

**JVR Energy Park
General Plan Analysis Report**

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NOVEMBER 2018

**SDC PDS RCVD 11-16-18
GPA18-010, REZ18-007,
MUP18-022**

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1 INTRODUCTION

San Diego County's General Plan is a complex, highly integrated document that serves as the blueprint for growth and development in the unincorporated County. It is based on a set of guiding principles and consists of the following elements: Land Use, Mobility, Conservation & Open Space, Housing, Safety and Noise. Each of these elements contains a set of goals and policies that must be adhered to by all discretionary development projects. In addition to the policy document, the County's General Plan also consists of a Land Use Distribution Map and Mobility Element Network Map. The land use map identifies the type and intensity of future uses on parcels of land throughout the County, whereas the mobility network delineates the road network that is required to accommodate these proposed uses. Finally, the County's General Plan also consists of several Community or Subregional Plans that are intended to provide more precise guidance regarding the character, land uses, and densities within each community planning area. All of these components make up the County's General Plan.

1.1 Project Description

The Project is a Major Use Permit for the development of a solar energy project with a rated capacity of up to 90 megawatts (MWac) and a 10 megawatt energy storage facility. The Proposed Project site consists of approximately 691 acres of development on 1,345 acres of privately-owned property. The project site is located within the Mountain Empire Subregional Plan area within unincorporated San Diego County, south of Interstate 8 (I-8) and adjacent to the U.S.-Mexico border.

Also included as part of the project would be a 1,000- to 1,500-volt DC underground collection system, a 34.5-kilovolt (kV) overhead and underground AC collection system linking the inverters to the on-site substation located on an approximately 22,500 square foot grounding mat atop gravel, a 138 kV overhead and underground transmission line (gen-tie) that would connect on site and a San Diego Gas & Electric (SDG&E) 138 kV switchyard adjacent to the on-site collector substation that will be utilized to transfer power from the on-site collector substation to the SDG&E 138 KV transmission line that traverses the proposed project. The 138 kV switchyard will be designed, constructed and operated by SDG&E. The approximately 20 MW battery energy storage system would be located throughout the project site in 26 self-contained 6,800-square foot containers housing lithium-ion batteries.

Primary access to the Proposed Project would be provided via an improved access road from Old Highway 80. Additional access points would be provided off of Carrizo Gorge Road. The primary access driveway would be approximately 35 feet wide. Interior site roads would be constructed as suitable for fire access roads and would be constructed to a minimum width of approximately 20 feet improved width.

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2 PROJECT OBJECTIVES

The Project would develop a solar energy project with a rated capacity of up to 90 megawatts (MWac) and 20 megawatts of energy storage use photovoltaic (PV) single-axis tracker electric generation system technology sited in an area with abundant solar energy to generate clean, renewable electricity. The applicant's objectives for the Project are as follows:

1. Develop a solar energy project with a rated capacity of up to 90 MWac and 20 megawatts of energy storage that can supply electricity to indirectly reduce the need to emit greenhouse gases (GHGs) caused by the generation of similar quantities of electricity from either existing or future non-renewable sources to meet existing and future electricity demands, including during on-peak power periods.
2. Develop a solar energy project that can meet the criteria to achieve the maximum federal solar Investment Tax Credit which is intended to decrease the cost of renewable energy generation and delivery, promote the diversity of energy supply, decrease dependence of the United States on foreign energy supplies and improve United States security.
3. Balance the development of the solar energy project with the protection of natural resources, which may include preservation of on-site biological and cultural resources and the establishment of a wildlife movement corridor.
4. Develop a utility-scale solar energy project that improves local electrical reliability for the San Diego region by providing a source of local generation as near as possible to existing SDG&E transmission infrastructure and other recent regional transmission improvements.
5. Provide a new source of energy storage that assists the state in achieving or exceeding the energy storage target of 1.3 gigawatts of energy by 2020, consistent with the terms of Assembly Bill (AB) 2514.
6. Assist in directly achieving or exceeding the state's Renewable Portfolio Standard (RPS), as mandated under the 100 Percent Clean Energy Act of 2018 (SB 100), by developing and constructing California RPS-qualified solar generation to ensure that 44% of total electricity sold to retail customers by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 comes from eligible renewable energy resources.
7. Assist in directly achieving or exceeding the state's mandate to obtain 100 percent of total retail sales of electricity from eligible renewable energy resources and zero-carbon resources by December 31, 2045 (SB 100).
8. Site solar energy projects in areas within San Diego County that have excellent solar attributes, including but not limited to high direct normal irradiance (DNI), in order to maximize productivity.

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9. Develop utility-scale solar energy projects within San Diego County that support the economy by investing in the local community, create local construction jobs, and increase property tax revenue.

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3 CONSISTENCY WITH THE COUNTY'S GENERAL PLAN

This section identifies several General Plan policies that are applicable to the proposed development project and explains the preliminary findings for reaching a conclusion of compliance.

Policy LU-2.8 Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment, and/or are detrimental to human health and safety.

The project would be consistent with this policy. The JVR Energy Park EIR will identify significant impacts and corresponding mitigation measures to reduce project-generated impacts to the extent feasible. Generally, wherever a potentially significant impact is identified for the project, the JVR Energy Park EIR will discuss and require implementation of relevant and appropriate mitigation by the project to minimize the identified impact to the extent feasible.

Policy LU-4.7: Airport Land Use Compatibility Plans (ALUCP). Coordinate with the Airport Land Use Commission (ALUC) and support review of Airport Land Use Compatibility Plans (ALUCP) for development within Airport Influence Areas.

The project would be consistent with this policy. The project's site is located within the Jacumba Airport Influence Area and has been designed in accordance with the Jacumba Airport ALUCP. Please see Appendix A for additional detail regarding this policy.

Policy LU-5.3: Rural Land Preservation. Ensure the preservation of existing open space and rural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) when permitting development under the Rural and Semi-Rural Land Use Designations.

The project would be consistent with this policy. The project site does not include any existing open space easements. A biological survey will be prepared prior to publication of the JVR Energy Park EIR. If the project site contains native habitat, preservation will occur on a nearby site which provides for the protection of native habitat and wildlife movement areas. The agricultural operation on the project site ceased operation many years ago and no commercially viable agricultural operation has taken its place.

Groundwater recharge on the project site would not be significantly altered as the project site would consist of primarily permeable surfaces to allow for groundwater recharge as exists under the current conditions.

Policy LU-5.5: Projects that Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to

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existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.

The project would be consistent with this policy. The project does not propose any features or improvements which would impede bicycle and pedestrian access.

Policy LU-6.1 Environmental Sustainability. Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment.

The project would be consistent with this policy. The site was historically disturbed by agricultural operations. No threatened or endangered species have been identified on the project site. All project impacts to sensitive natural resources (biological and cultural resources) will be mitigated to below a level of significance. Mitigation for habitat impacts will be located in areas that contribute significant resources to an integrated preserve system.

