: Prior to and during construction, the project applicant and primary contractor(s) shall ensure that the following equipment set back distances are provided to minimize noise to sensitive receptors and comply with County noise standards pursuant to County Noise Ordinance, Section 36.409:</p> <ol style="list-style-type: none"> 1. Rock drilling will require a minimum set back distance of 125 feet from any sensitive receptor property line. 2. Aggregate construction grading operations shall occur no closer than 150 feet from any boundary of a sensitive receptor area. If grading operations occur for an extended amount of time within 150 feet of any boundary of an occupied receptor, then information must be provided to prove and certify that the equipment being used is in compliance with the County Noise Ordinance. Then a new construction noise analysis maybe reviewed to the satisfaction of the [PDS, PCC]. The supplemental noise analysis shall be prepared by a County Approved Noise Consultant and the report shall comply with the Noise Report Format and Content Requirements. Any proposed alternative methods, and/or the implementation of noise reducing measures maybe approved if the construction activities are reduced to 75 dB at the boundary line. <p>M-NOI-2: Prior to issuance of a Blasting Permit, the project applicant or its contractor shall submit a Construction Noise Blasting Plan to Planning and Development Services for review and approval. The blasting plan will include identification of planned blasting locations, a description of the planned blasting methods, an inventory of receptors potentially affected by the planned blasting,</p>	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		and calculations to determine the area affected by the planned blasting. The plan shall also demonstrate County Noise Ordinance Compliance with Section 36.409 & 36.410.	
NOI-2	Without the inclusion of an extended car wash tunnel and clockwise movement of automobiles into the facility, noise levels would exceed the noise standards for fixed noise/and or operational noise of the San Diego County Noise Ordinance Section 36.404 and a potentially significant impact would occur.	<p>M-NOI-3:</p> <p>Prior to the approval of any plan, issuance of any permit, and/or prior to occupancy or use of the premises in reliance of this permit, the project applicant shall implement the following measures to mitigate the operational noise impact related to the proposed car wash:</p> <ul style="list-style-type: none"> a) The car wash facility shall be designed with an extended car wash tunnel as shown in the architectural site plans prepared by Smith Consulting Architects (January 2015). This is considered a noise design measure to comply with the property line noise level limits established by County Noise Ordinance Section 36.404. b) The car wash facility shall be designed to provide a clockwise movement of automobiles into the facility for proper equipment placement to minimize property line noise exposure. The final design plan shall be submitted to the County for review and approval. <p>Upon establishment of use, the following conditions shall apply during the term of this permit.</p> <ul style="list-style-type: none"> a) The car wash operations shall be limited to the daytime hours of 7 a.m. to 10 p.m. consistent with the time specified within the County Noise Ordinance, Table 36.404. 	Less than Significant
NOI-3	Based on a maximum noise level of 75 dBA at 15 feet, noise levels attributed to unshielded HVAC mechanical systems could exceed the County noise limit of 60 dB(A) $L_{eq,(h)}$. As a result, the impact of noise from HVAC equipment under the project could be significant.	<p>M-NOI-4:</p> <p>Best engineering practices shall be used and considered in the placement of noise generating equipment and screening when installing stationary noise sources associated with HVAC systems. All rooftop mounted HVAC mechanical systems shall be screened by a minimum three-foot-high parapet screen, or similar noise screening design, subject to the approval of County staff prior to the issuance of building permits.</p>	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
NOI-4	Based on a maximum noise level of 80 dBA at 15 feet, noise levels attributed to an unshielded trash compactor could exceed the County noise limit of 60 dB(A) $L_{eq-(h)}$. As a result, the impact of noise from the operation of the proposed trash compactor could be significant.	M-NOI-5: Best engineering practices shall be used and considered in the placement of noise generating equipment and screening when installing stationary noise sources associated with trash compactors. The trash compactor shall be designed with a 12-foot high noise screen wall design to meet the noise standards for fixed noise/and or operational noise of the San Diego County Noise Ordinance Section 36.404. The noise screen wall design will be subject to the approval of County staff prior to the issuance of building permits.	Less than Significant

