

Summary of Technical Report Text Changes

Section (Page)	Change
Figure 1	Revised figure slightly to account for minor change in road alignment. This change does not result in any change to the analysis.

MEMORANDUM

To: Mark Slovick, County of San Diego
From: Brian Grover, Dudek
Subject: Camino Mayor Alternative Alignments – Environmental Analysis
Date: June 9, 2017
cc: Rita Brandin, Newland Sierra LLC
Attachment(s): Figure 1 – Camino Mayor Alternative Alignment 1
Figure 2 – Camino Mayor Alternative Alignment 2

One of the three access points provided to the Newland Sierra Project (project) is located in the northwest portion of the project Site, with access to Twin Oaks Valley Road via Camino Mayor. As part of the project, the existing Camino Mayor dirt road east of Twin Oaks Valley Road would be improved and connected to the Mesa Rock Road extension.

As part of these improvements, the project proposes to improve and widen the existing Camino Mayor intersection with Twin Oaks Valley Road to form a 28-foot-wide unsignalized intersection with one travel lane in each direction. There would be no parking along Camino Mayor, and the off-site portion of the road would be designated as a private street designed in compliance with the County's Hillside Residential road standards. The on-site portion of Camino Mayor would include a multi-use pathway to the project's equestrian area (Saddleback Park); however, no pedestrian, equestrian, or bicycle facilities would be incorporated into the design of the road west of Saddleback Park.

From its intersection with Saddleback Park inside the project Site to its off-site intersection with Twin Oaks Valley Road, Camino Mayor would be design to accommodate only vehicles and would be primarily intended for emergency ingress and egress. As the road does not provide a more direct route to the project's neighborhoods compared to Mesa Rock Road and Sarver Lane, no significant project traffic is forecasted to use the road to enter or exit the project Site. For the purposes of this analysis, this alignment as shown on the Tentative Map/Preliminary Grading Plan (TM/PGP) and analyzed as part of the project's EIR is considered the Camino Major Proposed Alignment (Proposed Alignment).

The alignment of Camino Mayor in its existing condition generally follows the alignment of the private road easements created for the road with Parcel Maps 8306 and 11792 recorded in 1979

and 1981, respectively. The proposed alignment of Camino Mayor as shown on the Sierra Project TM/PGP also generally follows the alignment of the road's easements. Two additional alignments are considered in this analysis, as follows:

- Camino Mayor Alternative Alignment 1 (Alternative Alignment 1) would be directly north of the existing alignment (see Figure 1) and traverse through APN 174-300-21 to connect to the project Site. Beginning at Camino Mayor's existing intersection with Twin Oaks Valley Road, this alternative would improve a small, approximately 400-foot-long segment of the road to just north of the shared driveway to APNs 174-300-24 and 174-300-23 and then divert away from the existing easement onto APN 174-300-21. All other design details and functional assumptions for this alternative would be the same as the proposed alignment described above.
- Camino Mayor Alternative Alignment 2 (Alternative Alignment 2) would stay entirely within the existing easements for Camino Mayor to the point at which it reaches the project Site (see Figure 2). From inside the project site, this alignment alternative would match up with the alignment depicted on the Tentative Map/Preliminary Grading Plan. Like Alternative Alignment 1, all other design details and functional assumptions for this alternative would be the same as the proposed alignment described above.

Both Alternative Alignment 1 and Alternative Alignment 2 would be designated as private roads.

DISCUSSION OF POTENTIAL EFFECTS

Aesthetics

As stated in Section 2.1, Aesthetics, of the EIR, given the existing character and quality of the landscape, widening and paving of Camino Mayor would have a moderately low effect on the existing aesthetic environment. Camino Mayor is an existing private roadway, and the paved surface creates a straight and eventually curving line in the landscape. Grading activities to support the widened roadway would create a line consistent in color, form, and texture with North Twin Oaks Valley Road, and vegetation removal would remove drainage vegetation from the scene. As a result, the proposed visual scene would be increasingly harmonious and free of jumbled or chaotic elements.