Policy LU-6.5 Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.

The project would be consistent with this policy. Solar development has been determined to be a non-priority development project (PDP) by the County of San Diego and the local Regional Water Quality Control Board and therefore, the project is not subject to hydromodification requirements and Major SWMP requirements. The use of impermeable surfaces would be minimized to the extent practicable, however, concrete foundations for the substation components would include impervious surfaces and would effectively alter existing drainage patterns and could potentially result in an increase in erosion and siltation. Preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) would require JVR Energy Park, LLC to incorporate low-impact development features into the project design to ensure that existing drainage patterns are not significantly altered.

LU-6.6: Integration of Natural Features into Project Design. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.

The project would be consistent with this policy. The project site does not include any mature oaks or indigenous trees that require avoidance or integration into the project design. Existing rock formations on the site would be avoided by project design.

Policy LU-6.9: Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the

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dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.

The project would be consistent with this policy. Grading required for project construction would be consistent with the requirements of the County of San Diego Grading Ordinance. During construction, the implementation of required erosion control plans, stormwater management plans, and best management practices (BMPs) would minimize potential erosion and sedimentation impacts to a less than significant level.

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

The project would be consistent with this policy. A Phase I and Limited Phase II Environmental Site Assessment were prepared for JVR Energy Park, and sampling results indicated that the on-site soils do not have concentrations of heavy metals (including arsenic and lead), dioxins, or furans that would pose a hazard and require remediation. The records search conducted as part of the Phase I did not indicate that off-site sources of hazardous materials exist that would impact the JVR Energy Park site.

Proposed development of the site does not interfere with implementation of emergency responses in the area. The JVR Energy Park is located adjacent to the Jacumba airport and is designed to prevent hazards for air traffic in the area. With the implementation of project design features and completion of a site-specific Fire Protection Plan, the project would be in compliance with applicable fire codes and would reduce potential impacts associated with wildfire hazards.

Policy LU-8.2: Groundwater Resources. Require development to identify adequate groundwater resources in groundwater-dependent areas, as follows:

In areas dependent on currently identified groundwater overdrafted basins, prohibit new development from exacerbating overdraft conditions in Borrego Valley.

In areas without current overdraft groundwater conditions, evaluate new groundwater-dependent development to assure a sustainable long-term supply of groundwater is available that will not adversely impact existing groundwater users.

The project would be consistent with this policy. The proposed project would use groundwater from on-site wells with the Jacumba Community Services District serving as a back-up source if needed. Groundwater Investigations will be prepared for each of the water sources identified for use by the proposed project. The JVR Energy Park EIR will discuss potential impacts to groundwater resources in the project area as well as off-site sources. To ensure that County

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significance thresholds related to groundwater-dependent habitat are not exceeded, the applicant will implement a Groundwater Monitoring and Mitigation Plan.

Policy LU-8.3: Groundwater Dependent Habitat. Discourage development that would significantly draw down the groundwater table to the detriment of groundwater-dependent habitat.

The project would be consistent with this policy. Please refer to Policy LU-8.2 consistency analysis, above. The project will incorporate mitigation measures via the Groundwater Monitoring and Mitigation Plan to ensure that the use of groundwater from an on-site well will not result in a significant impact to groundwater-dependent habitat.

Policy LU-10.2: Development–Environmental Resource Relationship. Require development in semi-rural and rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.

The project would be consistent with this policy. The project has been designed in accordance with the Resource Protection Ordinance and would conserve unique natural features and rural character to the extent feasible. No highly sensitive or sensitive habitat lands as identified by the Resource Protection Ordinance were identified on site which warrant avoidance measures. The project site does not contain any unique natural features or hazard areas that require avoidance.

Policy LU-12.1: Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing.

The project would be consistent with this policy. There are several fire stations that are owned and staffed by San Diego County Fire Authority, CalFire, and U.S. Forest Service within the project area. Police protection in the project area is served by the San Diego County Sheriff's Department, California Highway Patrol, and U.S. Customs and Border Protection. The Mountain Empire Unified School District serves the project area, and includes four elementary schools, two middle schools, one high school, an Alternative Education Program and a Transition Program which serves Special Education students after high school. Based on the existing services as well as the contribution of equipment and funds towards local fire and emergency response capabilities, the project would not result in the need for additional fire or emergency response facilities or services nor would it cause the need for expanded facilities.

Policy LU-12.2: Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the

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Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved Level of Service (LOS) but do not achieve a LOS of D or better.

The project would be consistent with this policy. Primary access to the proposed JVR Energy Park would be provided via an improved access road off of Old Highway 80. According to the Mountain Empire Mobility Element Network Map, Old Highway 80 is classified as Mobility Element Roads which operate at an acceptable LOS. Therefore, improvements of these Mobility Element Roads is not required.

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

The project would be consistent with this policy. The project would use groundwater from existing on-site wells for construction, use and decommissioning. The Jacumba Community Service District would serve as back up water supply. Also see discussion in LU 8.2 above.

Policy M-3.3 Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with State law, and local regulations.

The project would be consistent with this policy. The proposed project would include a primary access road off of Old Highway 80 that would allow for two-way fire and rescue apparatus access as well as enable operations and maintenance access to the internal project road network. In addition, fire access and service roads would be included within the site and would permit access between rows of single-axis trackers. Fire roads will be designed to support the imposed loads of fire apparatus. An additional access road on the eastern side of the project site would be provided off of Carrizo Gorge Road.

Policy M-4.4 Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

The project would be consistent with this policy. Please refer to Policy M-3.3 consistency analysis above.

Policy COS-2.2 Habitat Protection through Site Design. Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.

The project would be consistent with this policy. Historical agricultural activities and disturbances associated with energy infrastructure development have previously occurred on the project site. Detailed biological surveys will be conducted on-site in support of the forthcoming

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EIR. If habitat is identified on site, mitigation measures will be included to reduce all impacts to natural habitat to a less than significant level.

Policy COS-3.1 Wetland Protection. Require development to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.

The project would be consistent with this policy. While the project site does contain wetland habitats, the JVR Energy Park has been designed so as to minimize impacts to biological resources. The existing wetlands are primarily situated within the existing transmission easements which traverse the site from east to west, and will be avoided during future development. All wetlands are located outside of the proposed fenced area of the project, and will be avoided during construction. All project impacts to existing biological resources will be mitigated to a less than significant level.

Policy COS-3.2: Minimize Impacts of Development. Require development projects to:

- Mitigate any unavoidable losses of wetlands, including its habitat functions and values; and
- Protect wetlands, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.

The project would be consistent with this policy. The project site does contain wetland habitat, but has been designed to avoid these areas. Wetlands within the project site are primarily located beneath the existing transmission easements which traverse the site from east to west. These wetlands are located outside of the proposed fenced project area. All project impacts to existing biological resources will be mitigated to a less than significant level.