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.52.6 Paleontological Resources			
2.5.2.12.6.2.1 Paleontological Resources			
PR-1	Earthwork will occur within Upper Jurassic and Lower Cretaceous Marine and Nonmarine geological formations, which have marginal potential to contain unique paleontological resources. The proposed project could result in a potentially significant impact to unique paleontological resources.	<p>M-PR-1: A Standard Monitor (e.g., grading contractor) shall perform incidental paleontological resource monitoring during initial cutting, grading or excavation. A Standard Monitor is any one person who is on the site during all the original cutting of undisturbed substratum. A Standard Monitor must be designated by the Applicant and given the responsibility of watching for fossils so that the project is in conformance with Section 87.430 of the Grading Ordinance. If a fossil of greater than twelve inches in any dimension, including circumference, is encountered during excavation or grading, all excavation operations in the area where the fossil was found shall be suspended immediately, the Department of Planning & Development Services (PDS) shall be notified, and a Project Paleontologist approved by the County shall be retained by the applicant to assess the significance of the find and, if the fossil is significant, to oversee the salvage program, including salvaging, cleaning, and curating the fossil(s), and documenting the find.</p> <p>a) If paleontological resources are discovered, the following tasks shall be completed by or under the supervision of the Project Paleontologist:</p> <ol style="list-style-type: none"> 1. Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, plaster-jacketing of large and/or fragile specimens, or richly fossiliferous deposits; 2. Record stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including a detailed description of all paleontological localities within the project site, as well as the lithology of fossil-bearing strata within the measured stratigraphic section, if feasible, and photographic documentation of the geologic 	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		<p>setting;</p> <ol style="list-style-type: none"> 3. Prepare collected fossil remains for curation, to include cleaning the fossils by removing the enclosing rock material, stabilizing fragile specimens using glues and other hardeners, if necessary, and repairing broken specimens; 4. Curate, catalog and identify the fossil remains to the lowest taxon possible, inventory specimens, assign catalog numbers, and enter the appropriate specimen and locality data into a collection database; and 5. Transfer the cataloged fossil remains to an accredited institution (museum or university) in California that maintains paleontological collections for archival storage and/or display. The transfer shall include copies of relevant field notes, maps, stratigraphic sections, and photographs. 6. Prepare a Paleontological Resources Mitigation Report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the fossils collected. 7. Submit two hard copies of the final Paleontological Resources Mitigation Report to PDS for final approval of the mitigation, and submit an electronic copy of the report according to the County PDS Electronic Submittal Format Guidelines. <p>b) If no fossils of greater than 12 inches in any dimension are found during grading excavation, a letter shall be submitted to the Department of Planning & Development Services identifying who conducted the monitoring, stating that no fossils were found, and signed by the Standard Monitor. The letter shall be submitted to the County within 90 days following</p>	

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
		cessation of grading and excavation. The format of the letter shall follow the format provided in Appendix D of the County of San Diego's Guidelines for Determining Significance for Paleontological Resources.	
2-62.7 Transportation/Traffic			
2-6.2.12.7.2.1 Circulation System Operations and Congestion Management			
TR-1	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F) 	M-TR-1: <ul style="list-style-type: none"> • Widen Olde Highway 80 from Lake Jennings Park Road to Rios Canyon Road to provide 4-lanes with intermittent turn lanes between Lake Jennings Park Road and Rios Canyon Road. 	Less than Significant
TR-2	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F) 	M-TR-1	Less than Significant
TR-3	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E) 	M-TR-1	Less than Significant
TR-4	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 3 to Rios Canyon Road extension (LOS E) 	M-TR-1	Less than Significant
TR-5	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east (LOS E) 	M-TR-2: <ul style="list-style-type: none"> • Improve Olde Highway 80 from Rios Canyon Road to Pecan Park Lane to one lane each way with a two-way left-turn lane between new Rios Canyon Road and Pecan Park Lane (east). 	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
TR-6	<p>Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment:</p> <ul style="list-style-type: none"> Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E) 	<p>M-TR-3:</p> <ul style="list-style-type: none"> Add northbound through lane from Blossom Valley Road to Jennings Vista Drive. Improve transition from one southbound through lane to two southbound through lanes from Harritt Road to Jennings Vista Drive. Add southbound through lane from Jennings Vista Drive to Blossom Valley Road. Add two-way left-turn south of Harritt Road to Rancho Del Villa. Extend northbound left-turn pocket at Blossom Valley Road to 115 feet. Modify the southbound right turn lane at Blossom Valley Road to a shared through/right lane. 	Less than Significant
TR-7	<p>Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment:</p> <ul style="list-style-type: none"> Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F) 	<p>M-TR-4:</p> <ul style="list-style-type: none"> Extend the northbound left-turn pocket at Blossom Valley Road to 115 feet. Widen Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp to provide 4 lanes and bicycle lanes. 	Significant and unmitigable
TR-8	<p>Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segment:</p> <ul style="list-style-type: none"> Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F) 	<p>M-TR-5:</p> <ul style="list-style-type: none"> Widen Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 to provide 4 lanes plus bicycle lanes. 	Significant and unmitigable
TR-9	<p>Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following intersection:</p> <ul style="list-style-type: none"> Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) 	<p>M-TR-6:</p> <ul style="list-style-type: none"> Provide additional capacity at intersection according to segmental improvements above. Provide southbound refuge lane for the westbound left-turn movement from the I-8 Westbound Off-Ramp. Alternatively, Caltrans may install full, or partial roundabout improvements <u>may be installed</u> at this location. 	Significant and unmitigable