Alternative Alignment 1 would have similar impacts as described above for the Proposed Alignment. Although the new alignment is not an existing paved roadway, it would have similar aesthetic impacts and would result in a similar change to the landscape. A minor deviation in the alignment of Camino Mayor under this alternative would result in similar aesthetics impacts as described above.

Alternative Alignment 2 would also have similar impacts as described above for the Proposed Alignment. As this alternative would stay entirely within the easements and not include any grading outside of the easements until the road reached the project Site, the road would have reduced aesthetic impacts as a result of grading; however, this alternative would require the use of retaining walls along certain portions of the road. As the existing easements generally fall within a steep canyon from Twin Oaks Valley Road all the way into the project Site, these walls would not be visible from neighboring properties and residents.

Thus, both Alternative Alignment 1 and Alternative Alignment 2 would have similar impacts as the Proposed Alignment, and no change to the significance determination for the project's aesthetic impacts would result. Aesthetic impacts would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Agricultural Resources

As stated in Section 2.2, Agricultural Resources, of the EIR, the potential direct impacts of the proposed project on off-site agricultural soils would be fully mitigated through payment into the County of San Diego's PACE program. Additionally, the closest proposed non-agricultural land use lots would be located approximately 150 feet from the nearest active agricultural use.

According to maps prepared pursuant to the California Resource Agency's Farmland Mapping and Monitoring Program, neither Alternative Alignment 1 or Alternative 2 would impact any Prime Farmland or Farmland of Statewide Importance. Additionally, neither alternative alignment would impact any land zoned for agricultural use, nor would it conflict with existing zoning for forest land or timberland. Impacts to agricultural resources under Alternative Alignment 1 and Alternative Alignment 2 would be the same as described in Section 2.2 of the EIR. Therefore, agricultural impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Air Quality

Criteria pollutant emissions resulting from construction activities, including improvements to Camino Mayor, were accounted for in the emissions modeling conducted for the proposed project. Construction-related emissions are disclosed in Section 2.3, Air Quality, of this EIR. Compared to the project, Alternative Alignment 1 would result in an additional 94,000 cubic yards of balanced cut and fill as a result of grading activities required for construction of this alternative. Compared to the project, Alternative Alignment 2 would result in a reduction of approximately 5,000 cubic yards of balanced cut and fill as a result of grading activities required for construction of this alternative. No significant import or export material would be required during construction of either alternative alignment because all material would be balanced on-

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Site or as part of and within the immediate vicinity of project Site grading. Therefore, long-distance hauling of material would not be required. Improvements to Camino Mayor under Alternative Alignments 1 or 2 would occur during Phase 2 grading activities, which would be from January 2021 through November 2022. As stated in Section 2.3, Air Quality, localized haul truck activity transporting soil short distances to achieve a balanced site would travel approximately 0.8 mile. The same construction equipment fleet employed for improvements to Camino Mayor would be used for Alternative Alignments 1 and 2.

The net increase in construction emissions as a result of construction of Alternative Alignment 1 were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1. Similar to the proposed project, daily haul truck quantities were estimated using the default hauling capacity of 16 cubic yards as designated in CalEEMod, which, over the Phase 2 grading phase, would result in approximately 20 one-way truck trips per day. In the case of Alternative Alignment 2, overall construction emissions would be slightly less compared to the proposed project. The increase in daily criteria pollutant emissions that would result during the construction of Alternative Alignment 1 is provided in Table 1 below.

Table 1
Alternative Alignment 1 Haul Truck Emissions (pounds per day)

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021	0.04	2.05	0.34	0.00	0.03	0.00
2022	0.04	2.00	0.36	0.00	0.03	0.00

Source: CalEEMod Version 2016.3.1. Emissions represent the maximum daily emissions during summer or winter seasons.

The minimal increase in emissions as shown in Table 1, added to the maximum daily construction emissions that would occur during Phase 2 of the project, would not result in new significant impacts not previously identified in Section 2.3, Air Quality. As stated above, Alternative Alignment 2 would result in a slight decrease in emissions compared to the proposed project.