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

The project would be consistent with this policy. Construction and operation of the project would require the use of water; however, water usage will be limited to the extent practicable. During construction, the proposed project would use a total of approximately 125 acre-feet of water. During operation, the project will use approximately 12 acre-feet of water per year. The water necessary for construction of the proposed project would be provided from numerous sources including on-site wells, the Jacumba Community Services District, and the Padre Dam Municipal Water District to ensure no significant impacts result. Ongoing water use for the project will be minimized to the least amount necessary to wash the solar panels and sustain the on-site vegetative screening. The landscaping irrigation will consist of water-efficient drip irrigation and a solar irrigation clock to minimize water use for the proposed landscaping.

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Policy COS-5.2 Impervious Surfaces. Require development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.

The project would be consistent with this policy. The only impervious surfaces on the proposed project site consist of concrete pad sites for substation equipment and inverters, however the majority of the project site would remain pervious as under the existing conditions. See discussion in LU 6.5 above.

Policy COS-5.3 Downslope Protection. Require development to be appropriately sited and to incorporate measures to retain natural flow regimes, thereby protecting downslope areas from erosion, capturing runoff to adequately allow for filtration and/or infiltration, and protecting downstream biological resources.

The project would be consistent with this policy. Installation of the solar trackers and associated facilities would cause a minimal increase in the amount of impervious surface area on the project site. As such the project is not anticipated to result in an increase in the rate or amount of surface water runoff rate or cause flooding in on site or off site areas. In addition, site drainage will be designed in accordance with County of San Diego standards to ensure that a substantial alteration of existing drainage patterns does not occur, and that the rate and/or runoff will be consistent with existing conditions.

Grading required for development of the project would be consistent with the County of San Diego Grading Ordinance which would be enforced via the required grading permit. Also, prior to construction, JVR Energy Park LLC would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs to minimize potential impacts regarding stormwater runoff.

Policy COS-5.5 Impacts of Development to Water Quality. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.

The project would be consistent with this policy. Please refer to Policy COS-5.3 consistency analysis above. Potential impacts to groundwater resources and local water resources would be minimized through the implementation of mitigation as well as through the project SWPPP. Therefore with implementation of mitigation and the project SWPPP which includes BMPs to protect areas from stormwater runoff, erosion and sedimentation during construction, the project would be consistent with this policy.

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Policy COS-7.1 Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.

The project would be consistent with this policy. An archaeological survey will be completed for the project site to identify any archeological resources, and determine eligibility for listing on the California Register of Historical Resources, or significance under the standards of the County's Resource Protection Ordinance. In order to mitigate for potential impacts to undiscovered buried archaeological resources on the project site, a grading monitoring program and potential data recovery program will be implemented.

Policy COS-7.3 Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.

The project would be consistent with this policy. See response for Policy COS-7.1.

Policy COS-9.1 Preservation. Require the salvage and preservation of unique paleontological resources when exposed to the elements during excavation or grading activities or other development processes.

The project would be consistent with this policy. A review of the County's Paleontological Resources Maps indicates that the JVR Energy Park is located in an area of low to moderate sensitivity and has potential for producing fossil remains. In the event that paleontological resources are discovered during project construction, operation, or decommissioning, the resources would be salvaged and preserved.

Policy COS-9.2 Impacts of Development. Require development to minimize impacts to unique geological features from human related destruction, damage, or loss.

The project would be consistent with this policy. There are no identified unique geologic features located on the project site. Additionally, large rock outcroppings that are located on-site have been avoided.

Policy COS-11.1: Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

The project would be consistent within this policy. The project site is located south of Interstate 8 (a County designated scenic highway) and both north and south of Old Highway 80, (classified as a scenic highway under the Mountain Empire Subregional Plan). Due to topography and intervening landforms, the project would be visible from Interstate 8 for short intervals of time. Because the

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supporting equipment for the PV arrays sits on the surface of the land, when the arrays are removed after the proposed project's lifetime, the land would be largely unaltered from its natural state. Hills and landforms located immediately south of Interstate 8 would reduce the project's visibility from the roadway. The project would be visible on both the north and south sides of Old Highway 80. The entire project site would be fenced along the entire facility boundary with an approximately 7-foot high chain link fence with three strand barbed wire. Dense, natural groves of native and/or drought tolerant trees, masses of native and/or drought tolerant shrubs and ground covers will be planted between the fence line and Old Highway 8 to screen and soften the site improvements. Because the solar panels and associated components are relatively low to the ground, the project would not obstruct motorists' views of hills and mountains in the distance. As part of the EIR, visual simulations will be prepared and analyzed further.

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

- Creative site planning
- Integration of natural features into the project
- Appropriate scale, materials, and design to complement the surrounding natural landscape
- Minimal disturbance of topography
- Clustering of development so as to preserve a balance of open space vistas, natural features, and community character.
- Creation of contiguous open space networks

The project would be consistent with this policy. The project was designed to avoid altering existing rock outcroppings on the project site. While the proposed project will introduce new visual features into the existing visual environment, several design features have been included in the JVR Energy Park project which minimize the visual impacts to the extent feasible. These measures include: visual screening of staging material and equipment storage areas, including storage sites for excavated materials visible from nearby roads, residences, and recreational areas using temporary screening fencing; materials, coatings, or paints having little or no reflectivity shall be used whenever possible. Also see discussion in COS-11.above.

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

The project would be consistent with this policy. Nighttime lighting during operations would be restricted to minimal maintenance and security lighting and all project lighting would comply

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with the County of San Diego Light Pollution Code. In addition, proposed security lighting at the project site will be directed downward and shielded to minimize instances of light spillover and potential lighting impacts to adjacent properties and/or the night sky. A glare study was prepared for the project and found that the proposed JVR Energy Park will not impact airport operations at the Jacumba Airport or cause distraction to nearby residences or motorists.

Policy COS-14.7: Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.

The project would be consistent with this policy. The proposed project consists of a concentrated photovoltaic energy collection system.

COS-14.8 Minimize Air Pollution. Minimize land use conflicts that expose people to significant amounts of air pollutants.

The project would be consistent with this policy. Potential air quality impacts associated with ground disturbing activities during construction would be short term. The project would result in negligible operational emissions and the project includes constructing a renewable energy resource which would result in an overall net reduction in air emissions when compared to energy generated from a non-renewable energy source.

Policy COS-14.9: Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.

The project would be consistent with this policy. Potential air quality impacts associated with ground disturbing activities during construction would be short term. The proposed project is a renewable energy project, and therefore, by its nature would comply with this policy.

Policy COS-14.10: Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.

The project would be consistent with this policy. The project would be constructed by private developers and would be encouraged by the County to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.