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Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
TR-10	Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following intersection: <ul style="list-style-type: none"> Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) 	M-TR-7: <ul style="list-style-type: none"> Install a traffic signal at the intersection of Lake Jennings Park Road and Olde Highway 80/I-8 EB off-ramp. Widen off-ramp for 320 feet to have a third lane to accommodate a left-turn lane, a left through lane, and a through right lane. Alternatively, Caltrans may install full or partial roundabout improvements <u>may be installed</u> at this location. 	Significant and unmitigable
TR-11	Based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal.	M-TR-8: Install a traffic signal at the intersection opposite the Lakeside Tractor Supply Project.	Less than Significant
Cumulative-Level Impact			
2.3 Greenhouse Gas Emissions			
2.3.3.1 Generate Significant Levels of GHG			
<u>GHG-3</u>	<u>The proposed project would contribute to a cumulatively considerable impacts on GHG emissions.</u>	<u>M-GHG-1 through M-GHG-187</u>	<u>Less than Significant</u> <u>Significant and unmitigable</u>
2.3.3.2 Conflict with Plans Adopted for the Purposes of Reducing GHG Emissions			
<u>GHG-4</u>	<u>The proposed project would contribute to a cumulatively considerable impact on long-term GHG reduction planning efforts.</u>	<u>M-GHG-1 through M-GHG-187</u>	<u>Less than Significant</u> <u>Significant and unmitigable</u>

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Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
2.7 Transportation/Traffic			
2.6.1.12.7.3.1 Circulation System Operations and Congestion Management			
TR-12	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 – LOS F 	M-TR-1 M-TR-9: The project will also pay the County's Transportation Impact Fee (TIF) at time of building permit which would mitigate any significant local and regional cumulative impacts not included in the project study area. As a General Plan Amendment project, if approved the County would need to update the TIF Program to reflect the changes to the General Plan land uses. The project applicant will be conditioned to pay a fair-share contribution towards the cost of updating the TIF Program in order to incorporate the approved changes to the General Plan land uses.	Less than Significant
TR-13	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 1 to Project Driveway 2 – LOS F 	M-TR-1 and M-TR-9	Less than Significant
TR-14	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 2 to Project Driveway 3 – LOS F 	M-TR-1 and M-TR-9	Less than Significant
TR-15	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Project Driveway 3 to Rios Canyon Road – LOS F 	M-TR-1 and M-TR-9	Less than Significant
TR-16	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Olde Highway 80 from Rios Canyon Road to Pecan Park Lane – LOS E 	M-TR-2 and M-TR-9	Less than Significant
TR-17	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the	The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road would experience LOS E for Cumulative With Project	Less than Significant

Summary

Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
	following roadway segment: <ul style="list-style-type: none"> • Lake Jennings Park Road from Jack Oak Road to Harritt Road (LOS E) 	conditions, and the project would normally have a cumulative impact at this segment. However, this portion of roadway does not conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, the painted median just south of Jack Oak Road, and the width of the pavement and limited conflicts from there to Harritt Road further to the south. Also, as demonstrated by the intersection analysis along this portion of Lake Jennings Park Road it would be operating acceptably (LOS = A-C) despite this LOS anomaly when compared to the normal acceptable daily volumes. Therefore, the practical capacity is indeed something greater than the values used in the tables for making an assessment of adequacy. The improvements proposed by the applicant to Lake Jennings Park Road between Harritt Road and Olde Highway 80 (Mitigation Measures M-TR-3 through M-TR-5) constitutes a substantial proportional contribution to the project's effects throughout this area.	
TR-18	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Lake Jennings Park Road from Harritt Road to Blossom Valley Road – LOS E 	M-TR-3 and M-TR-9	Less than Significant
TR-19	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp – LOS F 	M-TR-4 and M-TR-9	Significant and unmitigable
TR-20	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segment: <ul style="list-style-type: none"> • Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 – LOS F 	M-TR-5 and M-TR-9	Significant and unmitigable
TR-21	Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following intersection: <ul style="list-style-type: none"> • Lake Jennings Park Road and Blossom Valley Road 	M-TR-3 and M-TR-9	Less than Significant

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Impact No.	Impact	Mitigation	Conclusion and Mitigation Effectiveness
	(PM Peak Hour- LOS E)		
TR-22	<p>Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following intersection:</p> <ul style="list-style-type: none"> • Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) 	M-TR-6 and M-TR-9	Significant and unmitigable
TR-23	<p>Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following intersection:</p> <ul style="list-style-type: none"> • Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) 	M-TR-7 and M-TR-9	Significant and unmitigable