Additionally, implementation of either Alternative Alignment 1 or Alternative Alignment 2 would not result in a change to operational emissions. Therefore, no change to the significance determination for the project's air quality impacts would result. Air quality impacts would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Biological Resources

Dudek biologists conducted a review of the Alternative Alignment 1 in March 2017 to estimate potential impacts. Based on that review, impacts would slightly increase to southern mixed

chaparral and impacts would decrease to disturbed habitat under this alternative. There is enough southern mixed chaparral on site in the open space that additional impacts to southern mixed chaparral would be covered and, therefore, no additional mitigation would be required for alternative. In addition, the Alternative Alignment 1 would reduce impacts to an ephemeral channel in that area.

As it relates to Alternative Alignment 2, as this alignment would stay within the existing easements and likewise predominantly follow the alignment of the existing dirt road, biological impacts would be reduced compared to the proposed project. Therefore, biological impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Cultural Resources

As stated in Section 2.5, Cultural Resources, of the EIR, all potentially significant impacts to cultural resources would be mitigated to less than significant. There were no identified potentially significant cultural resources close to the existing alignment of Camino Mayor or within the alignment of either of the alternatives analyzed herein. All the same mitigation measures applicable to the project would still be required for either alternative analyzed herein. No new significant impacts beyond those previously identified in the EIR would occur. Therefore, cultural resource impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Geology, Soils, and Seismicity

As stated in Section 2.6, Geology, Soils, and Seismicity, of the EIR, all potentially significant impacts related to geology and soils would be reduced to less than significant with implementation of mitigation measures. It is anticipated that both Alternative Alignment 1 and Alternative Alignment 2 would have substantially the same underlying geologic conditions as the proposed Camino Mayor improvements. All the same mitigation measures applicable to the project would still be required for either alternative analyzed herein. No new significant impacts beyond those previously identified in the EIR would occur. Therefore, geology and soils impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Greenhouse Gas Emissions

Annual greenhouse gas (GHG) emissions resulting from construction activities, including improvements to Camino Mayor, were accounted for in the emissions modeling for the proposed project. Construction-related emissions are disclosed in Section 2.7, Greenhouse Gas Emissions, of this EIR. Alternative Alignment 1 would result in an additional 94,000 cubic yards of balanced cut and fill whereas Alternative Alignment 2 would result in a reduction of

approximately 5,000 cubic yards of balanced cut and fill. No import or export material would be required during construction of either Alternative Alignment because all material would be balanced on-Site or as part of and within the immediate vicinity of project Site grading. Therefore, long-distance hauling of material would not be required. Improvements to Camino Mayor under either Alternative Alignment 1 or Alternative Alignment 2 would occur during Phase 2 grading activities, which would be January 2021 through November 2022. As stated in Section 2.3, Air Quality, localized haul truck activity transporting soil short distances to achieve a balanced site would travel approximately 0.8 mile. The same construction equipment fleet employed for improvements to Camino Mayor would be used for either alternative analyzed herein.

The net increase in construction GHG emissions as a result of construction of Alternative Alignment 1 were estimated using CalEEMod. Similar to the proposed project, daily haul truck quantities were estimated using the default hauling capacity of 16 cubic yards, as designated in CalEEMod, which, over the Phase 2 grading phase, would result in approximately 20 one-way truck trips per day. Similar to construction emissions analyzed in Section 2.7 of this EIR, the net increase in GHG emissions resulting from Alternative Alignment 1 were amortized over a 30-year period. The increase in annual GHG emissions during construction for this alternative is provided in Table 2.

Table 2
Estimated Net Haul Truck GHG Emissions

Emissions Year	Annual Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
2021	38	0	0	38
2022	35	0	0	35
Total Emissions	73	0	0	73
Amortized Emissions	2	0	0	2

Source: CalEEMod Version 2016.3.1. Emissions represent the maximum daily emissions during summer or winter seasons.