Policy COS-14.11 Native Vegetation. Require development to minimize the vegetation management of native vegetation while ensuring sufficient clearing is provided for fire control.

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The project would be consistent with this policy. To comply with the fire code, clearing and grubbing of the site would occur prior to construction. Based on the 2017 Consolidated Fire Code for San Diego County, native vegetation may remain in the area between 50 to 100 feet from a structure provided that combustible vegetation is modified so as not to occupy more than 50% of the square footage of this area. Weeds and annual grasses will be maintained at a height not to exceed 6 inches. In addition, fire buffers ranging from 30' to 60' would be incorporated into the layout of the proposed project and ongoing maintenance activities would include weed whipping and general maintenance of areas under solar facilities. The project would also be subject to state, county, and federal laws, ordinances, rules, and regulations pertaining to the prevention and suppression of fires, including County of San Diego Consolidated Fire Code, State Fire Regulations, International Fire Code (IFC) and the California Fire Code (CFC). The San Diego County Fire Authority would provide fire protection to the project site.

Policy COS-15.6: Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.

The project would be consistent with this policy. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment and off-site trucks hauling construction materials to the site. The project will include the following measures to minimize air quality impacts during construction: application of water three times per day or as necessary depending on weather conditions to suppress fugitive dust during grubbing, clearing, grading, trenching, and soil compaction and/or apply a nontoxic soil binding agent to help with soil stabilization during construction, sweepers and water trucks will be used to control dust and debris at public street access points, internal construction roadways will be stabilized by paving, chip sealing or nontoxic soil binders after rough grading, exposed stockpiles will be covered and/or watered or stabilized with nontoxic soil binders, tarps, fencing or other suppression methods as needed to control emissions, traffic speeds on unpaved roads will be limited to 15 miles per hour (mph), all haul and dump trucks entering or leaving the site with soil or fill material will maintain at least 2 feet of freeboard, or cover loads of all haul and dump trucks securely, and disturbed areas will be reseeded with either a native plant hydroseed mix as soon as possible after disturbance, or covered with a nontoxic soil binding agent.

Policy COS-17.2 Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris.

The project would be consistent with this policy. Recycling, reduction and reuse of construction and demolition debris will be required during construction. In compliance with County of San Diego Construction Demolition and Debris Management Plan requirements and in accordance with County Ordinance 68.508-68.518, recycling will be conducted during construction activities.

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Policy COS-18.1: Alternate Energy Systems Design. Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.

The project would be consistent with this policy. The County has worked with the applicant to design the project to maintain the character of the setting to the maximum extent possible.

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

The project would be consistent with this policy. Clearing and grubbing of the site would occur prior to construction and fire buffers would be incorporated into the layout of the proposed project. Ongoing maintenance activities would include weed whipping and general maintenance of areas under single-axis trackers so as to minimize fire probability and risk. A Fire Protection Plan will be submitted to the County Fire Marshal and the project is also subject to state, county, and federal laws, ordinances, rules, and regulations pertaining to the prevention and suppression of fires and would be required to comply with all applicable regulations.

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

The project would be consistent with this policy. Please refer to Policy S-3.1 Defensible Development above. The likelihood of wildfire would be minimized by clearing and grubbing the site and by incorporating fire buffers into the layout of the proposed project. The battery energy storage system would likely consist of approximately 20 pre-fabricated enclosures which would have a low risk of catching fire. Each enclosure would include an air conditioning unit for cooling purposes and a self-extinguishing fire system. In addition, a project Fire Protection Plan will be prepared and submitted to the County Fire Marshal for approval.

Policy S-3.6 Fire Protection Measures. Ensure that development located within fire threat areas implement measures that reduce the risk of structural and human loss due to wildfire.

The project would be consistent with this policy. A Fire Protection Plan will be prepared for the proposed project and will include fire prevention measures to reduce the risk of structural and human loss due to wildfire. These measures include, but are not limited to: constructing all on-site facilities of non-combustible or ignition-resistant materials in accordance with County Building Code, having multiple water storage tanks with fire department connections available within the site, identifying roads and structures to comply with County Consolidated Fire Code, Section 505, having an illuminated sign at the project entrances that clearly indicates inverter and

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electrical grid layout, and entire site de-energizing disconnect switch identification and location, and removal of all dead, dying, and dried (low fuel moisture) vegetation, 24-hour surveillance at the facility and having a minimum 50-foot fuel treatment perimeter area and perimeter fire apparatus access road. Native vegetation may remain in the area between 50 to 100 feet from a structure provided that combustible vegetation is modified so as not to occupy more than 50% of the square footage of this area. Weeds and annual grasses shall be maintained at a height not to exceed 6 inches.

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

The project would be consistent with this policy. The project will be required to construct all on-site facilities of non-combustible or ignition-resistant materials in accordance with County Building Code.

Policy S-6.1: Water Supply. Ensure that water supply systems for development are adequate to combat structural and wildland fires.

The project would be consistent with this policy. The project will be required to have multiple water storage tanks with fire department connections available within the site.

Policy S-6.3: Funding Fire Protection Services. Require development to contribute its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary to adequately serve the project.

The project would be consistent with this policy. To ensure that the proposed project would not impact fire and emergency response capabilities in the area, the project will be required to contribute equipment and/or funds towards local fire and emergency response capabilities.

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

The project would be consistent with the policy. Following construction, the project would be monitored via a SCADA system to provide critical operating information. The SCADA system would be monitored remotely and no on-site operations and maintenance facilities or personnel would be necessary. Further, the project site is located more than 9 miles from the nearest active fault (the Davies Valley Fault and the Ocotillo fault zone).

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Policy S-9.2: Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.

The project would be consistent with this policy. The project site does not contain any designated floodplains and therefore would not result in the need for flood control facilities.

Policy S-10.4 Stormwater Management. Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.

The project would be consistent with this policy. Grading required at the project site would proceed in accordance with the County of San Diego Grading Ordinance which would be enforced through the grading permit. In addition, prior to construction the project applicant would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that would include Best Management Practices (BMPs) to protect storm water runoff during ground disturbing activities. Also, see response for Policy LU-6.5.

Policy S-10.5 Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.

The project would be consistent with this policy. Refer to Policy S-10.4 Stormwater Management and LU-6.5.

Policy S-11.5 Development Adjacent to Agricultural Operations. Require development adjacent to existing agricultural operations in Semi-Rural and Rural Lands to adequately buffer agricultural areas and ensure compliance with relevant safety codes where pesticides or other hazardous materials are used.

The project would be consistent with this policy. The project is an unmanned facility which would be monitored and controlled remotely via the on-site SCADA system. Therefore, the limited on-site human activity would be negligible. Additionally, while there are agricultural operations located in the Jacumba area, most operations consist of miscellaneous grazing and are not anticipated to use pesticides or other hazardous materials commonly used in agricultural row or crop production. The transport, use, and storage of hazardous materials on the project site during construction and operations would be subject to local, state and federal laws regulations and compliance with relevant laws and regulations would minimize the potential for upset conditions/impacts.

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Policy N-1.1: Noise Compatibility Guidelines. Use the Noise Compatibility Guidelines (Table N-1) and the Noise Standards (Table N-2) as a guide in determining the acceptability of exterior and interior noise for proposed land uses.

The project would be consistent with this policy. An Acoustical Assessment report would be prepared for the JVR Energy Park. If significant impacts are identified, these will be discussed and mitigated in the JVR Energy Park EIR. Following implementation of mitigation measures during both construction and operation of the project, the proposed project will not result in significant noise impacts.

Policy N-1.2: Noise Management Strategies. Require the following strategies as higher priorities than construction of conventional noise barriers where noise abatement is necessary:

- Avoid placement of noise sensitive uses within noisy areas
- Increase setbacks between noise generators and noise sensitive uses
- Orient buildings such that the noise sensitive portions of a project are shielded from noise sources
- Use sound-attenuating architectural design and building features
- Employ technologies when appropriate that reduce noise generation (i.e., alternative pavement materials on roadways)

The project would be consistent with this policy. Noise generating equipment on the project site has been located and buffered so as to not result in significant noise impacts. To ensure noise from inverters would comply with the County Noise Ordinance, the following would be implemented: locate non-enclosed inverters a minimum of 800 feet or greater from the nearest property line, or enclose inverters within 800 feet of property lines in cement blocks or other type of structure capable of achieving a minimum 10 dB attenuation, inverters located within 130 feet of a residential property line require an enclosure capable of achieving a minimum of 15 dB attenuation, direct all switch station doorways and exterior ventilation ducts away from adjacent property lines, prior to the approval of building plans, a noise analysis shall be prepared that demonstrates that the inverters comply with the County Noise Ordinance. In addition, the project will implement a Construction Management Plan, Blasting Plan and Construction Helicopter Noise Control Plan to ensure that noise levels do not exceed established standards during project construction.

Policy N-2.1 Development Impacts to Noise Sensitive Land Uses. Require an acoustical study to identify inappropriate noise level where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation for sensitive uses in compliance with the noise standards listed in Table N-2.

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The project would be consistent with this policy. An Acoustical Assessment Report will be prepared for the proposed project. As discussed in Policy N-1.2, following the results of this study, the project may require mitigation to ensure compliance with established noise standards.

Policy N-3.1: Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.

The project would be consistent with this policy. No operational components of the JVR Energy Park include significant groundborne noise or vibration sources. Construction activities, including equipment use and pile driving for the proposed project would not exceed the Federal Transit Administration guidelines. Blasting activities may occur during construction of the JVR Energy Park that would cause groundborne vibration. The applicant will be required to obtain a blasting permit from the County and will be required to prepare a Blasting Plan which will reduce impacts associated with construction-related noise and vibrations related to blasting.

Policy N-4.1: Traffic Noise. Require that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

The project would be consistent with this policy. The proposed project will not result in an increase in the average daily traffic beyond what is anticipated in the General Plan and therefore will not result in an increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

Policy N-6.2 Recurring Intermittent Noise. Minimize impacts from noise in areas where recurring intermittent noise may not exceed the noise standards listed in Table N-2.

The project would be consistent with this policy. Recurring intermittent noise (such as noise generated during maintenance activities including panel washing) would be relatively low and would not exceed the noise standards for adjacent land uses.

Policy N-6.4 Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance.

The project would be consistent with this policy. Construction and maintenance of the proposed project will conform to the hours of operation for such activities as specified by the County Noise Ordinance. If work is required outside of regularly permitted hours then the project applicant will go through the appropriate County process to ensure County approval of activities.

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4 LAND USE DISTRIBUTION MAP AMENDMENTS

The project site has been given an RL-40 and Specific Plan Area Land Use designation, with General Rural (S-92), Open Space (S-80), and Specific Plan (S-88) zoning. The project would require a rezone of the specific plan parcels from S-88 to S-92. Major Impact Utility Uses are allowed in these zones with approval of a Major Use Permit. Major impact services and utilities (e.g., solar generation facilities) and minor impact utilities (e.g., electrical distribution substations) are defined under Sections 1350 and 1355 of the County Zoning Ordinance (County of San Diego 2014). Upon issuance of either a major use permit (MUP), minor impact utilities (utilities that are necessary to provide essential services, such as electrical distribution substations) and major impact services and utilities (utilities and public services that have a substantial impact, such as solar facilities) are permitted uses within each of the County-designated zones. Minor impact utilities require a minor use permit, while major impact services and utilities require a MUP. Major impact services and utilities, however, may be conditionally permitted in any zone if it is determined that public interest supersedes the usual limitations placed on land use and transcends the usual restraints of zoning for reasons of necessary location and community-wide interest (County of San Diego 2014, Section 1350). The project would include a MUP that would remove the underlying RL-40 and Specific Plan Area Land Use designation and associated designations in the Mountain Empire Subregional Plan.

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5 ROAD NETWORK AMENDMENTS

The project does not require any changes to the Mobility Element roadway classifications. The current Mobility Element classifications can accommodate the proposed project.

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6 Mountain Empire Subregional Plan

Staff concluded that the proposed JVR Energy Park development project is in compliance with the policies identified in the Mountain Empire Subregional Plan. This section identifies several Mountain Empire Subregional Plan policies that are applicable to the proposed development project and explains staffs' rationale for reaching a conclusion of compliance.

Land Use Element General Goal. Provide a land use pattern consistent with the Subregional population forecast.

The project would be consistent with this policy. The Mountain Empire Subregional Plan estimated population growth in the area from approximately 5,815 at the time of writing to approximately 8,844 persons by the year 2030. The project would not affect population density in the Mountain Empire Subregion and sufficient land area would remain to accommodate the projected growth.

Land Use (Policy and Recommendation 1). The landforms of the Subregion are an important environmental resource that should be respected in new development. Hillside grading shall be minimized and designed to blend in with the existing natural contours.

The project would be consistent with this policy. The project site is relatively flat. As such, limited grading is anticipated to be required and therefore, project components would largely be located on the existing natural contours of the site.

Land Use (Policy and Recommendation 2). Create a buffer area of one hundred and fifty (150) feet in width along the international boundary line inclusive of the existing sixty-foot (60') Public Reserve owned by the Federal Government.

The project would be consistent with this policy. See response to Land Use (Policy and Recommendation 3) below.

Land Use (Policy and Recommendation 3). Apply a ninety (90') foot setback within which no new permanent building may be built northerly of the existing sixty (60') foot Public Reserve line. Where such ninety (90') foot setback can be shown to adversely impact a property, owner may apply for a waiver from complying with the setback as provided for Section 7060 of The Zoning Ordinance.