In the case of Alternative Alignment 1, the increase of 2 metric tons of carbon dioxide equivalent (CO₂E) per year, as shown in Table 2, added to the amortized construction and annual operational emissions that would occur during Phase 2 of the project, would not result in new impacts not previously identified in Section 2.7, Greenhouse Gases, of the EIR because, following implementation of mitigation measure M-GHG-1, all GHG emissions would be offset to achieve net zero GHG emissions. In the case of Alternative Alignment 2, GHG emissions would be slightly less compared to the proposed project. The same mitigation measures would apply, and all GHG emissions would be offset to achieve net zero GHG

emissions. Additionally, neither Alternative Alignment would result in a change to operational GHG emissions. Therefore, no new impacts would occur beyond those identified in Section 2.7 of the EIR. Therefore, like the project, impacts related to GHG emissions would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Hazards and Hazardous Materials

As stated in Section 2.8, Hazards and Hazardous Materials, of the EIR, Camino Mayor is planned to be one of three primary evacuation routes. Egress to the west via Camino Mayor would continue to function as an available evacuation route for the project under the Alternative Alignment. Neither Alternative Alignment 1 or Alternative Alignment 2 would result in a substantial deviation compared to what was analyzed in the EIR. Neither alternative would cause an increase in the severity of previously identified impacts. Therefore, impacts related to hazards and hazardous materials would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Hydrology and Water Quality

As stated in Section 3.2, Hydrology and Water Quality, of the EIR, impacts would be less than significant and no mitigation measures would be required. Both Alternative Alignment 1 and Alternative Alignment 2 would be required to comply with the same regulations and standards as described in Section 3.2. As required by the State Water Resource Control Board's Construction General Permit, the project would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) to employ numerous erosion control, sediment control, tracking control, materials and waste management, non-stormwater management, and inspection and maintenance best management practices (BMPs) to minimize the potential for erosion, sedimentation, and water quality impacts related to the grading and construction processes. In the developed condition, either alternative would be required to be designed in full compliance with the County's BMP Design Manual. Alternative Alignment 2 would incorporate "Green Street" tree wells at discrete locations as a water quality treatment feature to avoid impacts related to water quality basins outside the existing private road easements. Neither Alternative Alignment 1 or Alternative Alignment 2 would result in an increase in water quality or hydrology impacts beyond those disclosed in the EIR. Therefore, like the project, hydrology and water quality impacts would remain **less than significant** under either of the alternatives analyzed herein.

Land Use and Planning

Neither Alternative Alignment 1 or Alternative Alignment 2 would increase land use impacts beyond what was analyzed in Section 3.3, Land Use and Planning, of the EIR. Overall, there

would not be new or substantially increased impacts associated with either alternative, and, thus, no new mitigation is required. Like the project, land use impacts would remain **less than significant** under either of the alternatives analyzed herein.

Mineral Resources

As stated in Section 2.9, Mineral Resources, of the EIR, the proposed project would result in significant impacts to the availability of mineral resources. In the context of the proposed project, no measures have been found to be feasible to mitigate impacts to less-than-significant levels for the loss of availability of mineral resources. Alternative Alignment 1 would result in substantially similar impacts as disclosed in the EIR. Alternative Alignment 2 would result in slightly less impacts to mineral resources compared to the proposed project. Therefore, no new previously unidentified impacts would occur and impacts to mineral resources would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Noise

As stated in Section 2.10, Noise, of the EIR, impacts during construction and operation would result in potentially significant impacts and mitigation measures would be required. Construction of either Alternative Alignment 1 may cause additional construction noise; however, mitigation measures as identified in Section 2.10 would still be required. Compliance with mitigation measures would reduce construction noise impacts to less than significant. In the case of Alternative Alignment 2, construction noise impacts would be slightly reduced compared to the project. Like the project and Alternative Alignment 1, Alternative Alignment 2 would have to comply with the same mitigation measures identified in the EIR for construction noise impacts. Therefore, construction noise impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

In the case of operational noise impacts, the project has significant and unavoidable impacts. Both Alternative Alignment 1 and 2 would have the same carrying capacity and functionality as the proposed Camino Mayor alignment. Therefore, operational noise would be the same as described in Section 2.10. Therefore, operation noise impacts would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Paleontological Resources