The project would be consistent with this policy. In accordance with Section 7060 of the Zoning Ordinance and in accordance with the procedures set forth in Board of Supervisors Policy I-111, the project will comply with both the county 90-foot setback requirement and the 60-foot Public Reserve line.

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Industrial Goal. Provide a land use pattern which will permit those kinds of industrial uses that will not detract from the rural charm and lifestyle of the subregion.

The project would be consistent with this goal. During construction, the proposed project may impact traffic patterns in the area. However, once the project is operational, it will be unmanned and will not detract from the rural charm and lifestyle of the subregion. Similar to existing development in the area, the project will not require large numbers of employees and will be remotely monitored with very infrequent visits to the site.

Land Use (Policy and Recommendation 4). Ensure that all development be planned in a manner that provides adequate public facilities prior to or concurrent with need.

The project would be consistent with this policy. There are several fire stations that are owned and staffed by San Diego County Fire Authority, CalFire, San Diego Rural Fire Protection District, and U.S. Forest Service within the project area. Police protection in the project area is served by the San Diego County Sheriff's Department, California Highway Patrol, and U.S. Customs and Border Protection. The Mountain Empire Unified School District serves the project area, and includes six elementary schools, one senior high school, and three alternative education schools. Based on the existing services as well as the contribution of equipment and funds towards local fire and emergency response capabilities, the project would not result in the need for additional fire or emergency response facilities or services nor would it cause the need for expanded facilities.

Public Facilities and Services Goal. Provide the facilities and level of service necessary to satisfy the needs of the subregion.

The project would be consistent with this goal. The proposed project has been designed to provide a source of local generation as near as possible to existing SDG&E transmission infrastructure. The project would provide an additional, renewable energy source, helping meet local, regional and statewide energy demand while assisting the state in directly achieving or exceeding the state's mandate to obtain 100 percent of total retail sales of electricity from eligible renewable energy resources and zero-carbon resources by December 31, 2045 (SB 100).

Public Facilities and Services (Policy and Recommendation 4). Uses proposed for the property adjacent to substations or transmission line rights-of-ways should be reviewed for possible impacts to the power facilities and vice versa.

The project would be consistent with this policy. The proposed project has been sited to provide a source of local generation as near as possible to existing SDG&E transmission infrastructure and other recent regional transmission improvements. The proposed project would be compatible with the existing transmission facilities and vice versa.

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Conservation – Environmental Resources Goal. Ensure that there is careful management of environmental resources in the area in order to prevent wasteful exploitation or degradation of those resources and to maintain them for future needs.

The project would be consistent with this goal. An Environmental Impact Report (EIR) will be completed for the proposed project to analyze impacts to environmental resources and to mitigate impacts as necessary. The project has been designed to avoid degradation to natural resources to the maximum extent practicable. The proposed project will include mitigation measures to bring anticipated impacts to a less than significant level.

Conservation: Environmental Resources (Policy and Recommendation 1). All development shall demonstrate a diligent effort to retain as many native oak trees as possible.

The project would be consistent with this policy. The project site does not contain any oak woodlands or native oak trees and therefore, will comply with this policy.

Conservation: Environmental Resources (Policy and Recommendation 3). Floodways should be maintained in their natural state unless findings can be made that a threat to public safety exists.

The project would be consistent with this policy. The project site does not contain any mapped floodways and therefore, will comply with this policy.

Conservation: Environmental Resources (Policy and Recommendation 4). The dark night sky is a significant resource for the Subregion and appropriate steps shall be taken to preserve it.

The project would be consistent with this policy. Nighttime lighting during operations would be restricted to ongoing maintenance and security lighting and all project lighting would comply with the County Lighting Ordinance. In addition, proposed security lighting at the solar facility will be directed downward and shielded to minimize light spillover and potential lighting impacts to adjacent properties and/or the night sky. Therefore, since lighting would be limited to the minimum number necessary to ensure security of the facility and because lighting would be shielded, the project would be consistent with this policy.

Conservation: Environmental Resources (Policy and Recommendation 5). Development shall not adversely affect the habitat of sensitive plant and wildlife species or those areas of significant scenic value.

The project would be consistent with this policy. Detailed biological surveys will be conducted on-site in support of the forthcoming EIR. If habitat is identified on site, mitigation measures will be included to reduce all impacts to natural habitat to a less than significant level.

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Energy Conservation Goal. Ensure that the conservation of non-renewal energy resources is pursued in a way that is not detrimental to the rural lifestyle.

The project would be consistent with this goal. The proposed project is a solar facility and by its nature contributes to the conservation of non-renewable energy resources. Solar energy is a renewable, free source of energy that is sustainable and inexhaustible, unlike fossil fuels, which are finite. It is also a non-polluting source of energy and does not emit any greenhouse gases when producing electricity. Therefore, the project will conserve energy resources and will not be detrimental to the rural lifestyle.

Energy Conservation (Policy and Recommendation 1). New development should utilize alternative energy technologies, especially active and passive solar energy systems.

The project would be consistent with this policy. The proposed project is a solar facility and therefore, by its nature complies with this policy.

Scenic Highways Goal. Establish a network of scenic highway corridors within which scenic, historical and recreational resources are protected and enhanced.

The project would be consistent with this goal. Within the Mountain Empire Subregional Plan Area, Interstate 8 from State Route 79 east to the Imperial County Line and Old Highway 80, from the Central Mountain Subregion to Interstate 8 are designated scenic corridors. The project site is visible from portions of the Interstate 8 scenic corridor and the Old Highway 80 scenic corridor. Existing energy infrastructure is currently visible from Interstate 8 and Old Highway 80. Simulations of the proposed project will be prepared to provide a comparison of the conditions prior to project construction activities and to allow for visual comparison in the EIR. Historically, solar development projects have not been considered a significant visual impact, due to the fact that they are placed above grade, do not require changes to the topography, and allow the land and view to be largely unchanged after the panels are removed. Impacts to aesthetics and visual resources will be fully analyzed in the EIR. The project will be enclosed with screened fencing and landscaping which will largely screen solar panels from view and beautify the project's frontages. The project will protect scenic highway corridors to the maximum extent feasible.

Vision Statement for Jacumba. Jacumba is a diverse community. The ratio of young to older citizens is about even, which makes the vision diverse as well. We want schools for the young, as well as much needed services, like fire protection, police, and medical care, and still not lose the wonderful feeling that is Jacumba. Clean air, beautiful scenery, superb climate, and no congestion or traffic.

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The community supports new development that is compatible with, and preserves the natural and historical environment, including water resources, and protects existing neighborhoods, manages growth to reinforce the rural small town character of the area, which includes agriculture, open space, and trails as important elements of the community.

The community supports the provision of adequate public services by new development without compromising existing levels of service or burdening existing residents with the costs of growth.

We hope someday to become the jewel of the backcountry.