As stated in Section 2.11, Paleontological Resources, of the EIR, excavation in areas underlain by Quaternary older alluvium and younger alluvial deposits would result in potentially significant impacts to paleontological resources. Retention of a project paleontologist and paleontological resources monitor during excavation of paleontologically sensitive areas would

mitigate potentially significant impacts. Neither Alternative Alignment 1 or Alternative Alignment 2 would require excavation in areas underlain by Quaternary older alluvium or younger alluvial deposits. In the event that any paleontological resources are found in the grading and construction of either alternative analyzed herein, the same mitigation measures applicable under the proposed project would apply. Therefore, impacts to paleontological resources would be substantially similar to the proposed project as disclosed in the EIR. Therefore, paleontological resource impacts would be mitigated to **less than significant** under either of the alternatives analyzed herein.

Parks and Recreation

Neither Alternative Alignment 1 or Alternative Alignment 2 would increase impacts to parks and recreation beyond what was analyzed in Section 3.4, Parks and Recreation of the EIR for the proposed project. Overall, there would not be new or substantially increased impacts associated with either alternative, and, thus, no new mitigation is required. Therefore, impacts to parks and recreation would remain **less than significant** under either of the alternatives analyzed herein.

Population and Housing

As stated in Section 2.12, Population and Housing, of the EIR, the proposed project would directly, indirectly, and cumulatively induce substantial population growth in the area. Neither Alternative Alignment 1 or Alternative Alignment 2 would increase the severity of the project's population and housing impacts as disclosed in the EIR. Therefore, population and housing impacts would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Public Services

Neither Alternative Alignment 1 or Alternative Alignment 2 would increase demand for public services beyond what was analyzed in Section 3.5, Public Services, of the EIR for the project. Overall, there would not be new or substantially increased impacts associated with either alternative. Therefore, no new mitigation is required and impacts to public services would remain **less than significant** under either of the alternatives analyzed herein.

Transportation and Traffic

Both Alternative Alignment 1 and Alternative Alignment 2 would provide the same operational capacity as the proposed Camino Mayor alignment as depicted on the TM/PGP. The change in alignment would not affect trip generation or distribution. Trip distribution expected along Camino Mayor under either Alternative Alignment 1 or Alternative Alignment 2 would be the same as under the proposed project, and neither alternative would result in any new or increased

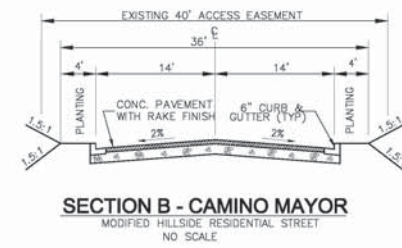
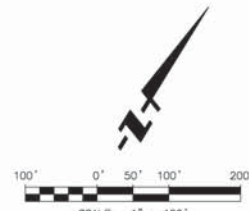
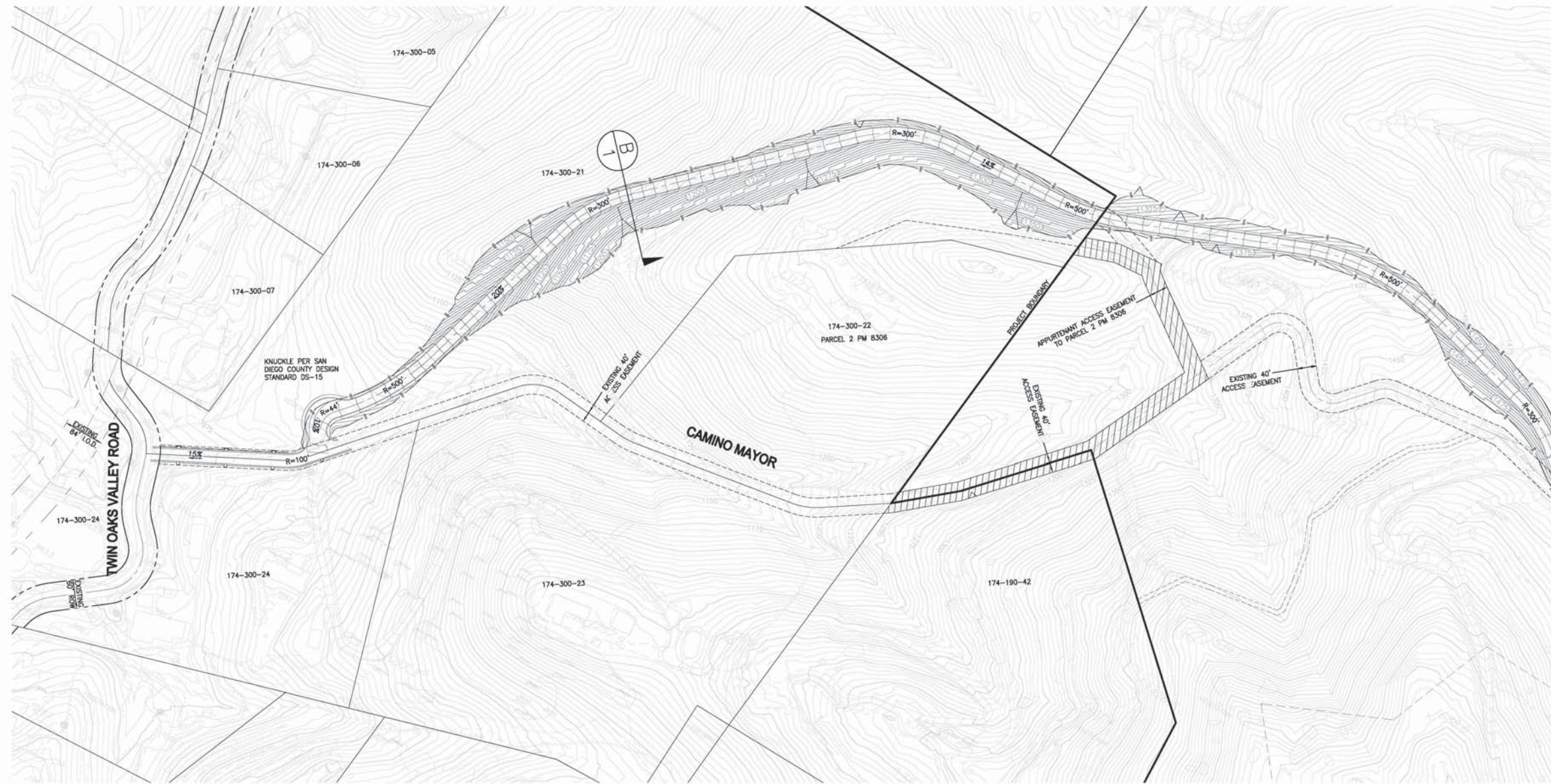
traffic or transportation impacts compared to those analyzed in Section 2.13, Transportation and Traffic, of the EIR. Therefore, as further described in Section 2.13, the traffic impacts identified as significant and unavoidable by the project would remain **significant and unavoidable** under either of the alternatives analyzed herein.

Utilities and Service Systems

As stated in Section 3.6, Utilities and Service Systems, of the EIR, the proposed project would result in less-than-significant impacts to water, wastewater, and solid waste. Neither Alternative Alignment 1 or Alternative Alignment 2 would increase demand for any utilities beyond what was analyzed in the EIR. Overall, there would not be new or substantially increased impacts associated with either alternative, and, thus, no new mitigation is required. Therefore, impacts to utilities would remain mitigated to **less than significant** under either of the alternatives analyzed herein.

Energy

As stated in Section 3.1, Energy, of the EIR, the proposed project would result in less-than-significant impacts to energy, natural gas, and petroleum consumption. Neither Alternative Alignment 1 or Alternative Alignment 2 would increase demand for any of these resources beyond what was analyzed in the EIR. Overall, there would not be new or substantially increased impacts associated with either alternative. Therefore, no new mitigation would be required and energy impacts would remain **less than significant** under either of the alternatives analyzed herein.



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