The project would be consistent with this vision statement. The proposed project will not increase population in the area, and therefore will not increase demand for public services such as schools, and will marginally increase demand for other public services. A project Fire Protection Plan will be prepared and submitted to the County Fire Marshal for approval. Please refer to response to Policy S-6.3 above. The project will offset any increased demand for services by contributing its fair share towards funding the provision of appropriate fire and emergency medical services as determined necessary.

The project has been designed to be compatible with and preserve the natural and historic environment. By its very nature, the project would preserve the natural environment and would increase the accessibility of renewable energy throughout California. Please refer to response to Policy LU 8.2 above. The proposed project would use groundwater from on-site wells with the Jacumba Community Services District serving as a back-up source if needed. Groundwater Investigations will be prepared for each of the water sources identified for use by the proposed project, and a Groundwater Monitoring and Mitigation Plan would be implemented for the project. While there would be a short term increase in local trips due to construction, long term traffic impacts would be negligible as it is an unmanned facility. Further, the project is expected to have an economic benefit of approximately \$100,000,000 to the state of California, a portion of which would be concentrated in Jacumba.

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APPENDIX A

Jacumba Airport Land Use Compatibility Analysis

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INTRODUCTION

The Jacumba Airport Land Use Compatibility Plan (ALUCP) is the fundamental tool used by the San Diego County Regional Airport Authority (SDCRAA), acting in its capacity as the San Diego County Airport Land Use Commission (ALUC), in fulfilling its purpose of promoting airport land use compatibility. The two primary goals of the Compatibility Plan are to provide for the orderly growth of the Jacumba Airport and the area surrounding the airport; and to safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Compatibility Plan serves as a tool for use by the ALUC in fulfilling its duty to review airport and adjacent land use development proposals. The project has been analyzed for consistency with the Jacumba ALUCP as described below.

CONSISTENCY WITH THE JACUMBA AIRPORT LAND USE COMPATIBILITY PLAN

This section identifies several Jacumba ALUCP policies that are applicable to the proposed development project and explains the preliminary findings for reaching a conclusion of compliance.

Policy JAC 1.1 Evaluating Acceptable Noise Levels for New Development: The noise compatibility of proposed land uses within the influence area of Jacumba Airport shall be evaluated in accordance with the policies set forth in this section, including the criteria listed in Table JAC-1 and the noise contours depicted on Map JAC-1.

The project would be consistent with this policy. The project is an unmanned facility. Therefore, it will not exceed the maximum nonresidential intensity (people/acre) shown in Table JAC-1. The southern portion of the project site will be located within the 50-55 decibel (dB) noise contour as shown on Map JAC-1. The project use will be consistent with the criteria listed in Table JAC-1 and the noise contours depicted on Map JAC-1.

Policy JAC 1.3 Acceptable Noise Levels for Specific Types of Land Use Development:

- (c) The compatibility of new nonresidential development with noise levels generated by the airport is indicated in Table JAC-1.
 - 1. Buildings associated with land uses listed as “conditional” must have added sound attenuation as necessary to meet the interior noise levels standards indicated in the table and in Policy JAC.JAC.1.5.
 - 2. Land uses not specifically listed shall be evaluated using the criteria for similar listed uses.
- (d) Dedication of an aviation easement in accordance with Policy 3.1.5 of Chapter 2 is a requirement for acceptability of any type of development within the 55 dB Community Noise Equivalent Level (CNEL) contour.

The project would be consistent with this policy. The project is not associated with a “conditional” land use and therefore will not require added sound attenuation as necessary to meet the interior noise levels standards. Prior to development, the project will obtain an aviation easement in accordance with Policy 3.1.5 of Chapter 2.

Policy JAC 1.4 Application of Noise Contours to Individual Project Sites: Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be utilized as follows in assessing the proposed use of a specific development site.

- (a) In general, the highest CNEL to which a project site is projected to be exposed shall be used in evaluating the compatibility of development over the entire site and determining sound attenuation requirements, if any.
- (b) Exceptions to this policy are as follows:

1. On project sites large enough to have a CNEL variation of 3 dB or more, compatibility criteria applicable within each 5 dB range (55 to 60, 60 to 65, etc.) shall be applied to each portion of the site exposed to that range of noise.
2. Where no part of the buildings proposed on the site fall within the higher CNEL range, the criteria for the CNEL range where the buildings are located shall apply.

The project would be consistent with this policy. The project site is large enough to have a CNEL variation of more than 3 dB. The southern portion of the site would be within the 50 to 55 dB noise contour, while the rest of the site will be lower. The substation proposed on site will be located outside of the airport noise contours.

Policy JAC 2.2 Measures of Safety Compatibility: To minimize risks to people and property on the ground and to people on board aircraft, the safety compatibility criteria set limits on:

- (b) The intensity of nonresidential development measured in terms of the number of people concentrated in areas most susceptible to aircraft accidents.
- (c) Development or expansion of certain uses that represent special safety concerns regardless of the number of people present.
- (d) The extent to which development covers the ground and thus limits the options of where an aircraft in distress can attempt an emergency landing.

The project would be consistent with this policy. The project will be unmanned, and therefore will not increase the number of people concentrated in areas susceptible to aircraft accidents. The project will not result in special safety concerns, as it will be designed in accordance with the Jacumba ALUCP Safety Compatibility Policies. While Table JAC-2 does not specifically identify solar development as a land use category, it does identify industrial outdoor storage as conditional in Zone 1 and compatible in Zones 2, 3, 4, 5 and 6. Additionally, electrical substations are identified as compatible in zones 3, 4 and 6. The project substation will be located outside of the airport safety zones. The JVR Energy Park is expected to be found compatible, however, if any significant impacts are identified for the project, the JVR Energy Park EIR will discuss and require implementation of relevant and appropriate mitigation by the project to minimize the identified impact to the extent feasible.

Policy JAC 2.5: Nonresidential Development Criteria: The following criteria apply to most proposed nonresidential development. Additional or different criteria for uses of special concern are described in Policy JAC 2.6.

- (a) For the purposes of this Compatibility Plan, the fundamental measure of risk exposure for people on the ground in the event of an aircraft accident is the number of people concentrate in areas most susceptible to aircraft accidents. This measure is the chief determinant of whether particular types of nonresidential development are designated as incompatible, conditional, or compatible in Table JAC-2.
 1. The maximum acceptable intensity of proposed development within the environs of Jacumba Airport is:
 - Within Safety Zone 1: 10 people per acre.
 - Within Safety Zone 2: 60 people per acre.
 - Within Safety Zone 3: 120 people per acre.
 - Within Safety Zone 4: 150 people per acre.

- Within Safety Zone 5: 150 people per acre.
 - Within Safety Zone 6: no limit.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors.
 3. Local jurisdictions may make exceptions for rare special events (e.g., as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- (b) Evaluation of the compatibility of a proposed nonresidential land use development shall be made using the land use types listed in Table JAC-2.
1. The nonresidential uses are categorized primarily with respect to the typical occupancy load factor of the use measured in terms of square footage per occupant. Occupancy load factor takes into account all occupants of the facility including employees, customers, and others. Also indicated in the table is the California Building Code (CBC) classification under which each facility is presumed to be constructed.
 2. Proposed development for which no land use type is listed in Table JAC-2 shall be evaluated with respect to a similar use included on the list. The occupancy load factor of the unlisted use and that of the similar listed use shall be the primary basis for comparison except where the unlisted use is most similar to a land use of special concern. Unlisted uses also may be compared to listed uses having the same construction type as noted in the CBC column in the table.

The project would be consistent with this policy. The project is an unmanned facility and will have a very low measure of risk exposure for people on the ground. Following construction, the site will be monitored and operated off site through a supervisory control and data acquisition (SCADA) system. Additionally, only the Southern portion of the project site is located within an Airport Safety Zone. The maximum acceptable intensity will not be exceeded during construction nor operation. As described under Policy JAC 2.2, Table JAC-2 does not specifically identify solar development as a land use category, however it does identify industrial outdoor storage which will have a similar occupancy level to the project. Industrial outdoor storage is identified as conditional in Zone 1 and compatible in Zones 2, 3, 4, 5 and 6, therefore, it is expected that the project will also be a compatible land use.

Policy JAC 2.6 Land Uses of Special Concern: Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern, the nature of the concern, and the conditions which the development must meet to be acceptable within a particular safety zone are as listed below.

- (c) Critical Community Infrastructure: This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility.
2. Emergency Communications Facilities; Power Plants, and Other Utilities: Facilities such as these are conditionally compatible in the zones indicated for that use in Table JAC-2 only if the local jurisdiction documents that an alternative site

outside these zones would not adequately meet the needs the facility is intended to serve and that this consideration outweighs the airport-related safety concerns associated with a site in the impacted area. Susceptibility of the facility to damage by an aircraft accident, the availability of redundant or replacement facilities, the rapidity with which the facility could be repaired, and other such factors should all be considered in the determination of whether a facility of this type should be placed in a risky location.

The project would be consistent with this policy. Though the project will be associated with a utility and will produce renewable energy, the destruction of the facility will not cause significant adverse effects to public health or welfare beyond the immediate vicinity of the facility. The battery energy storage system (BESS) containers will each include an air conditioning unit for cooling purposes and a self-extinguishing fire system. Loss of the energy production provided by the project will not significantly impact SDG&E's ability to provide power to the region. Additionally, given the rural nature of the surrounding area, risk will not be expected to extend beyond the project site.

Policy JAC 2.8 Maximum Lot Coverage: All proposed development in Safety Zones 2, 3, 4, and 5 regardless of whether the land use is listed as "compatible" or "conditional" shall adhere to the maximum lot coverage limitations indicated in Table JAC-2. No structures are permitted in Safety Zone 1 and no limits on lot coverage are set in Safety Zone 6. All structures, including parking structures and support buildings, shall be counted when determining maximum lot coverage.

- (a) On project sites of 10.0 acres or more, structures and other large objects shall be arranged so as to meet the open land criterion in Policy JAC 2.9 below at the rate of one open land area per each 10 acres of the site.

The project would be consistent with this policy. The project will adhere to the maximum lot coverage limitations indicated in Table JAC-2. The Project is located in Safety Zone 2, which allows a maximum lot coverage of 50%, Safety Zone 4, which allows a maximum lot coverage of 70%, and Safety Zone 6, which allows a maximum lot coverage of 100%. The project will not place any structures within Safety Zone 1, and will maintain a lot coverage ratio of approximately 28% within the fence line. Additionally, the project will obtain FAA form 7460 – Aeronautical Study Determination of No Hazard prior to development.

Policy JAC 2.9 Open Land: In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based on the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site. For business jets and other large or fast aircraft, including most military aircraft, provision of open land for emergency landing purposed has minimal benefit unless the areas are very large and flat.

- (a) Open land criteria are applicable to all general aviation airport runways in that even the runways frequently used by business jets are mostly used by light aircraft.
- (b) To qualify as open land, an area should:

- a. Be free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
- b. Have minimum dimensions of approximately 75 feet by 300 feet (0.5 acres).
- (c) Open land should be oriented with the typical direction of aircraft flight over the location involved.

The project would be consistent with this policy. The project site includes open space approximately 1,200 feet north of the Jacumba airport runway. This area will not be developed with the project and will remain as open, undeveloped land which will provide substantial area for emergency landings.

Policy JAC 2.11 Parcels Lying within Two or More Safety Zones: For the purposes of evaluating consistency with the compatibility criteria set forth in Table JAC-2, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be reallocated to the less restricted portion. This reallocation of density or intensity is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that safety zone.

The project would be consistent with this policy. The project is located within Zone 1 – Zone 6 of the Jacumba ALUCP. A small portion of the site will be located in Zone 1, however no structures will be placed within Zone 1. Larger areas of development will be located within Zones 2 through 6. Development intensity will be consistent across the various safety zones, with an approximate maximum lot coverage of 28%. The project will not exceed the maximum lot coverage ratio of any safety zone.

Policy JAC 2.12 Special Provisions for Safety Zone 1: In accordance with the Federal Aviation Administration (FAA) guidance, the basic compatibility criteria for Safety Zone 1 (the runway protection zones and within the runway primary surface), as listed in Table JAC-2, preclude most uses, including any new structures and uses having an assemblage of people.

- (a) The presumption is that the airport owner owns or intends to acquire property interests – fee title or easements – sufficient to effect this policy. The ALUC policy is to encourage airport owner acquisition of these property interests in all of Safety Zone 1 with funding assistance from the FAA.
- (b) In instances where the affected property is privately owned and the airport owner does not intend to acquire property interests, the following uses shall be considered acceptable:
 - 1. Within the runway object free area (OFA): No uses except FAA-approved uses related to aeronautical functions.
 - 2. Within the extended runway object free area:
 - Roads
 - Farm crops that do not attract wildlife
 - 3. Outside the runway object free area and extended runway object free area.
 - Uses listed in Paragraph (2)
 - Surface automobile parking

- Other uses not in structures and not exceeding a usage intensity of 10 people per any single acre
4. The acceptability of uses not listed shall be consistent with FAA guidance and the ALUC determination shall be made in consultation with the FAA and the airport owner.

The project would be consistent with this policy. The project will not place any objects within Safety Zone 1 nor within the OFA. Development outside of the OFA will not exceed a usage intensity of 10 people per any single area. Prior to development, this project will be reviewed by the SDCRAA, and FAA Form 7460- Aeronautical Study Determination of No Hazard will be obtained.